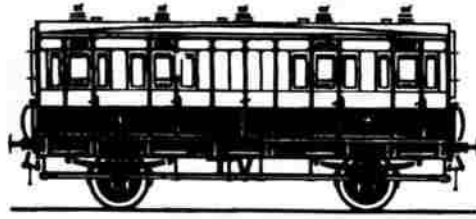


# VINTAGE CARRIAGES TRUST



Owners of the Vintage Railway Carriage Museum at Ingrow Railway Centre  
Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ  
Charity Registered in England No. 510776 Registered Museum No. 1202

## Members' Newsletter: December 1995

The theme for the last issue of our *Newsletter* was most definitely a survey of our coaches. This time, it's difficult to be quite as specific. Probably however it's "all things new and changed"! In this *Newsletter*, we've news of the completion of our sideways extension: our aspirations for 1996 (including to actually be able to get on with some coach restoration – also, hopefully to include a possible Overseas Visit for *Sir Berkeley*): the formal record of our recent Annual General Meeting, with quite a few changes on the Committee: and (say it quietly) news of slightly-increased subscriptions, as agreed at that Meeting. A result of this is that there is a modest financial incentive in your renewing before the New Year, if you pay your subscription annually: as always, if you are able to include a modest donation towards the work of our Trust, this would be much appreciated!

### New Officers

The Annual General Meeting saw new faces on the Committee and new Chairman, Vice Chairman, Treasurer, and Trustee. Our new Chairman is Trevor England. He is certainly not new to the Trust, for whom he has been working for the last 17 years as Treasurer, plus other roles including as Vice Chairman for the last twelve rather difficult months. We are sure that all will join in welcoming Trevor to the Chair and wishing him all the best for the future as the Trust's "Top Man".



VCT's new Chairman, Trevor England

Trevor's introductory Chairman's remarks at the first Committee Meeting summarise his aspirations for the future: *"The Trust is now 33 years old and for two thirds of this time Chris Smyth had been Chairman. As such Chris had seen it develop from a single carriage restoration project (the 'Chatham' coach) to what it is today. As the Trust's new Chairman, I intend to see the Trust develop on this firm foundation, with the completion of the sideways extension and then with the rearwards extension. The aim must be to restore the whole Collection to a high standard whilst allowing for use by the general public for them to appreciate travel as it used to be. I expect this to be done in a friendly manner, as our main reason for being here is that it is our hobby, which we should all enjoy to the best of our ability whilst at the same time looking after the interests of the Trust."*

Chris Smyth, who as Trevor noted has served the Trust for a great many years as Chairman, is now settling into his new task as Trustee, where he joins Graham Bentley and Paul Holroyd. He reports later in this *Newsletter* on the response to his Membership Survey. At this point we would like to thank Chris for his service to the Trust as Chairman. He has seen the Trust grow to a membership comfortably in excess of 500, achieve Charitable Status, and find a base at Ingrow in the shape of the building of the Carriage Museum. More recently, the Trust has not only achieved Registered Museum status but also has won major Awards in the transport scene. We wish Chris well in his new role within the Trust.

We also welcome Dave Johnson as Vice Chairman, Jackie Cope as Treasurer and Bob Stott as a new Committee Member.

As well as being well known as a Great Northern (and East Coast Joint Stock) enthusiast, Dave Johnson has specific legal expertise which has already proved to be invaluable to the Trust: doubtless, with the increasing complexity of doing anything at all within Railway preservation, there will be other matters requiring Dave's specific skills.

Jackie Cope probably chose the worst possible moment to take over from Trevor England. The building works resulted in a great deal of financial activity, with the result that this last month occupies more VCT ledger space than any previous month! Adding to this the need to complete the quarterly VAT return as expeditiously as is possible (this should result in a fairly impressive VAT repayment to the Trust – we need the money!) all I dare say is that all this activity is keeping her well and truly out of mischief.

## New Subscription Rates

Perhaps we'd better mention at this stage the matter of the Subscription Increase. We are sorry, but inflation over the years means that the very low annual Subscription rates of £2.50 for adults and £1.50 for Seniors, Spouses and Juniors which we have held for several years past sadly are no longer sufficient to reliably cover the actual cost of being a Member of the Trust, including the production and postage costs of the *Newsletter*. As you will see from the Minutes of the Annual Meeting (which appear later in this *Newsletter*) it was agreed that these should increase to £4 for adults, £2.50 for Seniors, Members' Spouses and Juniors (and an accompanying £120 for Life Membership), all to take effect from January 1st 1996. We regret the need for these increases, but are certain that all Members will appreciate the need for them. We do appreciate that there are problems for many in this day and age and we do appreciate the massive support we receive from Members, many of whom have been able (and we trust will continue to be able!) to add a Donation to their Annual Subscription.

