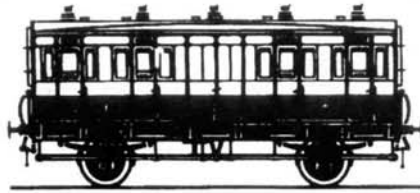


VINTAGE CARRIAGES TRUST



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 1996

Backwards we go!

Yes - at last! Work has started on the 'rearwards' extension! And whilst it now looks as if we won't achieve completion before this coming Easter (well, it did seem a little optimistic!) at least it won't be long after that before we can put almost all of our Collection under cover, with plenty of space in our new Workshop area, and with the two Visitors' Viewing Platforms well and truly in use!

Don't for one moment think that our achievement hasn't involved a great deal of work: far from it. And certainly without the very valuable and much appreciated financial help both from the Heritage Lottery Fund and from the Keighley Single Regeneration Budget Challenge Fund, we would have had absolutely no chance of doing this!

Sadly, we're not there yet! In addition to a volunteer work contribution totalling £8,800 as a cash equivalent, as our part of the bargain we have to find £15,000.

The Appeal

The good news is that our Appeal to raise this money, launched with the October edition of our *Newsletter*, has so far raised a total of very nearly £6,500. The bad news is that this leaves a total of £8,500 which we have yet to raise. The Trust would like to thank all those who have been able to support this Appeal to date. But even with this support, we still need to find this remaining £8,500. Hence the Appeal leaflet which you will find with this issue of the *Newsletter*. £8,500 doesn't sound a great deal of money - indeed, it's really quite small by comparison with the quarter million pounds or so for the complete project! - but we do need to raise this; and (with the Builders now started) we need to raise it soon! So, if you are able to support this Appeal, and if you haven't already done so, could you please send your contribution to our Treasurer, Jackie Cope, as soon as you can? In this way you will really positively be helping towards our goal of 'Going Backwards' with the Museum, and so providing the extended building and thus the covered accommodation so necessary for the future of our Collection.

If you can help - how about sending your cheque, postal order or Credit Card donation, like, now? Thank you!

Membership 1997

...and whilst you have your pen in hand: if you pay your Trust Membership annually, well, it's Renewal time again! If this applies to you, you should find a Membership Renewal Notice for 1997 enclosed with this copy of your *Newsletter*. Membership

Rates remain incredibly low, at £4 for adults and £2.50 for Seniors and Spouses: so if you are able to add a donation - either to the general funds of the Trust, or to the Extension Appeal - would you please consider doing so?

Also, if you pay UK Income Tax, please consider Covenanted. Despite the announced further reduction in Income Tax, Covenanted remains very beneficial to the Trust, which is a Registered Charity and so can (at *no* extra cost to you) reclaim the Income Tax you have already paid on your Covenant which has the effect of increasing the value of your giving to the Trust by over 30%. Normal Covenants involve a four-year commitment; but they remain well worthwhile, so please consider using them!



Your Committee - putting a brave face to preparatory clearance work for the extension

(And should you wish to make a single-payment gift to the Trust, please remember that using the 'Gift Aid' (£250 or more) or the 'Deposited Covenant' (any amount) methods again allow the Trust to recover the Income Tax you have already paid, which again increases the value of your gift by over 30% at *no* extra cost to you: if this is of interest to you, please ask Jackie or Michael Cope for the necessary forms.)

Well that's the end of *our* side of the financial situation, other than a brief recap. Our Heritage Lottery Fund Grant now totals £222,800, with a further £33,750 from the Keighley SRB funds. Our work contribution equivalent is £8,800: BUT we have to find a further £8,500 to complete our £15,000 cash contribution. Our thanks go to the HLF and to those looking after the SRB Funds for their much-appreciated and absolutely vital support: as indeed they go to you, if you have already supported this Appeal - or if you are able to do so now. Over to you!!

Actually, that's not quite the end of the financial story. We have fallen foul of recent Value Added Tax changes, stated to be the result of European legislation and to have the intention of helping Museums. These may well have helped the 'big boys' - Crich, for example - but they haven't helped us. The end product of all this is that, as a fully-volunteer Museum, we have compulsorily been given 'partial exemption' from VAT. The good news here is that we no longer have to include VAT within our Museum admission charges. As well as the fact that this doesn't total all that much anyway, the bad news is that, as currently understood, we no longer will be able to reclaim VAT on anything relating to the structure of the Museum itself - which includes building the extension. Sundry reschedulings mean that the project can still go ahead and that it will not over-stretch our budget (subject to us raising the previously-mentioned £8,500!). However, your Committee is not happy with not being able to reclaim all this VAT, and in consultation with Mr Terry Parkinson of Accountants Messrs Haines Watts is to explore possible avenues to overcome this problem. We are very grateful for all the work our own Accountant, Richard Coulson (Messrs Ashby, Berry of Scarborough), does for the Trust: Richard is very happy that Mr Parkinson, as a VAT specialist, is helping by tackling this problem. As Mr Parkinson will be working on a 'no win, no fee' commission basis and seems quite happy with this, there seems some chance of success here. If successful, this will help not only our Trust but all other fully-volunteer Museums and Charities who have been caught up in this legislation, which does indeed appear to result from European decisions. What makes it all the more depressing is that it appears to have been intended to *help* and to *support* organisations such as ours.

