

# Vintage Carriages Trust

The Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ  
Charity Registered in England No: 510776

VCT MEMBER'S UP-DATE: JANUARY 1991

## PRESTIGIOUS AWARD FOR TRUST

We are delighted to be able to tell you that the Trust, jointly with the Worth Valley Railway, has been awarded the Association of Railway Preservation Societies' Annual Award for 1990. This is of course the Award within the Railway Preservation movement: and has been awarded to us jointly with the Railway "for the successful and practical redevelopment of the Ingrow West station and yard to include homes for the Vintage Railway Carriage Museum and the Bahamas Locomotive Society".

The Award Trophy itself is a very large coat-of-arms, once carried on the locomotive of London Brighton & South Coast Railway Royal trains, and is on loan to ARPS from the National Railway Museum. In its glass case, it will be displayed in the Ingrow Museum for this Trust's half of this coming year, and possibly elsewhere on the Railway's for the Railway's half.

The presentation was made at the ARPS Annual Meeting, held in Swindon last Saturday (26th January). It was accepted jointly by our own Chairman, Chris Smyth, and by Graham Mitchell, as Chairman of the Keighley & Worth Valley Railway Preservation Society. Chris said how pleased the Trust was to be sharing this Award with the Worth Valley Railway. VCT's progress had been possible because of the high commitment and strong financial support of its small Membership and of all its many friends. He took the opportunity to welcome the Bahamas Locomotive Society, as the third partner of the Ingrow Railway Centre. Graham Mitchell referred to the enterprise of the Railway's volunteers over a great number of years, and the way that the relocation of the BLS had allowed the Railway to welcome people having such a range of railway skills. He said that the Worth Valley Railway was no stranger to awards, but this Award was rather special in that it represented recognition from one's peers.

From the Trust's point of view, this Award represents recognition by the Preservation Movement of the three years of effort in time, money and labour to build the Vintage Carriage Museum at Ingrow. This certainly was a very positive contribution by the Trust towards the overall redevelopment at Ingrow: gaining this Award (jointly with the Railway) is an achievement of which we are very proud.

It is pleasing that early congratulations received were from Lynn Spencer (Senior Consultant with the Keighley Tourism Working Party, of which both

Member of: Association of Independent Museums, Transport Trust  
Association of Railway Preservation Societies,  
Yorkshire and Humberside Museums Council, Yorkshire and Humberside Tourist Board.

we and the Railway are members) and from Barbara Woroncow, the Director of the Yorkshire & Humberside Museums Council - between them reflecting the growing importance of our contribution both within the "tourism" and the "museums" worlds. These congratulations, and of course the Award itself, will further reinforce our determination that the Carriage Museum (and all our work on our coaches and our locomotives) shall continue to be of the very highest standards.

.... and here is the rest of the News:

Members will find their copy of the Minutes of the Annual Meeting enclosed with this "Up-Date". Any Member wishing a copy of the Statement of Accounts and Balance Sheet, as approved by the Annual Meeting, should send a large sae to the Secretary with a note requesting a copy.

Completion of the Carriage Museum, and it now being open to the public, has contributed to quite a surge in membership. The total now stands at some 380. With your help, and remembering that we have just won our share of the ARPS Award, can we increase it beyond this? Is a target of 500 members by the end of this year a realistic one? Enclosed you will find also a copy of a leaflet which will go out with the next issue of the Worth Valley Society's magazine "Push and Pull". You may like to give this to a friend who might be considering joining the Trust. Having just won the ARPS Award, now is a good time for us to increase our Membership: if you can help with this, would you please take this opportunity to do so? (Alternatively, you might like to use this leaflet to respond to the mention of "Sir Berkeley" and the need for some extra money if he/she is to successfully steam in this, his/her Centenary Year. There's mention of progress on "Sir Berkeley" further on in this "Up-Date").

As you will see from the Minutes of the AGM, we have a new Membership Secretary. Malcolm Loukes has kindly taken on this job: this has helped our Treasurer Trevor England very considerably - our joining VAT has greatly increased his work load. He took on the additional duties of Membership Secretary on a temporary basis; in the fifteen months he dealt also with this job there had been 74 new members. Since our Annual Meeting, the pace seems to have accelerated, so he (and we) are very pleased that Malcolm has volunteered for this job. (Trevor notes that in consequence of the extra work he has been undertaking, the paperwork concerning Covenants had suffered somewhat: but that, with Malcolm now having taken over the Membership work, he is now rapidly catching up with these Covenant matters).

This leads to a reminder. Membership Renewal time has come round again. If you pay annually, you should find a Renewal Notice enclosed, together with a Renewals slip which would you please send with your subscription (and any donation you may wish to make) direct to Malcolm Loukes -  
c/o Haworth Station

(If we've got it wrong: first, please accept our apologies: and secondly, would you mind please writing to Malcolm to say what the situation really is).