Turning now to the practicalities of subscription renewals. If you are a Life Member, a Honorary Member, or joined the Trust late in 1995 (in which case your initial Membership is valid until December 1996), or have a Bankers' Standing Order payment or Covenanted payment to the Trust: you should find your Membership Card for 1996 enclosed with this *Newsletter*. If not – in other words, if you pay annually by cheque or by cash – you should find a Membership Renewal Form enclosed. (Our apologies if we've got it wrong as far as you are concerned – in which case would you please let us know as soon as is possible?)

If you wish to pay at the 'old' rate, please get your subscription sent off before the New Year! ....And, as always, if you are able to add a donation to your subscription, please do so!

## VCT: Progress!

Let's move on to more exciting things.

It's a rather bland statement, but it covers everything: the 'Sideways Extension' is completed.

This Extension – its plans, the Builders, the Plumbers, the Electricians, the Big Clean, the Sorting Out, paying for it – has been with us for what seems a very long time. Indeed, it *has* been a long time, with the Builders with us for most of the Summer and only now with some sort of ordered sense starting to prevail at our Museum. Yes, it has been well worth while: yes, it is successful: yes, it will very much help our work in the coming years. At last we have good storage, proper toilets (and a staff shower!), a warm and clean mess room; and an impressive Shop at Ingrow.

We have previously noted within this *Newsletter* our thanks to the Leopold de Rothschild Charitable Trust, the Mercers' Foundation, the Esmée Fairbairn Trust and to the Museums & Galleries Commission for their respective very kind gifts towards our Extension project. To this list we are now delighted to add the name of the Pilgrim Trust, which since the last *Newsletter* has very kindly given £6,000 towards our Extension project. We take the opportunity of expressing our very real appreciation for this gift, which has very considerably helped towards the success of the overall project. The Pilgrim Trust is London-based, and takes pride in supporting Charities over the whole of the Country with capital projects in the fields of preservation, art, learning and social welfare. It tends to support projects described by them



Storage space – available at last! (and very much in use)  
'Sideways Extension': VCT Museum, Ingrow

as "interesting and unusual" (the word "bizarre" has even been used!): we can fairly claim to be an "interesting and unusual preservation project" – though I think even we would stop short of describing the Sideways Extension as "bizarre"! Thank you for your support, Pilgrim Trust!

Yes, with the support of the above-mentioned bodies – and with a great deal of financial assistance from Trust Members and friends, for which again many thanks! – we have paid for the "Sideways Extension". There may be one or two who will say that it is more expensive than we had anticipated: they are quite right! As the Extension progressed, we took the opportunity to complete the job – to do it properly; with the result that we have a much better, and a much more 'finished', building extension than we had dared hope for when we started the project. In the event, the final cost of the building works (as such) totalled £46,903. To this we need to add professional fees (£1,280) and various 'extras' (adding up to £9,998) to give a grand total of £58,181.

It's perhaps under the 'extras' heading that the theme of 'doing the job properly' came into its own. The financial situation was sufficiently good to allow us to provide proper lighting (of necessity, professionally installed – all thoughts of 'doing it ourselves' had to be abandoned, as Building Inspectors these days require a proper Certificate of Completion for any electrical work, and we know of no suitably-qualified Member in a position, or with the time, to supervise such work and then to issue such a Certificate). In addition, current Regulations require a specified level of emergency lighting, so that had to be included. Things that we didn't actually *have* to provide but did include lino for the Shop area and non-slip PVC flooring for the messroom



Workshop within the new 'Sideways Extension': VCT Museum, Ingrow

be someone at the Museum when you arrive.) Also, if you can join us on any of the Wednesday evening working parties, please just turn up: these are the **first** and the **third** Wednesdays of the month, any time after about 6.30 pm. Plenty of things to do: all skill levels! The sooner we complete the present mega-tidy programme, the sooner we can restart some actual coach restoration!

One of the major challenges that faced us immediately on the departure of the workmen was the large empty space labelled 'Shop/Welcome Area', and the room above it labelled 'Committee Room, Magazine Store, and Library'. Both looked huge (which they are) and inviting, but lacked furniture and fittings. Shops need shelves and counters; Libraries need bookcases; Committee Rooms need table and chairs. All need money – and that is one thing that is in short supply! Problems? Well, no – we had not reckoned with Trust

Members' generosity and ingenuity.

Len Smith started it all – could we make use of a extending dining table and eight chairs? Certainly we could! They arrived complete with a wall panel heater and other useful bits and pieces. Membership Secretary Philip Walton working upstairs to reinvigorate the sound system soon became surrounded by not only this said table and chairs but also several bright blue office chairs whose swivel action and interesting vertical suspension certainly help one to stay awake during Committee Meetings. These were joined by a bookcase and a large plan chest, the latter being for the poster collection of which the Trust already has quite a number of interesting examples. Philip Walton seemed to be increasingly squeezed into a corner as he brought back to life the Duke of Keighley and his retinue, Sherlock Holmes and the silly flapper in the Chatham coach off on her Parisian honeymoon. Those volunteers who looked forward to hearing Nellie the maid saying "Oh! You are a card!" many, many times during their day on duty were absolutely thrilled to have her back among us!