Jackie Cope remarks that one of our Members has recently said that no way is his slogan 'Going Backwards' - he is a Great Central man and their motto was of course 'Forward'! Whilst agreeing with his sentiments, we can but say that our friend has not wrestled with an application for and success with a Heritage Lottery Fund Grant! Since hearing of the Award we seem to have taken steps forwards, backwards, and even occasionally sideways! The last *Newsletter* told of the early stages, the blaze of publicity, the euphoria which followed. Soon this was but a memory as we were plunged into the various Special Conditions which are part of the Contract with the National Heritage Memorial Fund (NHMF). The intricacies of obtaining a 99 year lease on all the property from the Keighley & Worth Valley Light Railway Company Ltd were thankfully taken in hand by Nigel Ward as the Trust's Solicitor. The Contract with the NHMF states quite categorically that: "*prior to commencing the works comprised in the Approved Purposes the Grantee shall confirm to the National Heritage Memorial Fund that it has obtained a lease of the property with an unexpired term of at least 99 years.*" We are delighted that due to Nigel's efforts the 99 year lease is now in place as from 1st November 1996.

Our Contract with the NHMF contains other conditions which must be met, for example all Contracts with Contractors and Professional Advisers must be signed and completed before any money is forthcoming. The Trust acknowledges a great debt to our Architect, Philip Waddington of Atkinson Robinson Architects of Haworth, for all the work he has put into the Contract. The professionalism of his submission as part of our Application we are in no doubt helped considerably towards its success. The team of David Murgatroyd (David Murgatroyd Associates, Quantity Surveyors), and Tony Venn (Tony Venn Associates, Consulting Engineers) with Philip Waddington have seen us through the maze of the early stages of the Project. Tenders were invited from local construction companies. A Contract has now been signed with

Stainforth Construction of Bradford, so a further 'Special Condition' is fulfilled.

The appointment by the National Heritage Memorial Fund of a Project Monitor to oversee the Project for the Fund is a further Special Condition. Richard Kilburn (Assistant Director, Yorkshire & Humberside Museums Council) is our Project Monitor. We are extremely pleased that he is with us on the Project and look forward to seeing him at some of what we gather will be very regular Site Meetings as the building work progresses.

Preliminaries

As well as a great deal of paperwork, there's been quite a bit of practical work done. This has included quite a number of Members helping to tidy up 'round the back', to allow free access for the Builders. Perhaps more spectacularly, we were delighted and very grateful that the 'Steam Crane Team' of the Bahamas Locomotive Society was able to assist by moving one of that Society's two containers from behind our Museum to its new temporary - well, *fairly* temporary - location just across the tracks from BLS' new building, and by tidying a great number of other items stored at the back since Bahamas' arrival on the Railway but now very much in the way of the Builders. Our thanks to all those involved; especially those Members of the Bahamas Locomotive Society, but including also Brian Baker - this time in his capacity as diesel locomotive driver, rather than Chairman of the Railway's Management Committee, or Chairman of the Ingrow Development Committee, or even as a VCT Member!

As is almost inevitable in such an enterprise, it took rather longer than envisaged and all 'enjoyed' a much longer day than planned. The site of BLS' 50-ton steam crane working in darkness, with its floodlights in operation and with flames shooting from the chimney, was really spectacular; but didn't quite compensate for the overlong day! Anyway: again, the Trust's thanks go to all those involved in this and all other aspects of the very necessary preparatory work.

Wednesday Evenings:

Saturdays:

Sundays

A pleasing amount of work is steadily getting done at the Museum on our Wednesday evening working parties, also on Saturdays and Sundays. The Wednesday evening parties are the *first* and the *third* Wednesdays of every month, from about 6.30 pm onwards. If you can join us for any of these, please don't hesitate to come - there's work for everyone! If however you would prefer to come to do some work on a Saturday or a Sunday, would you please check first either with Michael Cope (01535 646472) or with Bob Stott at the Museum (01535 680425), so that we can make sure that the necessary kit etc. is available for you?

Alternatively, please have a word with the Caretaker of the coach or locomotive on which you would prefer to work - but please note that several of these are under 'ongoing care and maintenance' (which translates to keeping reasonably clean) rather than more active restoration just at present.

