

# Vintage Carriages Trust

## Members' Newsletter: August 2016

Why a VCT *Newsletter* at this time of year? Certainly the timing is unusual – *Newsletters* don't happen in August without very good reason!

Actually, there *is* good reason. The April *Newsletter* mentioned that “subject to confirmation” both this year's Chairman's Day and our Annual General Meeting would be held on Saturday 3<sup>rd</sup> September. Well, it's now been confirmed, and the main reason for this *Newsletter* is to say that this year's **Chairman's Day** (from 10.30 am) **and the Trust's Annual General Meeting** (2 pm, in the Trust's upstairs meeting room) will be held on **Saturday 3<sup>rd</sup> September**. The enclosed leaflet from our Hon. Secretary Dave Carr gives full details of the Day and the Meeting. Points to remember include the need for you to inform Dave if you wish to take part in the Buffet Lunch: *no Booking, no Lunch!* Also, whilst all are very welcome to attend the AGM, please note that only “Full” Members are permitted to vote – which is not the case if you have elected to be an “Associate” Member.

We, and especially our Membership Secretary Jeanette Achilles, would much like to finalise this matter of Full or Associate Membership of the new Charitable Incorporated Organisation (CIO) status. If you have yet to complete and return the previously-circulated form to state your preference, could you please do so as soon as is possible? If you have misplaced this form first please check for it being enclosed with this copy of the *Newsletter* and failing that please contact Jeanette by letter, by phone (Museum: 01535 680425); or by email via [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)

Jeanette is also involved in the process of closing the now obsolete Lloyds Bank account and opening a new one, this now being with the CAF Bank. All members who pay a yearly subscription or make regular donations into our (old) Lloyds account by a Standing Order (STO) will need to cancel their existing STO and open a new one, still in favour of Vintage Carriages Trust but now with our CAF Bank account. To make the process easier for you we enclose a new Standing Order form for you to complete and to sign. Please return the form to the Trust in the reply paid envelope provided. We will take the details from this form and will then forward it to your Bank, having noted your instructions.

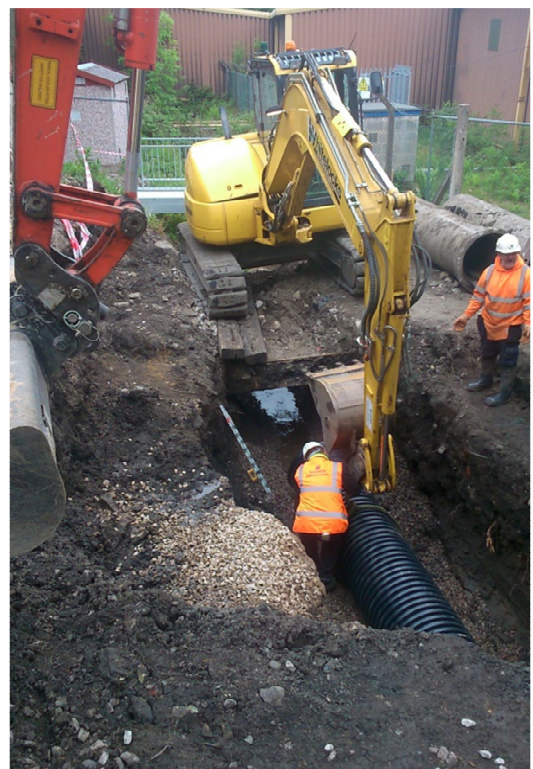
Those paying their yearly Membership by STO should be aware that the Membership fee has been held at £10 for five years and is now expected to rise to at least £12. Please make sure your new STO instruction allows for this!

### Rearwards Extension

*Chairman Trevor England writes:* We are pleased to report that work on the rearward extension started in earnest in June. The concrete culvert carrying Gingerbread Clough has had 10 metres removed and new 600 mm diameter modern plastic pipe installed to correct the gradient of fall that had been an issue for many years. Concrete was then poured around this and allowed to set.

The foundations have now commenced and should be completed shortly. The rails and sleepers are to be installed before the main steelwork and cladding are installed and all should be completed by late Summer. The fitting out will take time, but we hope to show the new facilities at the AGM and Chairman's Day on 3<sup>rd</sup> September. Can we thank all who have already donated, and offered loans, to this project. You will at long last be able to see the value to the Trust.