You will see from the AGM Minutes that there is now provision for Life Membership of the Trust. The payment for this is a single sum of £80, or four consecutive annual payments of £20. Should you wish to support the

Trust by transferring to this new category of Life Membership, would you please contact Malcolm Loukes (address above)? If you pay United Kingdom Income Tax, it would be very helpful if you would please Covenant the four payments, or use the Deposited Covenant procedure for the single payment. This has the effect of the Trust receiving the Income Tax you have already paid on these sums, at no extra cost to you - so, at the present Basic Tax rate, your total payment of £80 is worth £107 to the Trust. The procedure is quite simple: if you are able to Covenant in this way, again would you please contact Malcolm Loukes? (Covenant procedures of course can apply to all regular payments to the Trust, and many Members already help the Trust in this way. The commitment is an annual one for a minimum of only four years: many Covenant their subscription and an annual donation - but, because of the extra administration involved, we ask for the total annual payment to be a minimum of ten pounds, please. Again, please contact Malcolm for the necessary form).

Talking of finances: we were doing reasonably well this month (despite the background of still having rather a lot of loans to repay) - until the "Non-Domestic Rate Account" for Ingrow Museum arrived. Amount due: £6,696.84. Investigation disclosed that the City of Bradford had not as yet deducted the 80 per cent mandatory discount for a Charity - but the total still comes as an unpleasant shock, as we had not bargained for the (seemingly unescapable) "Transitional Limit on Gains" component, being a mere £2,442.54. Even allowing for the 80 per cent discount, this unbudgetted non-optional extra is something we could have done without, and emphasises the need for us to make sure that our revenue is maximised. Apart from in the obvious manner (which would be much appreciated!), you can help here - by volunteering to help man the Shops and/or the Museum. Your help here would be invaluable: information about to whom to volunteer is in a following paragraph.

And now, the customary reminder to all Members (and especially to new Members) concerning the Data Protection Act as relating to the Membership records. You are advised that your names and addresses are kept on a computer (to be precise, a cheapo Amstrad PCW) as the mailing list for this "Up-Date" and for the other items circulated from time to time. If any Member objects to this data being kept in this way, would he/she please advise the Secretary as soon as is possible: her/his name etc will then be recorded manually, with all mailings etc similarly processed manually.

Despite sundry delays, recent progress with the coaches has been very satisfactory. The nine-compartment Metropolitan Third is now completed. Thanks are of course due primarily to Mike Symm, who over a great many years dealt with the considerable majority of the work on this coach: also more recently to our Contractor, Ken Manley, who dealt very efficiently with the outstanding woodwork: and to those who finished the "odds and ends" of varnishing and painting. The finished product is a credit to us. We entered it in the Association of Railway Preservation Societies 1990 Coach Competition: after rather a long delay (which was just as well, as otherwise the coach would not have been completed in time) the ARPS Judge turned out to be no other than our own Chairman, Chris Smyth. He seemed reasonably pleased with the coach - but as our Chairman, he didn't have any real alternative other than to be pleased. Perhaps because of Chris's closeness to this Trust, a second ARPS Judge then put in an appearance,

being no less a person than Alan Garraway. ARPS had its own problems and didn't quite manage to see all the Competition entries in time to allow the trophy to be presented (as had been the intention) at the ARPS Annual Meeting last weekend: so we won't know for three months or so who actually won the Competition, or what the Judges' comments on our coach were.

The Chatham is (at last) approaching the end of its repaint. This has been more than somewhat delayed by Bob Timmins' work prior to us having taken much longer than anticipated. However, he and his son Ralph are now working on the coach, which should now be completed round about the end of February. In fact, the delay to this work has probably saved us an embarrassment, in that we will be avoiding what could have been a rather bad anachronism in the choice of livery. We had intended "South Eastern & Chatham Railway Crimson Lake". We thank members of the South Eastern & Chatham Railway Society, and David Wigley of the Bluebell Railway, for information that tells us that this would have been seriously incorrect. It would seem that the SECR abandoned its crimson lake livery at the outbreak of the First War - with the crimson lake being "let down" with other paints then to hand to (a) give a more serviceable colour for war conditions and (b) to make the paint go further and thereby save money (the SECR was a notoriously impecunious railway). The result was an umber brown, probably in several hues, which has been referred to as "Wellington Brown". Only one train of the "Boat Train" stock was completed in SECR days, the eight coaches of this train being built at Ashford. This train included two brake vehicles, one a First and the other (No 2504) a Second. The exterior livery was the standard brown, with the Managing Committee's crest on a circular wooden disc in the centre of the (slatted) bodyside. Our own coach, 3554, was part of the third order, delivered in Summer 1924 to what was then the very new Southern Railway and was built in Birmingham by the Metropolitan Carriage, Wagon and Finance Company - incidentally being wider than the original (Ashford built) set at 8' 6 1/2" as compared with 8' 0 3/4". As a Southern Railway coach, it was therefore painted in the early SR (Maunsell) olive green. So: to avoid being ten years adrift in the colour, and not liking "Wellington Brown" (of which only one - and not quite identical - coach similar to ours was built): we decided to adopt the absolutely authentic early Southern Railway "Maunsell" olive green. We look forward to seeing the coach completed and resplendent in this livery.