As appointed at a recent Committee Meeting, these Caretakers currently are:

Chatham: Paul Kirkup

Nine Compartment Met:
John Heaton

ECJS six-wheeler:
Dave Johnson

Bulleid: Michael Cope
MS&L: Philip Walton
Midland: Stuart Mellin
Met Brake: Ken Cook

Midland wagon:

Trevor England
Great Northern bogie:
Dave Johnson

Esso oil tank wagon:
Trevor England

Bellerophon: Robin Higgins
Sir Berkeley: Paul Holroyd
Lord Mayor: Helen Sykes
Scammell: Paul Whitfield

The Shops

Another area where you may feel you could volunteer to assist is with our Shops. Here, trading continues, this time of the year fairly quietly but nevertheless satisfactorily. Whilst the level of trade may remain quite modest until the Spring, we do our very best to make sure that both Haworth and Keighley Shops, as well as the Museum Shop, are open reliably and regularly throughout the Winter and throughout the year. All our Shops are reasonably warm; and yes you are allowed to read the stock! If you would like to join the team of volunteer Shopkeepers, would you please contact Jim Pickles (rather than Jackie Cope - Jim has now taken over as Rostering Officer). Please either leave a note for Jim at any of our Shops, or write to him at 78 Malsis Road, Keighley, West Yorkshire BD21 1HN. His telephone number is 01535 603379. Jim is now also one of the three Assistant Shop Managers, helping Malcolm Loukes at Haworth Shop. Malcolm remains the overall Shops Manager. The other two Assistant Managers are Bob Stott at Ingrow, and Geoff Klapproth at Keighley. Our best wishes go to all these Shop Managers and to all those who help in any way in the Shops; the Shops continue to be a major source of income and so are very important for the continued well-being of our Trust. Jim Pickles, Trevor England and Philip Walton have started a planned revitalisation of the display at the Haworth Shop. A similar exercise will take place for the Keighley Shop as soon as expected shelving becomes available.

Elsewhere: steady progress continues....

this time, quite a number of things come under the heading of 'positive, but not dramatic' progress. These include for example:

The Mayfield clock

.... which is now ticking reliably and keeping good time. As of earlier of this day of writing, Peter Butcher had summoned sufficient courage to make the first of the necessary four cuts to allow the door protecting the mechanism to be glazed. Only three to go, after which the glass can be finally put into its frame. It's always a dangerous thing to say: but: completion could now be (fairly) imminent!

Entrance door

This is yet another thing that is now *very nearly* completed. Indeed, with the steel frame, the new windows and door (Stuart Mellin did an excellent job here) and the roller shutter door now installed, the only remaining job is to reinstall the roller shutter cover box on its return from the Signwriters, expected very shortly.

There's also the door and window painting to complete; but this is now likely to have to wait until the better weather of this coming Spring.

Lighting

Philip Walton and John Wallis (alias Wallis & Grommitt Enterprises) were delighted to recently *finish* installing the new lighting fittings. Certainly the end result is very good indeed, with now-excellent lighting and (with these modern high-frequency fittings) hopefully some reduction in our electricity bills. There is of course quite a lot yet to be done in the electrical division; so this Firm is likely to continue in active operation for quite some time yet.

Scammell

The Scammell tractor unit put in an appearance at Ingrow for the Railway's Autumn Enthusiasts' Weekend. This revealed that Paul Whitfield had been able to put in a deal of work on the engine, which was complete and in position. Since then, Paul has achieved success with the vagaries of Scammell engine timing and carburettion, and the engine has run. Having got it to go, we understand that some further work is required - mainly to the brakes, to get it to stop! Hopefully this vehicle, together with its trailer, will make appearances at at least some of the Railway's 'Special Events' for 1997 and possibly also a few Rallies within West Yorkshire, prior to possibly going further afield after this coming year.

Luggage racks

The over-wide luggage rack nets for the First Class Metropolitan Railway coach have now been successfully narrowed. All that now needs to be done is to complete the job of reassembling the racks themselves - not quite as straightforward as one would hope - and then putting these two final luggage racks back into the coach. After that, the several remaining minor finishing-off jobs will receive attention.

("There is no such thing as a 'fully-restored' coach". Discuss.)

Bulleid ceiling

This progresses, again steadily rather than dramatically. Even finding that during this Winter weather a fan heater warms the coach quite quickly and quite effectively doesn't take away the tedium of the work that has been done on this ceiling. Names now to be added to those who have already achieved honourable mention in this *Newsletter* for helping with this fairly awful job include Graham Bentley and Dave Johnson. The end-product is

that all eight ceiling panels are now satisfactorily into undercoat, with two looking good in topcoat. Only six more to go....

In the meantime, when not doing interesting things with the Mayfield clock, Peter Butcher has sized up what needs doing to the toplights for this end of the coach. There's still a lot to do here: anyone fancying a nice steady Winter job, please step forward! Also for fairly early attention is the necessary replacement of two or three fairly small areas of decayed floorboards. This is one of the 'easily warmed' jobs, and so can be got on with regardless of the weather. Again, if you would like to volunteer to help with this straightforward woodworking job, please step forward!



Our locomotives: now, and next year

Sir Berkeley saw successful occasional use on the Middleton Railway this Autumn, as agreed. Members who were able to take advantage of the Middleton's invitation to see our locomotive in operation included our Chairman, Secretary and Treasurer. This high-powered trio were impressed in particular by the appropriateness of the location for this locomotive and the way in which it fitted into the atmosphere of the Middleton, especially as seen on a fairly miserable mid-November afternoon. All three were offered a footplate ride. Your Treasurer declined, politely as ever; your Secretary much enjoyed the ride, especially the return - I hasten to say that this was by reason of the airy descent into the late afternoon murk of Leeds: I hadn't realised how much the line drops into the lights of Leeds from the heights of its present outer terminus. Trevor England was less fortunate: it rained quite heavily during his time on the footplate.