Meanwhile, down below, the wide open spaces of the shop were filled as a result of a phone call from member David Moorhouse. This was followed by a lorry load of metal shelving and an office desk which has made a very suitable counter. A chance walk through Keighley and another member noted that Reid's Bookshop was moving to smart

and for the toilets. The messroom itself set off as 'provision for future messroom and staff toilet and shower'. We were however able to include both the messroom itself and the toilet and shower, and are pleased we did so. A less welcome 'extra' was a bill (well into four figures) which related to work done at the time of the first stage of building the Museum, now some five years ago, but which is included in the above figures.

The end product of this is yes, with the assistance of these grants and with the very considerable support from Members and friends, we have paid all the bills; yes, we will need to watch expenditure for the next few months – and yes, the Sideways Extension not only is completed but it is well worth all the effort! We will be holding an 'Official Opening' some time in the Spring (the date and other minor details are yet to resolve but will be publicised in due course) – but in the meantime please call in, introduce yourself as a Member, and take the "Conducted Tour" of what we collectively have achieved!

..... and if you would like to make a further gift towards paying for this Extension, please don't hesitate!

Now the lino man has done his job, our Builder (Adrian Coulson) and his men, who did a good job for us, have taken up their huts and security compound and have left, and the Building Inspector has passed the job as OK and has gone on his way. Now what? Did this finish the job? Well, actually, no. Already a great deal has happened – exciting tasks like cutting and installing fire cladding, cleaning, tidying, moving things into stores, cleaning, tidying, sorting the sound system, tidying, cleaning, getting the 110 volt and 24 volt electrical systems operative again, moving still more things into stores, getting the messroom habitable, painting, painting and more painting..... if you can help in any way towards all this work of getting the Museum into really excellent order, please don't wait for us to contact you, but please drop in any time between 11 am and 4 pm during the day (any day! – not just at the weekend) and we will find you something to do.

(If you prefer, please ring either the Museum on 01535 680425 or your Secretary on 01535 646472 so that we can confirm that there will



Messroom, 'Sideways Extension': VCT Museum, Ingrow  
Our entry for the 'Best Preserved Messroom' Competition, 19967

new premises near the bus station. A hard day's labour helped by Jeremy Brooksbank, the owner's son, saw fittings, counters and other assorted useful fittings transported to Ingrow. The ingenuity of Bob Stott and Dave Hemingway is now well on the way to turning all this into a very effective VCT Sales Shop at our Ingrow Museum. Many thanks to Reid's Bookshop owner Mr Brooksbank and his son Jeremy for their support and help.

So, what else is needed? We still seek strong metal shelving in reasonably good condition for the stores and the magazine stacks. Also one or more metal filing cabinets (modern size, A4 based: the desk's drawers' Quarto size presented quite a challenge!) and one or more metal cupboards (of the variety with doors) for storing archive files and other materials. If you can help, please let us know – but as the position is changing quite rapidly, please check with us first.

The Ingrow Shop area is of course our third Relic Shop.

The Trust relies heavily on our Relic Shops to provide much-needed finance. The contribution made by the willing team working in the Trust's Shops is very much appreciated! We also rely on – and would like to thank – other people 'out in the field'. These include John Stephenson, who seeks out hardware, and Malcolm Loukes (our Shops Manager) who provides an astounding knowledge of the current prices of second-hand books and of model railway equipment.

Michael Cope has for many years sorted back-number magazines in the depths of the cellar at our Haworth Shop: he has now handed this fascinating task over to Rae Tallon and David Hemingway, who attend to this in the luxurious comfort of the upper room at the Museum. This was one of the reasons for the decision to move all the 'back number singles' magazines from Haworth to Ingrow. So, if you seek back number magazines, please note that the place to go for these is now Ingrow Museum rather than Haworth Shop – and please tell all your magazine-buying friends! A handy mini-leaflet is enclosed for the purpose! Haworth will continue to stock 'full year' magazines – but the comprehensive stock of 'singles' is in the process of moving to Ingrow, where it should be fully set up ready for the Spring.

We do of course still welcome donations of any railway related items, which remain the Trust's 'bread and butter'. If you are able to give any of these, you may find it convenient to take them to Ingrow, which (with what has turned out to be only very occasional exceptions!) is open daily, usually at least from about 11 am to 4 pm. Don't forget that the Trust is very happy to make cash offers for larger collections (but regretfully not for relatively modern magazines) – please let us know if you would like more information about this.



