



# Vintage Carriages Trust

## Members Newsletter, October 2016

As you saw this *Newsletter* coming through your letter box you may have thought that the VCT is having trouble with diaries and calendars. Surely mid-December would be nearer the time for the next edition? Regard this October issue as a bonus sent out to all Members, whether *Full* or *Associate*, at the request of Chairman Trevor England. He decided this year to ring the changes and hold the **Chairman's Day** event in conjunction with the Trust's **Annual General Meeting**. This meant that as well as attending to the important matters of the Annual Meeting there was opportunity for the Trust to celebrate the completion of the Rearwards Extension. The chosen date of 3<sup>rd</sup> September was important for the bringing together a mixture of friends old and new. Trevor had invited a number of guests from our partner Organisations, and we were especially pleased to welcome Jerry and Vivien Turner of Sycamore Construction along with three of their key workers, who have enabled the Trust to make such excellent progress towards completing the Rearward Extension – ahead of schedule!

Having been welcomed with tea, coffee and biscuits all assembled at the front of the Museum, and were given brief descriptions of various fields of endeavour undertaken by the Trustees, the employees and the working Members. Retail Manager Mick Halcrow spoke about front of house activities, which provide the essential financial support for our ongoing restorations. Bob Sprot reported on the events in which the Trust has been involved, including Vintage Trains, both on the Worth Valley Railway and further afield. Debbie Cross explained our contribution and commitment to the development of "Rail Story", to develop Ingrow Yard as a visitor attraction. Ian Smith then elucidated how our locomotives have been ambassadors for VCT with our partner Heritage Railways at Middleton and Foxfield. Dave Carr, one of the team leading our application for re-accreditation as a Museum under the Arts Council scheme, explained how this was of huge importance to the Trust and its continuing respected place in the Transport Museum world. Michael Cope spoke to report work being undertaken in the Trust's workshop; whilst Bill Black, who has contributed so much over five years to the Rearwards Extension project, took his audience through the workshop to the new extension, to show through images and "wee sketches" how we have progressed from stage to stage.



The photos on this page show the interior of the Extension: also – just a few days later – a view of the exterior of the now *fully completed* Extension. Yes, we've achieved that which we intended for this Rearwards Extension: thanks go to *everyone* involved, in any way!



*Secretary Dave Carr continues:* After such a full programme, Members and guests were in sore need of refreshment, and repaired to the front of the Workshop to enjoy a buffet supplemented with a little traditional home-made baking.

Would the Members be replete and quietly receptive at the Annual General Meeting? Would there be enough space in the Trust's meeting room?

*Yes, there was enough space – but only just! In the photo, Trustee Bob Sprot fights his way through a crowded meeting room towards his seat. Here Dave reports on the Annual Meeting itself:*

Chairman Trevor England welcomed members to the second AGM of the Trust as a Charitable Incorporated Organisation, and the first that was offered (as indicated by Charity Commission guidance) to the whole Membership.

A total of thirty nine members and Trustees had been shoe-horned into the Meeting Room, which appeared on this occasion “compact and bijou”.

Reports were received from the Chairman, Treasurer, vehicle caretakers, Curator, Museum Mentor, Membership Secretary and Audience Development Coordinator, leading to the adoption of the Annual Report and Accounts.

In line with the constitution of the CIO, only four Trustees had to be elected, and retiring Trustees Trevor England, Michael Cope, Bob Sprot and Ian Smith were all re-elected. Trevor England noted that it would be the task of the Trustees, at their first monthly meeting, to appoint people to the necessary posts. Likewise, our Independent Examiners, Messrs Sutcliffe & Riley, were re-appointed for 2016-17.