As well as Middleton's hospitality - which continues to be offered to all VCT Members; but check that the Railway is operating *before* making a journey of any length - we must thank the Middleton for looking after *Sir Berkeley* so well. Apart from a certain hot box (which we won't mention), there have been very few operating problems. There are plans to improve lubrication and to reinstate the handrail around the tank, both of which hopefully will be completed before next year's operation. Which reminds me: does anyone have any idea what happened to the original handrail, please? We think it was lost at about the time the new saddle tank was made; but if you have other information, we should be pleased to hear from you.

I am also reminded that recently at Ingrow we were pleased to see Terry Hodgson, who will be remembered by many as one of the Worth Valley's 'Ingrow Link' of many years ago. He brought with him two lamps, used on the locomotive during its first spell of activity on the Railway, now 'a bit back'.

It's likely that *Sir Berkeley* will continue to be based on the Middleton Railway for at least what could be a significant part of 1997. Sadly, and as reported in the previous issue of this *Newsletter*, the Worth Valley Railway sees no use for *Sir Berkeley* until at least the end of 1997. However, it now seems quite likely that *Sir Berkeley* will spend some time at the North Norfolk Railway, together with our Metropolitan Railway Brake coach. You may like to note the relevant dates, which are from 28th April to 9th May. There's also a possibility of *Sir Berkeley* spending a few weeks elsewhere in East Anglia, but at the time of writing this visit is still under negotiation.

Bellerophon was on demonstration shunting duty in Ingrow Yard for both days of the Railway's Autumn Enthusiasts' Weekend, 'Wheels in Motion'. Slight difficulties experienced included that there were very few wagons within the yard to shunt, by way of demonstration or otherwise - most had been used to make up the (timetabled) demonstration freight train! However, it was pleasant to see *Bellerophon* again in steam on the Worth Valley, and this was much enjoyed by all those who visited Ingrow Yard.

Bellerophon is now slumbering gently in the Railway's Oxenhope Museum building, immobilised for the moment by the 'Santa Special' Christmas decorations. *Bellerophon* is expected to play some part in the Worth Valley's Spring Enthusiasts' Weekend, which is to be held over the three days of the May Day Bank Holiday Weekend (May 3rd, 4th and 5th 1997), and also on the two planned 'Vintage Train' days for 1997, which are Sundays 11th and 18th May. After that, *Bellerophon* may be making a return visit to the North Norfolk Railway during the Summer. The possible use for *Bellerophon* over the Autumn/Winter period failed to materialise. However, at the time of writing there is the possibility of operation 'somewhere in Northern England' from early January. More news on this when and if it is confirmed!

Our coaches: in passenger service

As noted above, our Metropolitan Brake coach is likely to spend a brief time on the North Norfolk Railway. This will give the dual opportunity both to take a ride in this coach and to be hauled by *Bellerophon*, - something we would like to see more often.

Our Brake coach is therefore likely to be away from the Worth Valley Railway for the two 'Vintage Train' days, Sundays 11th and 18th May. In its place, we will be making the 'Chatham' Brake coach available to the Railway. One problem is that we will need working batteries in the coach, to provide light within the Railway's two tunnels. Those batteries currently in position are rather more than life expired, and are completely useless. Hopefully a set of batteries may be available from Worth Valley's Carriage & Wagon Department, 'cascaded' from one of the fleet of regular working vehicles. If not, we will have to buy a set of new batteries - which would be rather smaller than 'normal' coach batteries, but still expensive enough!

Our coaches: filming

We mentioned in the last *Newsletter* that Sir Cliff Richard travelled in our First Class Met coach last September, when he visited the Railway as part of BBC's 'Holiday' programme. Here's photographic confirmation of this (photo, Robin Higgins):



Our coaches: 'Cruel Train'

Those with a more specific interest in our carriages may care to catch a glimpse of our Chatham coach, which will appear on BBC2 on Sunday 22nd December at 9.50 pm (after the 'watershed'). We must confess that the coach has but a minor - albeit important - role in this screening, which is of 'Cruel Train'. There is even a photo of our coach on page 82 of the 'Radio Times'. It also shows some of the stars of the film.

A Museum by Any Other Name.....

We urgently seek an alternative and a more 'marketable' name for our Ingrow Railway Carriage Museum. That which we need must be associated with 'ordinary' passenger travel, and something readily recognisable by our visiting public and which we can use in all our advertising - especially after our Rearwards Extension has been completed.

Suggestions so far include: "Vintage Railway Museum", "Museum of Rail Travel", "Rail Experience", "Station Halt", "Journey's End", "Rail Journeys", and "Rail Alive". If you can come up with better alternatives, please let us know, as soon as you like!