The new Sales Area, 'Sideways Extension': VCT Museum, Ingrow

## Annual General Meeting

Our Annual Meeting and the lunch preceding it was enjoyed by all who were able to be present at the 'Three Sisters' Hotel on 21st October last. So that all who were not able to be present at the AGM can see the formal record (and of course those who were present may like to see it!), each year we print these Minutes of Meeting within the Newsletter. So here they are:

### Minutes of the Annual General Meeting of the Vintage Carriages Trust for the year ending 31 March 1995, held at the Three Sisters Hotel, Haworth, on Saturday 21 October 1995

**Present:** Mr & Mrs M Baxendale, Mr & Mrs M W Cope (Mr Cope, Secretary), Mr & Mrs R N Higgins; Messrs N Baxendale, G Bentley, W H Black, T R England, R Gibbon, D Hemingway, G N Hindley, P Holroyd, D Johnson, N Martin, D A Page, J T Pickles, K Preston, C G Smyth (Chairman), B Stott, J Wallis, M Walton and P Walton.

**1. Apologies for absence** were accepted of Mrs M Holroyd, Master G Holroyd, Mr & Mrs R and Mr M Holroyd, Mr & Mrs D Parker, Mrs E Roberts, Mrs S M Smyth and Master C D Smyth; Messrs J Bromfield,

K Cook (preparing the next day's Vintage Train), E G Cope, R A Coulson, P Eastham, A E Finlay, M J Harris (Haworth Shop), J Heaton, G Klapproth (Keighley Shop), M T Loukes, P R Ovenstone, K Pitts (Museum), I Smith, F Alan Wood.

**2. The Minutes of the previous Annual Meeting** (held on Saturday 22 October 1994) were accepted as correct.

**3. There were no matters arising** therefrom not otherwise covered by the Agenda.

**4. By way of reporting on the Trust's activities over the past year**, Mr Smyth outlined the responses obtained so far to the Membership

Survey he had sent out. The response to this had been good, with more than 100 already returned and with others expected. His question on this survey concerning age had shown that we are indeed "fairly mature". A consequential problem – already recognised by the tramway preservationists, who are some 5 to 10 years more advanced in time than railway preservation – is the need for an increasing amount of interpretation and explanation for younger people, who had no recollection of steam railways. VCT is ahead in this field, but must continue to develop this aspect. Questions concerning occupation and interest revealed a wide span of activity and interest. There was also a wide range of response to coaches being the Trust's most important activity, which nevertheless gave a broad band of agreement. Responses to "Which coach would you like to see next completed?" had included "the L&Y coach" – a viewpoint shared within the meeting by at least Mr Higgins. Surprisingly few Members had travelled in any of the Trust's coaches or behind the Trust's locomotives, it being felt that more notice of this would be helpful. It was however generally agreed that the present amount of use of our vehicles is about right. The Carriage Museum had generated general enthusiasm, but not many other comments. Here, Mr Smyth reminded us that this time last year the Sideways Extension was but a gleam in the eye: it was now as good as finished; and we were planning as the next major stage the Rearwards Extension. This would include a pit, a crane (pulley block on runway), and a viewing gallery. Suggestions about recruitment had included from people travelling on the Railway. There had been suggestions also about social events: he would feed these back to the Committee. He also noted that comments concerning the Relic Shops confirmed that VCT is distinguished from many others by having an assured steady income from this direction. The question about Collecting Policy and whether the Collection was complete resulted in a huge range of responses. These ranged from "yes,

the Collection is complete, now look after it" to "no – no Collection is ever complete".

Mr Smyth concluded by saying that personal circumstances meant that he was no longer able to attend meetings or otherwise to be present as often as he would like. He was therefore this year not offering himself for re-election as Chairman. He thanked in particular Trevor England, who as Vice Chairman (and Treasurer) had ably supported him. He ended by saying how much he had enjoyed what he had been able to do for the Trust, how proud he was of what the Trust had achieved, and that he very much looked forward to the future work of the Trust.

**5. Mr Smyth had no other Chairman's Business.**

**6. Treasurer's Report and Adoption of Accounts.** Mr England said that our Hon Auditor, Mr R A Coulson, would have liked to have been present but unfortunately had not been able to do so. Mr England therefore presented the Accounts himself. In so doing, he noted that despite the sales turnover being down (and to a lesser extent also the sales profit) other financial aspects of the Trust's activities had been very satisfactory, resulting in an increase of available cash over the year of about £7,000. This had been a very good starting point for the present year, including as it does the considerable expense of the "Sideways Extension" project. Mr Coulson had asked for attention to be drawn to the "change in Accounting Policy" paragraph, being a Professional requirement and having the effect of removing the Collection from the financial assets of the Trust. Also Mr Coulson had asked the Committee to decide whether or not Life membership subscriptions should be apportioned or not.

Mr W H Black commented that, despite the restoration costs for the year being down, that which had been achieved was very creditable. Mr Cope commented that one of the reasons for this was the good work done by the "midweek team" and that the associated entry "wages" should read "expenses": we do not pay wages, only limited expenses, using the DSS-approved form produced by the Volunteer Centre UK.