Completion is intended in plenty of time before the Worth Valley Railway's "Vintage Train Sundays" planned for April 7th, 14th, 21st and 28th and May 12th and 19th. It is intended that the "Chatham" coach and the nine-compartment Metropolitan Railway coach be used on each of these occasions, with the motive power provided by "Bellerophon" on the second, fourth and sixth of these Sundays (and by the "Coal Tank", owned by the National Trust and in the care of the Bahamas Locomotive Society) on the first, third and fifth of these). We (and also BLS) have to make the customary statement that the availability of such elderly locomotives (and coaches!) cannot be absolutely guaranteed: but regardless it should be a "right good do" - so please come along to see what on half of these occasions will be a 100 per cent VCT service train. (The Trust will be benefitting financially from the use of these two historic coaches on these trains). The provisional Working Timetable for these days involves the train setting off from Ingrow at 1235 hrs, with departures from Oxenhope at 1308, 1433 and 1603 hrs and from Keighley at 1350, 1520 and 1640 hrs (this final departure being for

Ingrow only). Please note that this is the provisional Timetable and is therefore subject to modification.

"Bellerophon" will probably make an appearance also at the Railway's "Friendly Engines Weekend" (June 8th and 9th). "Bellerophon"'s activities for the rest of the year are yet to be resolved, but may involve repeat visits to another Railway and to a Railway site - you will hear more about this when the locomotive's programme is agreed.

The Railway's Spring "Enthusiasts' Weekend" will be held on March 16th and 17th. At the time of writing, it doesn't look as if "Bellerophon" will be in operation at that weekend - but there's time enough yet.

The above events are noted in the Worth Valley's Summer Timetable, of which you should find a copy enclosed. You will note the pleasing mention of our Carriage Museum - and the three colour photographs showing VCT stock.

Work continues very satisfactorily on "Sir Berkeley". Hopefully, "Sir B" will be ready in time to take part in the "Friendly Engines Weekend", maybe with a hundredth birthday party at Ingrow on one (or, more likely, both) of these days. This is of course subject to the two customary constraints - time and money. If you can help with either, please, it would be very much appreciated. If you can help with time, please contact Terry Sykes, either direct or via the Secretary (but please remember that Terry works offshore and is therefore unavailable during alternate fortnights). If with money - please use the enclosed sheet (the one which will shortly go out with "Push and Pull"), or write direct to the Secretary, VCT, c/o the Railway Station, Haworth, Keighley, West Yorkshire. "Sir Berkeley" certainly will welcome your "Happy Hundredth Birthday Fiver" - or of course, more should you wish and be able. (If we don't manage to get "Sir Berkeley" ready for the "Friendly Engines Weekend", we will let you know when the first public steaming will be - and what the "Birthday Party" will then be).

Incidentally, we would much like to see photographs occasionally reproduced in this Newsletter; so, if you have suitable black and white prints, please don't hesitate to send a copy to the Secretary.

Another reminder: on the first Wednesday evening of EVERY month we hold a Working Party in the Ingrow Museum, from about 6.30 pm onwards. If you can join us, we should be very pleased to see you, at any time during the evening. These Working parties are making a well worthwhile impression on the various outstanding jobs: if you can help us with this, you'd be very welcome.

No one seems to have any information at all concerning the Midland Railway Oil Tank Wagon, recently purchased (for a nominal £5, plus VAT) from the Bahamas Locomotive Society. If you can throw any light at all on its history (including such basic items as its age), we should be very pleased to hear from you. This wagon carries a plate referring to the LNWR Sleeper Depot at Ditton: does this help at all?

Our two Shops are doing very nicely, thank you. Supplies of handlamps are especially good just at the moment, with prices from £20 to £75 depending on rarity and condition. There is also a fine selection of cast iron "Trepas" and other plates. Visit now if you are interested in any of these - we normally are able to open our Shops from 12 noon to about five on Saturdays and Sundays during the Winter. A new item just available is a small and attractive enamel lapel badge of the MS&L coach, labelled "'VCT'

MS&L Rly. tricomposite coach built 1876", price £1.20. Also, VCT ties are still available, price £3.50. The badges and the ties are available at the shops, or can be posted - in which case add a little for postage, please.

The last "Up Date": included a request for volunteers to help with the Shops and with the Museum. With (hopefully) the warmer days of Spring and Summer now not too far away, now is the time time to reply, please - whether you would like to help on a regular basis (for example, once a month), or only occasionally - or for just a day or two of your holiday. If you can help at all, would you let Jackie Cope know, please? c/o Haworth Station  
She would be very pleased to hear from you.

With our half of the ARPS Annual Award for 1990 confirming that "We Have Arrived" as far as the Museum and its contribution towards the Ingham site as a whole is concerned, and with the good progress on coaches and locomotives: 1991 could well be another exciting year for the Trust. Hopefully, we should be able to avoid too much financial difficulty (we still have quite a lot of "Shed Loan" money to repay) - but we rely very much on the good offices, and the labour, of our Members. If you are able to help in any way (financially, Shop keeping, Museum keeping, working on our coaches or on our locomotives) - would you please think how you best can contribute, and then let us know? Exciting or not, we look forward to 1991 being a very active year for the Trust.

Michael Cope

Secretary: Vintage Carriages Trust

28th January 1991