Twin Happenings

We have previously noted the mainline steam railtour programme of our French 'twins', AJECTA, based at Longueville, close to Provins, some 60 miles from Paris, at the outer end of the suburban rail service from the Gare de l'Est. The last one of these for 1996 was the well-established 'Champagne Express' from Paris to Rheims: we would welcome a report on this from anyone who was able to join this tour (or of course from AJECTA themselves - please!). Whilst we do not as yet have details of AJECTA's planned activities for 1997, VCT Member Fergus Johnson points out that for the last several years David Williams through his organisation 'Enfield Expeditions' has arranged tours from Britain to join the AJECTA excursions, which now is arranged via Alan Pegler's 'Along Different Lines'. Please contact 'Along Different Lines' direct for further information. The address is: Along Different Lines, 16 Willesley Gardens, Ashby de la Zouch, Leicestershire LE65 2QF. Telephone 01530 413121; fax 01530 415405.

Anyone wishing to contact AJECTA direct may like to note their address, which is: BP No. 1, 77650 Longueville, France. When ready, price and other information about the AJECTA railtours (which of course will not include getting there from the UK) is available on their behalf from the Tourist Office in Provins (a few miles down the branch line from Longueville): telephone (00 33) 1 64 60 26 26; fax (00 33) 1 42 93 18 57.

Charities Aid Foundation

Our Charities Aid Foundation 'Give as You Earn' Registration Number is 00230500. Those Members who take part in this CAF scheme as part of their pre-tax Payroll Giving may like to note this number and to consider making gifts to the Trust (either as a 'one off' or on a regular basis) via this scheme. All that is necessary is to quote 'Vintage Carriages Trust' and the number 00230500 on your Charity Choice Form or Coupon. This represents a simple and tax-efficient means of making donations to the Trust, as CAF will recover the Income Tax you have paid on your donations and will forward the total payment to VCT. If you take part in this scheme, please consider supporting VCT in this way.

Your help, please!

Help with Publicity is always very welcome. If you have a good outlet for our leaflets - whether it be a shop, dentist's waiting room, Tourist Information Centre, or whatever - please write to the Secretary (c/o Haworth Station) for a supply, or pick up a few from Ingrow on your next visit and distribute them appropriately.

Aluminium cans: as always, please continue to bring your *aluminium* drinks cans to Ingrow Museum. These continue to represent a very useful supplementary income for the Trust.

The Reference Library (at Ingrow Museum) is available for any Member to use whilst the Museum is open. If as well as - or, indeed, instead of this - you would like to 'watch the Shop' for an hour or so, we should be especially pleased to welcome you! If travelling any distance, please first ring the Museum (01535 680425) to confirm that it will be open. Also, we should be pleased if you have any appropriate books or other documents you would like to donate specifically for use within this Library. These should be relevant to the Trust's theme - in other words, to rail travel and especially rail travel as seen by the passenger. If you have any such items, would you in the first instance please contact our Hon. Curator, Jackie Cope (VCT, c/o Haworth Station), so that she can check with you suitability and that there is no duplication. We are always on the lookout for **items to sell in our Shops**. Anything - so long as it is *railway*-related, please! So: if you have railway books, or videos, or any items of hardware (trespass plates, cutlery, pay checks: just anything!) which are surplus to

your collection, we should be pleased if you would like to consider giving them to the Trust for us to sell to help towards our building, conservation and preservation work. Should you prefer, we are happy to make cash offers as appropriate (but we regret not for relatively recent magazines). By the same token, if you know of anyone else's collection which may become available, please let us know - we have an urgent need to keep all three of our Shops well stocked and trading profitably!

Members are reminded that the Worth Valley Railway kindly allows **half price travel** on production of a current Membership Card - but not for Thomas or Santa trains or for other 'special occasions'. This concession should be readily available. If however there is a problem, please let the VCT Secretary know.

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.

Internet: those who are appropriately equipped can read about the Trust on:

URL <http://www.url.ac.uk/pers/1278/Rly-Pres/vct.html>.

Recently your Secretary joined the Internet, and found that this page is now very much out of date. Any volunteer to assist with this, please - ideally by sorting out what is necessary to set up (and to maintain) a Web page specially for the Trust?

Multiple copies of the Newsletter: normally we send only one copy of each Newsletter to families and others living at the same address. Should you wish to receive more than this one copy, please let the Secretary know.

Minutes of the 1996 Annual General Meeting

The Annual General Meeting was held at the Toby Beeches Hotel, Keighley on Saturday 26th October. The Toby Beeches rose to the occasion with good food and a very satisfactory meeting room, but sadly let itself down with the much-heralded draught beer being in rather less than poor condition. However, the meeting itself went well. For the benefit of those who were not able to attend (and as is customary) the Minutes of the Meeting now follow:

Minutes of the Annual General Meeting of the Vintage Carriages Trust for the year ending 31 March 1996, held at the Toby Beeches Hotel, Keighley, on Saturday 26 October 1996

Present: Mr & Mrs M W Cope (Mr Cope, Secretary), Mr & Mrs R N Higgins, Mr & Mrs D Parker, Messrs M Baxendale, N Baxendale, G Bentley, W H Black, E G Cope, T R England (Chairman), R H Gibbon, P Holroyd, D Johnson, M T Loukes, P R Ovenstone, J T Pickles, K Preston, I B Smith, R Stott, P Walton, P Whitfield and F Alan Wood.