The rewarding part of the meeting was the keen interest that Members showed in the running of their Trust. Questions ranged far and wide, including:

- The roles of our employees (engineer, retail assistant, two part-time cleaners plus a contribution to the Audience Development Coordinator’s salary).
- Annual subscription fees (agreed at £12, to contribute to the financial welfare of the Trust after Membership servicing has been covered).
- The Trust’s use of TripAdvisor as a marketing tool (successful, as evidenced by our gaining a TripAdvisor Certificate of Excellence for 2016).
- How income from vehicle hire was comprised (film and TV productions, plus occasional usage on KWVR and partner Heritage Railways).
- The apparent loss of Membership during the year (believed to be a one-off, as we are compelled by the new Constitution to strike off those who have not paid subscriptions by 1st July. A number of Members have traditionally been reluctant to pay their subscription promptly. In addition, a number of Members have passed away).

As is now a tradition with the Trust, the meeting was brought to a conclusion with the presentation of the “Wallace & Gromit” Award, this time to Bill Black (of



“wee sketches” fame), and the ceremonial cutting of “The Cake”, a calorie-packed concoction, on the icing of which was an image of *all three* of our locomotives at the Middleton Railway. Donna Grech-Baxendale’s photo shows Trustee Ian Smith about to cut this cake.



Following a good day, let one of our founder Members, Gordon Massey, have the final words: “Excellent updates on what VCT is doing and every indication that you have a team of Officers who are well on top of the job... I was impressed with the presentation of the collection. Cleanliness very evident and lots of information... the progress with the Midland coach was very heartening”.

Such comments are greatly appreciated by all the Trustees, Employees and working Members; and they will ensure that we continue to maintain the standards set by our founding fathers, and expected by our Members.

*If you would like a copy of the VCT Annual Report and Accounts for 2015-16 please send a stamped addressed C5 envelope to Hon. Secretary Dave Carr, c/o The Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ.*

## Membership

Our Membership Secretary Jeanette Achilles has been kept very busy with Members returning their CIO choice forms (Full or Associate Members) which went out with the last *Newsletter*. Half of all our Members who pay their subscription by Standing Order have now returned their forms so that we can set up the new Bank instructions. If you find one enclosed with your copy of this *Newsletter* please take time to complete it and return it to Jeanette so that we can amend your payment to be to the Trust’s new CAF Bank account.

Jeanette reminds us that at the AGM our annual subscription for the 2017 Membership year was increased from £10 to £12. If your Standing Order is for £10 each year would you please let Jeanette have a new Standing Order to reflect this increased sum?

**New Members this quarter** include: Mr Robert Jagger (Halifax, West Yorkshire), Mr Barry Pickard (Bradford, West Yorkshire), Mr Jonathan Edmondson (Keighley, West Yorkshire), Mr David Felstead (Leek, Staffordshire), Mr Bill Francis (Silsden, West Yorkshire), Mr David Wrottesley (Sheffield, South Yorkshire), Mr Kevin O’Neill (Keighley, West Yorkshire) and Mr Graham Way (Oxenhope, West Yorkshire).



## Workshop

*Among this celebration and the deliberations of the AGM, here's some news of the day to day work of the Trust.*

*Firstly, Ian Wild reports on progress with the Midland six-wheeler:*

Those of you who were present at the Special event day will have seen the progress on this carriage. The most noticeable has been Stuart Mellin's rebuilding of the interior of one of the First Class compartment doors, albeit in softwood. This is a trial fit to enable the mahogany sections for the finished version to be cut accurately. This set of templates should be suitable for the other seven doors in due course.

Stuart has now moved on to making replacement drop light frames for the door windows. Glass will be required shortly so that these can be completed. Chris has spent time filling and sanding (several times) the imperfections on the ceilings in three of the four compartments following which painting

can now continue. The ceiling in compartment No. 2 (First Class) is now fully painted which will allow work to continue on the raised Birdseye Maple mouldings. More castings, this time for the door handles, have been received from DH Foundries. This completes the casting requirements for the present time.

The Upholsterer is due to visit next week to confirm that the various seat component frames are satisfactory following which (subject to finance) we can place the order for the upholstery. Once the rearward extension is available for use the body can be split from the underframe, so allowing Chris to start work on the underframe itself.