The apparent high cost of the "Newsletter" was queried. This was not fully understood, as adding the present cost per issue (about 30p) to the postage (19p), multiplying by 500 or so and then by four issues per year gives a figure of only about £1,000. It was noted that the "Newsletter" is an essential means of keeping all Members informed, and that significant cost reduction is neither practicable nor realistic.

Mr England outlined the financial position at the present time. Cash at Bank at the beginning of October totalled £40,774.94, with loans totalling £23,753.57 – since then, these last had now increased to about £27,000. Up to the 6th of this month we had spent £36,126 on the Extension, the construction cost of which was expected to be about £46,897. Further to this construction cost, electrical work, required security lighting, additions to the intruder and fire alarm system, lino and vinyl would add a further £18,000 or so. The financial situation over this Sideways Extension programme had gone very well, and he anticipated a "nice firm" situation on completion.

He also was not offering himself for re-election as Treasurer this year. He had taken on this post in 1978 "just for one year". He had found the following *seventeen years a very entertaining one!*

Mr Black commented that the loans have to be repaid. Mr England agreed: past experience was that people had taken the Trust on its achievements, and some were now on the third or fourth extension. We must not take this for granted; but it does show that people appreciate what we are doing. Mr Smyth added that we did check that there are no loans referring to the previous (initial) building programme being reluctantly extended. He also noted that some people had very kindly given money at the end of the loan period – all of which shows that people lending the Trust money appreciate what is being done.

**7a). Membership Report.** Mr P Walton advised that at the present time there were 501 Ordinary Members, 64 Life Members and 13 Honorary Members, giving a present total of 578 Members. However, 24 Annual Members had not renewed this year, meaning that the paid-up total is 554 Members. Annual Members include 86 who Covenant their subscriptions (which for some is towards Life Membership), and 21 who pay by Bankers' Standing Order but whose subscriptions are not Covenanted. There are now eight Overseas members (France, 2; Republic of Ireland, 2; Canada, 2; South Africa, 2).

**7b). Shop Manager's Report.** Mrs D J Cope read a report from Mr M T Loukes. He reported yet another generally good trading year, and thanked all those who helped in any way with the Shops. He felt this was insufficiently emphasised in the "Newsletter". With the Museum extension progressing, together with its improved retailing facilities, he felt that the Trust will need to consider very carefully whether or not we can maintain three separate retail outlets: and, if we were to opt for only two of these three, which do we omit? He concluded by asking for a volunteer to help in managing Keighley Shop.

**7c). Curator's Report.** Mrs Cope again emphasised that she is the Curator for the Trust as a whole, and not just the "Ingrow Museum Curator". Not all held the same enthusiasm for the word "museum" and all it suggests, but certainly the concepts behind Museum Registration had

moved the Trust forward in the past few years in a way which could not have been envisaged in the early days. We should be very proud of our Collection and in particular of the high esteem in which it and the Trust's handling of it are held.

We market the Trust as "the Museum on the Move": this certainly applied this past year. We were the second runners up in the Scania Transport Trust Awards. Filming took carriages to Birmingham and to Loughborough. Three carriages and "Bellerophon" did us proud at the Drax Power Station Open Days. "Sir Berkeley" has been in operation at the East Anglian Railway Museum. She thanked all those involved with any of this – including with negotiations, with getting "Bellerophon" ready, with clearing the coaches of the great amount of things stored in them: only by being regularly on site can one appreciate the amount of this last very necessary task attended to during the last few months by our mid-week team of Bob Stott, David Hemingway, Peter Butcher and Rae Tallon.

The building at Ingrow was undergoing major changes, and we thank all who have supported this work either by donating or loaning money, or in so many other ways – donating items for sale, items of furniture, hanging doors, and painting, painting, painting.... During the year we took advice on environmental monitoring and when the dust of the building has settled will install a recording thermohydrograph, obtained with the assistance of a grant from the Yorkshire & Humberside Museums Council. With the present works completed, that of the Collection which is static in the Museum building can be properly displayed. We are now looking to the future to get the rest of our Collection under cover. The Trust asks for your support in achieving this in the very near future with the "backwards extension".

Progress with items of the Collection has continued. This applied particularly to the Bulleid coach, which received a great deal of attention from Tom Poviliatis before he returned to his native Florida. The First Class Met is now very near to completion, the Great Northern coach had during the year become East Coast Joint Stock No. 143, and we have acquired Great Northern No. 2856, which means we now have nine carriages in the collection.

Mrs Cope ended by welcoming Mr Richard Gibbon, who had taken on post of Curatorial Adviser since the last Annual Meeting, and by thanking all those who look after the Shops and the Museum. Without income from these, the Collection would not progress, the building programme would be a non-starter, and the Trust would not have grown in the way it has.

**7d). Curatorial Adviser.** Mr Gibbon said how pleased he was to be able to help the Trust in a voluntary capacity as Curatorial Adviser. VCT was well respected as an exemplar of what should be done. Here he mentioned the extension programme, the work on the Bulleid coach, and hiring-out under well-controlled circumstances. A further reason for Museums Registration – whether or not one agrees with it – is that it is the key to successful grant applications!