1. Apologies for absence were accepted of Mrs A Baxendale, the Cooper Family, Mrs M and Master G Holroyd, Mr & Mrs R and Mr M Holroyd; Messrs C Bates, J Bromfield, P Butcher, K Cook, R A Coulson, N A Gothard, K Gullen, J Heaton, D Hemingway, P Kirkup, D E Mills, K Pitts, J L Rogers, L Smith, C G Smyth, K Turner, J Wallis and M Walton.

2. The Minutes of the previous Annual Meeting (held on Saturday 21 October 1995) were accepted as correct.

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

4. Within his Chairman's Report, Mr England referred to the Trustees' Annual Report, circulated to the Meeting as part of the Annual Accounts, this being as now required by the Charity Commissioners. He drew attention to the thanks expressed within this Report to the work done by all volunteers within the Trust, to which he added his own thanks - the Trust's great strength is its volunteers. As volunteers, much of what we do

is because we enjoy doing it, but on occasion we do it in the best interests of the Trust.

Mr England reminded the Meeting that it was only this time last year that the main work on the sideways extension was completed. Fitting out of the shop and the work areas has continued during the year, together with the early stages of establishing a meeting room, an office and a library. We had the pleasure of the formal opening of the sideways extension on 6th April, at which Graham Holroyd, Sam Jennings and Jack Rowell between them cut the celebration cake, with about 150 members and friends also present.

The two locomotives *Sir Berkeley* and *Bellerophon* had enjoyed an interesting 1996 season. *Bellerophon* had spent most of 1996 at the East Anglian Railway Museum, following *Sir Berkeley's* visit there the previous year. This was followed by a short visit to the North Norfolk Railway before a return to Haworth for the Autumn Enthusiasts' Weekend. *Sir Berkeley* visited the Netherlands in the Spring and then went for a stay on the Middleton Railway.

A major highlight of the year took place on 14th August, the day of the announcement of our successful Heritage Lottery Fund award, which will allow the rearwards extension to go ahead. We were all very grateful to the efforts which in particular Jackie Cope had put in to allow us to receive this award.

On a sadder note, during the year we have lost Sue Smyth, Dora Rowell, John Skeggs and Audrey Jones. All were greatly missed. With the untimely death of Sue, Chris Smyth has now become our landlord for the Haworth shop, which he had now offered rent free: Mr England expressed the Trust's thanks to Chris for this very kind offer.

Mr England concluded by asking for the **Adoption of the Annual Report for the year ending 31st March 1996**. This Adoption was proposed by Mr Ovenstone, seconded by Mr Black and was agreed unanimously.

5. Treasurer's Report and Adoption of Accounts. Mrs Cope had little to add to these as presented, other than to note that the *Newsletter* costs are now more correctly stated, no longer including other items.

Mr Loukes queried the item 'Volunteers Reimbursed Expenses'. Mrs Cope explained that these were in the main expenses for the three volunteers who between them keep the Museum open during the week, and that these expenses were all quite legal and 'above board'.

Mr Smith queried the item 'Legal and Professional Fees'. Mrs Cope explained that the Trust's previous Solicitor had managed to lose some bills dating back some three years or so, which had turned up during the year.

Mrs Cope noted that the bookkeeping charge was a little reduced this year, following a great deal more work done this end. Hopefully future years would see this further reduced. She drew attention to the purely nominal audit fee of £1, which Mr Coulson then donates back to the Trust - she was very grateful to him for all the work he does in connection with the Trust's financial affairs.

Mr Smith wondered if the big drop in museum admission fees was due to the building work in progress for much of the year. Mrs Cope replied in the affirmative.

Mr Preston queried the high 'Transport Costs' item. Mrs Cope, Mr Holroyd and Mr Smith explained that this was part of the 'package deal' arrived at when *Bellerophon* and three coaches, together with a Middleton Railway locomotive, took part in the Drax Power Station Open Day.

Adoption of the Annual Accounts for the year ending 31st March 1996 was proposed by Mr Smith, seconded by Mr Pickles and agreed unanimously.

6a). Membership Report. Mr P Walton advised that at the present time there were 467 Ordinary Members, 69 Life Members and 14 Honorary Members, giving a present paid-up total of 550 Members. Annual Members include 93 who

Covenant their subscriptions (which for some is towards Life Membership), and a further 20 who pay by Bankers' Standing Order but whose subscriptions are not Covenanted.

6b). Shop Manager's Report. Mr Loukes thanked all who had been concerned with any aspect of the Shops activity - getting and sorting, or selling. Last year he had asked for more 'shops' mention in the *Newsletter*: this year, he wished to thank Michael and Jackie Cope for consistent mentions.