*Trevor's photo shows the first length of the culvert pipe being installed*



Two more photos from Trevor showing further progress with the Rearwards Extension:  
 Below left, the finished culvert coming in from the left, and Yorkshire Water's flap valve straight ahead. The very high cost and the complexity of building around this flap valve and its associated works were the reasons why we were not able to continue with our original scheme.  
 Below right, this photo (taken only a few days later) shows good progress with an outer corner of the new reinforced concrete foundations.



## Midland Carriage 358

*Ian Wild writes:* Since my notes in the April Newsletter, Stuart Mellin has made up templates for the raised mouldings in the First Class compartments. Each individual section has been made and fitted. This is to avoid wastage of the Birdseye Maple veneer which at £400 per sheet is an expensive item! We will need four of these sheets, one for each wall of the two First Class compartments. This has been a slow painstaking job but Stuart now has the certainty that the finished sections will fit exactly. We need to complete painting the First Class compartment ceilings before securing the Birdseye Maple veneer in position.

Halifax Ironworks have rebuilt all five compartment lamps (an excellent job) and Stuart has made up pattresses to mount these and the roof ventilators both inside the compartments and on the roof. Holes have now been cut through the roof to accommodate these items.

DH Foundries have cast various parts including luggage rack brackets and commode rails which fit adjacent to the passenger doors. These are in the process of being fettled by Chris and me. Chris has applied several more coats of maroon paint to one side and both ends. He has also countersunk and filled the fixing pins for the raised exterior mouldings so that they can be built up in grey undercoat.

I spent several days using decorators caulk to fill in small gaps around the mouldings in the compartments and now they have a coat of white undercoat on top they are starting to look quite presentable.

Splitting the body from the underframe has been put on hold at the moment pending completion of the workshop extension.

## Rail Story

*Audience Development Officer Debbie Cross again keeps us up to date. She writes:*

Those of you that have been to the site since January will have seen that the first phase of our new signage has now been installed. We have two new signs at the entrance welcoming visitors to the site, both Museums, station and Learning Coach have signs showing what each building is and we have new running-in signs on the platform and the rail side of each Museum advising rail passengers to alight the train for Rail Story. Visitors are already finding it much easier to understand what the site is about and what is on offer though there is still a slight confusion due to many of the old signs still being present. This is something we will be rectifying in the coming months.

*Debbie's photo shows one of the two new running-in boards for Ingrow Station.*

*The "Engine Shed" is Bahamas Locomotive Society's Museum: and we are (of course!) the "Carriage Works".*



## ***Bellerophon, Lord Mayor and Sir Berkeley***

As previously mentioned, all three of our Trust's locomotives were present in Leeds at the Middleton Railway's Victorian Gala, held on 16<sup>th</sup> and 17<sup>th</sup> July. This gave the opportunity for "all together in one spot" photos, including that below (by Ian Smith). This was the first time for many years that all three of our locomotives were all on the same site – and probably the first time ever that all three had been lined up in this way. *Bellerophon* was in steam mainly for test purposes the previous day, Friday 15<sup>th</sup> July. This was perhaps just as well as a fault developed featuring the left hand cylinder drain tap, stopping operations for that day. Fortunately this problem was rectified in time for *Bellerophon* (together with *Sir Berkeley*) to operate very satisfactorily over the weekend.



## **The Museum's roller shutter door**



In retrospect, this door had been giving signs of approaching problems for some time past. It may not be visible in the first photo (taken last Easter), but the door itself had slipped on its barrel, with one side being a few inches lower than the other. This got steadily worse, so we called in the professionals. Our decision was precipitated when it was pointed out that this rather elderly door had no emergency restraint to come into operation if the shutter blind did finally part company with the roller. Such a restraint is now a legal requirement.

Mention of "the guillotine effect" prompted us to consider

repair or replacement. The final decision was to replace the door. The result is as shown in Paul Holroyd's photo, below right.