The Chairman emphasised how pleased we were to see Richard Gibbon and how useful his regular attendance at meetings of Committee had proved; his advice is practical and most welcome.

**7e). Coaches.** Mr Cope indicated the extensive coverage of our coaches in the just-published September 1995 "Newsletter". It was agreed to formally adopt this comprehensive summary as the Coaches Report.

**7f). Locomotives.** Mr Higgins emphasised what a splendid job had been done by Terry Sykes on "Bellerophon". Twelve months ago this locomotive was a kit of parts. Since then, with the assistance of members of the Bahamas Locomotive Society for the rivetting, the locomotive had been reassembled, retubed, and tested, passing its hydraulic test first time. It was back together only seven days before the Drax Power Station Open Days, which allowed only the briefest of trial trips up and down Haworth Yard. At Drax, "Bellerophon" worked very successfully, although some problems became evident. These included the need for new valve piston rings: these not being available in time was the only reason "Bellerophon" was not available for the Railway's Enthusiasts' Weekend. "Sir Berkeley" had visited Butterley and Chappel. He thanked Mr Paul Holroyd for taking over the organisation for these visits.

Following a not too successful two weeks of diesel multiple unit operation on the Railway last Summer, the Railway had now agreed to allow "very vintage" trains to run on the Tuesday, Wednesday and Thursday of the first two weeks of June 1996. These should allow the use of "Sir Berkeley" and/or "Bellerophon" – and possibly of the L&Y coach! He envisaged these six days of operation including a longer stop at Ingrow, to give a more in-depth experience than just a journey.

"Lord Mayor" was now in the Oxenhope Museum. Sadly this locomotive's centenary had come and gone without it progressing towards working order: but having "Lord Mayor" 'in the wings' was something to look forward to.

Mr Higgins was very proud of what we have achieved. However, he regretted that it was the Railway's loss that "Bellerophon" had not been seen on the Branch for some years. Maybe in the Winter service?

Mr Smyth noted that Mr Vernon Smallwood is now confined to a radius of about five miles from his Newton-le-Willows home. He would dearly like to

once again see "Bellerophon" in steam: was anyone aware of any suitable surviving track in that area?

#### 8. Membership Subscriptions.

a) It was agreed unanimously that subscription rates should be increased to £4 full, £2.50 Spouses/Seniors/Juniors and £120 Life, to take effect from 1 January 1996.

b) It was also agreed unanimously that in the case of new Members, annual subscriptions received on or after 30th June will cover Membership up to 31st December of the following year: and that the Membership Secretary and/or the Trust's computer be requested to put this into immediate operation.

9. Elections. The following were elected, unopposed: President, Mr R N Higgins; Vice Presidents, Messrs P Eastham, W H Black and V Smallwood; Chairman, Mr T R England; Vice Chairman, Mr D Johnson; Secretary, Mr M W Cope; Treasurer, Mrs D J Cope; Committee Members, Messrs K Cook, J Pickles, R Stott and T Sykes; Membership Secretary, P Walton; Trustee, Mr C G Smyth.

(For information: the other two Trustees are Mr G Bentley and Mr P Holroyd. Mr Bentley's period of office expires at the 1996 Annual Meeting, and that of Mr Holroyd at the 1997 Annual Meeting. The positions of Curatorial Adviser, Shop Manager, Curator and Rostering Officer are Committee appointments).

10. Appointment of Auditors. Messrs Ashby Berry & Company were unanimously so appointed, with thanks being expressed to Mr R A Coulson for his work on behalf of the Trust.

#### 11. Any other Business.

a) Mr M Baxendale asked what Grants had been received towards the sideways extension project. These have been: £100, the Leopold de Rothschild Charitable Trust: £250, Mercers' Foundation: £3,000, the Esmée Fairbairn Trust: £6,000, the Pilgrim Trust: and £15,000, the Museums & Galleries Commission. All had been mentioned in the "Newsletter", except the Pilgrim Trust, which will be mentioned in the next issue. The Trust is exceedingly grateful for the support received in this way from these bodies.

b) It was noted that financial support had also been received from a number of Members towards the purchase and installation of the Mayfield Station clock. Indeed, this project had been oversubscribed and donors will need to be contacted on this matter as soon as the total expenditure is known: this is likely to be in two or three months' time.

c) Mr England expressed his, and the Trust's, thanks to Mr Smyth (standing down as Chairman), Mr Black (likewise, Trustee) and Mr A Berry (similar, Vice President) for all the work they had done for the Trust over the years. In this context, it was agreed to offer Mr A Berry Honorary Membership of the Trust.