Sadly, not all the three shops were trading well. Ingrow was trading very well: Keighley was continuing steadily: but Haworth had slumped. Over this coming twelve months, we need to take the attitude that we must make the Haworth shop successful once again, and that it is going to work. Hopefully this will coincide with the awaited boom in the economy. However, if it is then found to be not viable, there is no point in keeping it going. He invited thoughts as to what stock [within the rules appropriate to the Trust as a Charity] could be sold at Haworth, which Ingrow doesn't sell. He understood Mr England and others were about to brighten the Haworth shop, for which he was very grateful. He concluded by saying that the shops were totally dependent on having sufficient stock. It was getting harder and harder to find appropriate railway hardware. If anyone can help here, would they please contact him or Mrs Cope?

Mr Smith asked if shop trading figures were available. Mr Loukes confirmed that they were. Mr Black and Mr England observed that these had been the subject of a great deal of debate, which doubtless will continue.

Mrs Cope noted the increasing difficulties of rostering three shops: despite this, Haworth had lost only half a day in the last year. This good record had however been at the expense of the other shops, especially Keighley.

6c). Curator's Report. Mrs Cope gave further details of our Heritage Lottery Fund (HLF) grant success, as mentioned by the Chairman in his address. The application covered building an extension of the land at the rear of the Museum, including a viewing gallery, and access improvements to the existing building. She was pleased to report that a 75% grant of £222,800 was approved. Also approved during the year was a £33,750 grant (spread over three years) from the Keighley Single Regeneration Budget Challenge Fund. This forms part of the Partnership Funding of the HLF submission. At the present time, the Contract with the HLF was being finalised and the design phase is actively progressing via our Architect, Philip Waddington. One of the requirements for the HLF grant was the Trust to hold a 99 year lease covering the whole site. This had presented some challenges, but she was delighted to report that our new Solicitor, Mr Nigel Ward, had just before the meeting began passed to her the finalised version of the lease, now needing signing by the three VCT Trustees. It then must go to the Worth Valley Railway Company's Solicitor, Richard Greenwood, for formal sealing. Thanks were expressed to Nigel Ward for his work with Richard Greenwood towards this successful outcome.

Parts of the Collection had again seen limited and well-monitored use on other preserved railways and in various filming assignments. As mentioned by the Chairman, this included *Sir Berkeley* in the Netherlands at the Haaksbergen Stichting Museum Buurt Spoorweg and at the Utrecht Museum of Transport, then on the Middleton Railway; also *Bellerophon* at the East Anglian Railway Museum, on the North Norfolk Railway and on the Worth Valley railway for the two days of the Autumn Enthusiasts' Weekend.

Restoration work on the coaches continues. The Oxenhope half of the Bulleid coach interior was virtually complete, with ceiling preparation and painting of the other half now well in hand. The interior of the First Class Metropolitan Railway coach is now also almost complete, with however quite a number of minor but time-absorbing details still awaiting attention. Interior restoration of the Metropolitan brake continues slowly, with the second of the seven compartments

now at the 'putting it all back together' stage. The 'Chatham' coach interior has been much improved following a considerable amount of re-varnishing work, now completed. 'Big Bertha', the catering trolley, is finally nearing completion. The Scammell 'mechanical horse' continues to progress, off-site at Damems Mill.

The Ingrow Museum building has been open every day: thanks are due to *all* who have helped this to happen.

With the assistance of Grants from the Museums & Galleries Commission and from the Yorkshire & Humberside Museums Council respectively, the interior lighting of the Museum has been greatly improved by the use of modern low-energy fluorescent fittings, and the provision of a new pedestrian entrance - including better disabled access - is now virtually complete. Both these projects involved a great deal of work by volunteer members of the Trust.

Mrs Cope concluded by noting that here and in all the other activities of the Trust putting names to all the tasks and projects would be bound to leave out somebody. She therefore thanked all those who have helped in any way in these various tasks.

6d). Curatorial Adviser.

Richard Gibbon (Curator of Engineering Collections, National Railway Museum and Hon. Curatorial Advisor to VCT) reported: "1996 has been a spectacular year for good news about Curatorial care for our Collection. As well as the completion of the sideways extension to the Museum which gives much needed relief to an over-congested floor area, we have received the good news that our lottery bid for the lengthwise extension has been approved. This brings into prospect for the first time the reality of having our whole collection under cover, and stored to MGC standards, something that most transport museums only dream about! The opening of the Trust's Sideways Extension represents the culmination of an enormous amount of volunteer effort in a remarkably short time. The benefits for the Collection and improved access are immediately felt, and the improvement to the amenities for those who use the building is marked and most welcome.

The lengthwise extension will involve even more work behind the scenes but the ability to care for our Collection in a more appropriate manner, (even from the underneath!) will be a great leap forward. The improved layout will also attract more visitors. The Hon. Curator is to be congratulated in her success in getting further funding approved by HLF to plug the gap left by the VAT, which has caught us unawares as the rules were changed for small organisations without professional administrators.

I have been heartened to see the care with which the Trust's locomotives have been treated at events off site and even abroad. It is good to see these venerable machines being treated respectfully by those who enter into loan agreements with us. The careful work that goes into writing those agreements is bringing dividends by concentrating the minds of the borrowers.