The timing of this unexpected and significant expense is most unfortunate, coming as it does when all available money needs to be directed towards the rearwards extension. It's also not helpful that our "exempt" VAT status for Museum admission may mean that we may not be able to reclaim the VAT on this expenditure. With this new shutter costing £9,234 plus £1,846.80 for VAT, this matters! Stating the obvious: if you are able to make any further donation to the Trust's funds, we should be especially grateful!



## The late Ken Cook

We are sorry to report the death of Ken Cook, a Life Member of both Vintage Carriages Trust and the Railway, and for a great many years a stalwart of the Railway. Ken died in his sleep on Monday 18<sup>th</sup> July after a period of declining health.

Jeanette writes on behalf of all of us: "I often encountered Ken when he was railbus driving or on duty as an RO. He was an engaging and affable character, approachable and easy to talk to. He was considered steady and reliable by his colleagues on the KWVR. Talking to others, I understand that he made a solid commitment to volunteering for many years, almost becoming a regular feature. Not prone to shouting or arm waving if things were going wrong and mindful of the effects of situations he just got on with it. Only small in stature, he had a wry sense of humour and was someone you were always glad to see due to his quietly reassuring presence."

## TripAdvisor: 2016 Certificate of Excellence

We are delighted to have been selected for a 2016 Certificate of Excellence by TripAdvisor, the well-known website where travellers may review accommodation, restaurants and attractions. Roughly 24% of TripAdvisor travellers have rated our museum as 4-Star Very Good, whilst an impressive 76% have rated us as 5-Star Excellent.

*Our thanks go to Paul Holroyd for all his work towards achieving this Certificate of Excellence, which reflects great credit on all those Members who contribute in one way or another towards the running of our Museum, its Shop and the Workshop.*



## VCT Sales Department

Long-standing Members may remember small advertisements appearing in the enthusiast press of the time offering railway books and assorted hardware from 463b Kingsbury Road, London. This was the late Guy Henderson and was effectively the first manifestation of the Trust's Sales Department. Things have changed a great deal since these early days (notably the prices!) but we remain with an active and effective Sales team, now headed by Mick Halcrow. Books remain our strongest area, closely followed by magazines, which have enjoyed something of a renaissance lately.

As a recently-introduced sales line, "Big Jigs" continue to sell steadily and are a reminder that we have an extensive range of goods for all ages in addition to the vast numbers of books and magazines. Please bear in mind for Birthday gifts, Christmas, and even "a gift to Me!"

## Other Notices

**Every Saturday and Sunday** (and sometimes also during the week, to help cover for holiday absences etc) we need volunteers to look after our sales counter, and our visitors. If you can help even if only occasionally do get in touch, in person or by ringing the Museum on 01535 680425 or by e-mailing us on [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)

**Gift Aid.** If you haven't yet completed a Gift Aid form in favour of the Trust and if you pay UK Income Tax, would you please consider doing so – please contact Membership Secretary Jeanette Achilles for the necessary form.

**Giving through your Self-Assessment Income Tax Return.** If you pay Income Tax through the Individual Self Assessment scheme, you may nominate a Charity to receive any tax repayments as a donation. Should you wish to support VCT in this way you may do so by quoting the Trust's unique code, which is: FAC78RG. So, please note this number and please consider using it to support our Trust.

**Data Protection Act.** VCT is registered under this Act. The Trust's Membership records are included within this registration. VCT Membership records are not made available to any outside bodies.

**Donations:** Please keep your donations coming! As well as financial contributions we welcome items either for the Museum or for sale – everything that's "railway" is of interest: railway magazines, books, "railwayana" of all descriptions, and especially model railway equipment for selling through our Shop and the website.

**Our twinned French body** is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". You can find full information about AJECTA on their website [www.ajecta.org](http://www.ajecta.org). Longueville is close to Provins, to the East of Paris at the outer extremity of the suburban rail network. Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail [contact@ajecta.org](mailto:contact@ajecta.org). Tel: (00 33) 1 64 08 60 62, or try the Provins Tourist Office on (00 33) 1 64 60 26 26.

**CAF 'Give as You Earn' Scheme.** Those taking part in this Charities Aid Foundation scheme can make one-off or regular gifts to the Trust by quoting 'Vintage Carriages Trust' and our Registration Number 00230500 on your Choice Form or Coupon. Your support in this way is very much appreciated!

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