M W Cope, Hon Secretary, Vintage Carriages Trust

*Any Member wishing to receive a copy of the (Audited) Accounts of the Trust for the year ending 31st March 1995 should send a large stamped addressed envelope to the Secretary, c/o Haworth Station.*

## Carriages and Locomotives: Preservation?

With all this concentration on building work, actual restoration and conservation has taken something of a back seat for the moment. This is something that we would like to rectify as soon as is possible, especially as far as the coaches are concerned. For these, considerations of available time and of the difficulty of doing anything whilst our excellent but definitely dust-producing Builders were around mean that the only actual piece of positive progress we can record this time is the fabrication of a new mat-well for the 'Oxenhope' end of the Bulleid coach. This was very competently dealt with by Keighley-based Byworth Engineering and will be put into position as soon as we've finalised work plans concerning the adjacent corridor connection. Otherwise, the most important aspect of coach restoration over recent months has been that at last we've managed to clear all manner of things – coach seating, spare timber, work benches, mannequins, volunteer messing area, stacking chairs, spare display boards – out of the coaches into the amazingly commodious and spacious stores within the new 'Sideways' Extension. Well, they were spacious and commodious, before we moved things into it! Immediate results of this 'big clear out' include that the second saloon of the Bulleid coach is now clear, so that we can start work on the ceiling of that saloon; and we can at

last actually get *under* the other saloon. This sounds a fairly minor point – but until we had storage space available this space was so full of coach doors that we had no chance of crawling underneath. Perversely, this is a very necessary action towards final completion of that end saloon: we need to get under to secure the underseat heaters: and until we do that, we can't secure the seats themselves, and until we do that we can't finally secure the smaller pieces of trim around the seating itself, which has now been in position for quite some time!

Activity on the locomotive side has been perhaps somewhat more dynamic. The replacement valve piston rings for *Bellerophon* took long enough in manufacture but arrived just in time for Terry Sykes to fit them before a filming assignment, this time on the Worth Valley Railway. This was for BBC TV's forthcoming series "A History of British Art": all being well, *Bellerophon* will appear in Programme Five of this series. Replacing the piston valve rings did wonders for *Bellerophon's* performance. However, the valve timing still needs further attention. At least Terry Sykes has now established what caused the timing to be out. This dates back to when he lifted the rear end of the locomotive on its springs to bring the buffer height to its correct value. It wasn't obvious at the time, and one needs to look carefully at the geometry of the valve gear to sort out precisely how it comes about – but lifting the locomotive at one end gives a quite substantial change to the valve timing. At least now we know – and Terry will further correct this when he next comes back from his current offshore rig (which is the one you can see from Blackpool Tower).

*Sir Berkeley* is again earning an honest crust, this time by taking a share of the 'Santa Train' duties at the East Anglian Railway Museum. Plans are as yet some way from being finalised, but there is a possibility that *Sir Berkeley* will see service in the Netherlands this coming Summer. To facilitate this we are hoping that *Sir Berkeley* will return to the Worth Valley in early Spring for annual insurance examination at that time, earlier than previously but to bring this essential annual examination forward to be away from the main operating season. There is a possibility that *Bellerophon* will exchange places with *Sir Berkeley* and spend at least a few weeks at the East Anglian Railway Museum: but again this is subject to finalisation. We have asked the Worth Valley Railway if *Bellerophon* can be used on the Railway on a few occasions between Christmas and the New Year or in early Spring. If this does take place, we will need to pay close attention to the precise timing of these moves (if they do indeed take place), but as yet have heard nothing from the Railway. If *Bellerophon* does see operation on the Railway at this time, we will do our very best to let all Members know of this – even at the expense (which we could do without just at the moment!) of a special mailing. We would also like to see *Sir Berkeley* in at least trial operation on the Worth Valley, probably with just one coach. There are very real problems in fitting this into the Railway's operations, with the result that this would probably need to be a midweek trial: but it would be good to see *Sir Berkeley* once again in steam on our home ground.

Which leaves *Lord Mayor*. Not forgotten; but by virtue of space availability currently on display in the Railway's Oxenhope Museum rather than in our own Ingrow Museum. Now, about that rearwards extension.....



Murky November filming day: *Bellerophon* and the MS&L coach (together with a somewhat more recent Brake vehicle) in action for BBC TV's 'A History of British Art', 28th November 1995 Photo: Graham Maple

## Membership Questionnaire

*There has been a good response to the Membership Questionnaire Chris Smyth instigated and which was circulated with the last Newsletter. Here, Chris reflects on results to date:*

"First a big thank you to the substantial minority of VCT Members who have taken the trouble to complete the survey form. Over 205 of you have already replied, which I am told is an excellent return for surveys of this kind. Thank you for both the kind words and the constructive criticisms: I will be putting several of your points to the Committee over the coming months. If you raised a point which you feel merited a direct reply from me and have not received such a reply please feel free to give me a reminder by post or phone (01565 651241). With over 100 replies on file it is all too easy to overlook something.

Now a couple of words for the silent majority. It's not too late to get your views heard! I will be happy to receive further forms and can supply additional blanks on request.