The work that has been taking place in concert with the National Railway Museum, the Transport Trust, Association of Independent Railway Societies and our own organisation, to set up a database of all extant carriages and wagons in the preservation field, has made limited progress but is hindered by the lack of minimal funding to carry out site inspections. This information will be of great use in informing collecting (and disposal) policy for ourselves and others, and sits well with our duty to keep records relating to the objects in our collections.

The work by the members continues to the usual high standards both on the collection and on the fabric of the building. The effect of the sideways extension has improved the ambience of the Museum for the visitor and our collections, and we go into the next twelve month period with renewed vigour and eager anticipation of what is to come!"

6e). **Coaches.** Agreed that these had been satisfactorily covered under earlier headings.

6f). **Locomotives.** Mr Holroyd noted that the problems currently being experienced on the main line mean that main line locomotives are now chasing preserved railways, which means that it is getting harder to find appropriate places at which our locomotives can be used.

He was very pleased that *Sir Berkeley* made it to the Netherlands - this had resulted in sleepless nights! - and also that this locomotive had 'gone home' to its birth city of Leeds, to the Middleton Railway.

He was certain that the rearwards extension is the thing to do, especially noting the problems of vandalism experienced elsewhere.

He took the opportunity to mention the need for continued attention to marketing - including for the hotel at which this meeting was being held, which did not have a single VCT leaflet!

Mr Smith spoke of the Press photographs of *Sir Berkeley* (on a road vehicle) outside the gates of the works at which it was built - which sadly are now being demolished. On the Middleton Railway the present approximately monthly use of *Sir Berkeley*, of some 20 miles for the day, was relatively demanding, with the locomotive requiring (and getting) specialist attention. There had been one 'hot box' incident: he had to confess that he was the Driver on that occasion! The remaining steaming date for *Sir Berkeley* for this year at the Middleton Railway is Sunday 17th November.

Messrs Loukes and E G Cope endorsed the problems of distributing leaflets. These are now not permitted at many major railway stations: Libraries and Tourist Information Centres are appropriate, as are Doctors' and Dentists' waiting rooms, chip shops, take aways, etc., etc. Mr Cope offered to help here: his offer was accepted with alacrity and with thanks. In reply to a question, it was confirmed that the Trust does indeed work in this area though the Yorkshire Tourist Board.

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 J Heaton, P Kirkup, J Pickles and R Stott; Membership Secretary, Mr P Walton; Trustee, Mr G Bentley.

Mr Bentley said that he knew the period of his appointment as Trustee was three years, but (as previously advised to the Committee) pressure of other commitments might mean that he would have to review his position after one year.

(For information: the other two Trustees are Mr P Holroyd and Mr C G Smyth. Mr Holroyd's period of office expires at the 1997 Annual Meeting, and that of Mr Smyth at the 1998 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.

There was no Other Business.

Mr E G Cope, on behalf of the members of the Trust, proposed a vote of thanks to the Officers, Members of Committee and working members of the Trust for all they have done over this past year. This was carried with acclamation.

M W Cope

Hon Secretary: Vintage Carriages Trust

28 October 1996

Any Member wishing to receive a copy of the Annual Accounts as accepted at this Annual Meeting should send a large stamped addressed envelope (38p stamp) to the Secretary, VCT, c/o Haworth Station.

The Annual Meeting was followed by the Draw for the Trust's Raffle. Prizewinners are as listed below:

1. £100: 7923, Janice Heasman.
2. £50: 6995, Mr N Micklewright.
3. Bottle Glenfiddich Malt: 7880, Mr T Marshall.
4. Boots £10 voucher: 1673, W S Baker.
5. Silver-plate tray: 12896, Mr & Mrs Robinson.
6. National Railway Museum tickets: 9620, A G Cook.
7. Corkscrew: 1513, S Dixon.
8. W H Smiths £5 voucher: 6976, Mr N Micklewright.
9. Travel rug: 5766, Mr P Weinberg.
10. Railway video: 10440, Mr Longbottom.
11. Bottle of wine: 2145, Mr Holroyd.
12. National Railway Museum tickets: 1264, Mr H Baxendale.
13. National Railway Museum tickets: 5548, Mrs Williams.
14. National Railway Museum tickets: 12620, Mrs Robinson.
15. Bottle of vodka: 10179, Mrs Clewer.
16. National Railway Museum tickets: 4931, c/o E Cope.
17. McDonald's vouchers: 3850, A J Walker.
18. McDonald's vouchers: 7707, Irene Baxendale.
19. McDonald's vouchers: 3645, M Knowles.
20. Bottle of wine: 4946, G Mitchell.
21. W H Smiths £5 voucher: 9943, Mr J Bussingham.
22. Box of chocolates: 5846, Mrs R Sharpe.
23. Box of Cadbury's Milk Tray: 5175, Mr J L Rogers.



Here, VCT Chairman Robin Higgins presents Janice Heasman with the cheque representing her First Prize in the Trust's Raffle