Turning now to specific replies. Several of you asked whether we plan a VCT Stock Book. I am happy to say that it already exists in the shape of our booklet "In Trust"! An absolute bargain at £1 and available by post (£1.40) if you can't get to one of VCT's Shops.

One of the more intrusive questions on the form asked your age. It has been suggested that railway preservationists are an ageing group and that this poses a medium to long term threat to our activities. Your replies suggest that there is some truth in this argument, with more than 50% of responses coming from those over 50. Of course this may simply indicate that retirement gives more leisure for activities like filling in preservation questionnaires!

Nevertheless it is a point I will ask the Committee to address. How do we make our activities more attractive to the under

fifties? One answer may be more and better interpretation. When VCT was founded almost everyone remembered steam railways as a normal mode of transport. Now you have to be over 30 to remember even the end of BR steam. Restoring something 'just as it was' will no longer provoke immediate recognition from every visitor.

So how do we explain the VCT to our visitors? The best way is probably a description by a well informed and enthusiastic guide. Can we possibly provide more people both at the Museum and when VCT vehicles are operating? Failing that can we try harder to sell "In Trust" which provides that enthusiastic, informative description in written form?

'Hands On' experience for younger visitors is a strength of many of our new competitors in the leisure market. VCT is better than most preserved railways and transport museums in this respect, with audio presentations and encouraging safe access to coach compartments and even the locomotive footplate. What more could we provide? Many children would enjoy the opportunity to blow whistles, wave flags, clip tickets and use a railway telephone. Which of these could we safely provide without upsetting our more mature visitors?! Moving on a step, what can VCT offer a youngster who wants to take an active part in our activities? How old must he be? What specifically might he do? Can we sort out what 'vacancies' exist and then advertise them?

One thing we can all do right now is membership recruitment. Young or old, active or armchair the Trust would welcome and benefit from new members. At £4 (£2.50 Juniors, Seniors and Spouses, £120 for Life Membership) VCT membership is one of the bargains of the preservation movement. With this Newsletter you will find one of our original Appeal forms, which also doubles as a Membership Form (we have updated the subscription rates). Please try to

use it. VCT membership could provide an unusual and rewarding Christmas [New Year? Editor] gift!"

*Even though we have completed the actual construction of the "Sideways Extension", if the new member (or for that matter you yourself!) would like to further contribute to the total cost of this work, the Trust would be very grateful! We will be publishing a new VCT information and membership information leaflet some time next Spring, which will of course include the updated subscription rates.*

### Keys: for you – or please return!

We would especially welcome anyone wishing to help within the Shops, and especially within our new Ingrow Shop. At Ingrow, the concept is to have two people present at any one time if at all possible, one looking after the Shop and the other keeping an eye on the Museum itself (which in practice means being able to get on with restoration work, whilst still being 'a presence' within the body of the Museum itself). Looking after the Shops is a pleasant and straightforward task: if you feel you would like to try this, please contact the Secretary, c/o Haworth Station. Attendance can be as often, or as infrequent, as you like. Many take this duty just once a month – but the frequency is entirely up to you! Joining the 'Shopkeeping Team' does result in being given keys: and also (for Ingrow) the Short Course on how to operate the fire and intruder alarm. This last is however quite straightforward!

The 'please return' part refers to those who have VCT keys

but for varying reasons no longer use them. As these keys represent a significant cash outlay, if you have such keys but no longer use them, could you please return either the small form enclosed with this Newsletter or (preferably) the keys themselves to Philip Walton, either by taking them to Ingrow Museum or by posting them to Philip, c/o Haworth Station?

### The customary reminders

- ◆ Please continue to save your **aluminium drinks cans** (not the steel ones, which we can't do anything with) and bring them to the Ingrow Museum when you next visit. They represent a very useful supplementary income for the Trust. (The easy way to check that the can is aluminium is to see if it sticks to a magnet – for example, a magnetic door catch, or the door seal of most domestic refrigerators. If it does, it's steel – put it in the bin. If it doesn't, it's aluminium – bring it to us!)
- ◆ **Data Protection Act:** the Trust's Membership records are kept on a computer. They are for the sole use of the Trust and are not made available to outside bodies. If nevertheless any Member does not wish his or her records to be kept in this way, would he (or she) please contact the Secretary.
- ◆ Members are reminded that that Worth Valley Railway kindly allows **half price travel** to VCT Members on production of a current Membership Card. (This concession should be readily available. If however there is a problem, please let the VCT Secretary know.) Not available for Santa Trains or for other "special occasions".

### Caption competition

A photograph from the Drax Power Station Open Weekend (as reported in the last issue of the Newsletter – and in the Winter issue of the Railway's magazine *Push and Pull*).

Prize to the most appropriate pair of captions: what *could* they be doing: and what *are* they doing?

Prize-winner (and the prize) will be announced in the next issue of this Newsletter.



**With Christmas Greetings  
and Best Wishes for the New Year  
from the Committee and Officers of the Trust**

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