*Michael Cope reports on Railbus E79962:*

Our railbus is very much the first priority *after* work on the Midland coach is completed. This, and there being finance available, could be some time yet!

There has however been progress with one of the major problem areas – the badly corroded corrugated steel sheet supporting the floor. We had feared the cost of rectifying this would be well into four figures. However, after considerable work to gain access to these corrugated sections and following a visit from local firm Aire Valley Metals we now have a viable way forward. Aire Valley Metals have now delivered the necessary panels, at a cost rather less than £300 – very much less than the first estimate!

Actually doing the job is very much dependent on Chris and his welding skills, so with so much work awaiting him elsewhere further progress with the floor could be some time yet.

Otherwise I have trial-varnished one of the cab doors, with reasonable success: also one side of one of the bulkheads by the door. This was with very poor success – has anyone experience of applying wood laminate to well- worn vertical wood panels? If you would like an involvement with the several matters which can be looked at right now, please come forward! Plumbers and electricians especially welcome, but all that is needed is your enthusiasm!

## Worth Valley Railway Vintage Trains 2016

*Trustee Bob Sprot reports: Three of our vintage carriages were in service on the two vintage trains in operation for each of the seven Vintage Train days this Summer.*

The main train was hauled by Taff Vale 0-6-2 Tank No. 85, recently returned to service after overhaul. It comprised Lancashire & Yorkshire 6 wheel Third No. 507, L&Y Brake Third No 1474, L&Y Club Car No. 47 (all from the L&Y Trust) and our Metropolitan Railway Brake Third No. 427. No. 427 was stationed at



Oxenhope throughout the summer and was the designated brake vehicle on all days.

This Vintage Train ran four complete round trips of the KWVR on seven Sundays, two in June, three in July and two in August.

New for 2016 was the addition of a second Vintage Train which ran four shuttle round trips from Ingrow to Keighley on all seven dates. This train consisted of our "Chatham" Brake Third No 3554 together with the Great Northern 6 wheel Brake Third No 589, the latter making a welcome return to service following its recent major refurbishment in the VCT Workshop. This train was pulled on four of the events by the LNWR 0-6-2 Coal Tank and on the

remaining three by Hudswell Clarke 0-6-0 Tank *Nunlow* and worked out of the VCT Museum on each of the days. This shuttle provided interesting photographic opportunities for visitors to the Museum in the morning before the first shuttle, then on three occasions during the day when a shunt release manoeuvre took place in Ingrow yard, and finally when being safely relocated into the Museum in the late afternoon. Passenger numbers using our carriages on all seven Sundays were very good and No. 589 proved a hit with both enthusiasts and the general public on one of its rare "in service" outings from the Museum.

*Bob's photo shows GNR 589 with Chatham 3554 and the LNWR Coal Tank after arrival at Keighley.*

## Where do we go from here?

The completion of an extension to the rear of the Ingrow building comes as a great relief to all. It has at times had its problems and at one time nearly came to a stop. We know that Chairman Trevor who has overseen the project has felt the “walking through treacle” syndrome. However changes in the design team and taking on a very competent contractor have been a great help in taking the project forward. The most important and obvious thing has been the monetary support by Members, for which we are extremely grateful.

The ongoing need for money covers not only the extension but the day to day needs of the Trust as a Museum and attraction. We could sit down and say “well done” to ourselves or wait until some external money becomes available – which is not necessarily going to happen!

The question to be asked now is “where do we go from here?”

Our Museum set off as a simple industrial building erected in the 1980s to provide a dry and secure location where the Trust’s Collection could be stored and worked on. The only concession to the needs of the workers was a toilet module which had to be seen to be believed. (Actually, it can still be seen – it now houses the control gear for the wheel drop in Haworth Station Yard).

The next moves included the Workshop extension, the central walkway in the Museum, also extending sideways. This last allowed the Shop to be enlarged and gave a first storey – originally intended to run the full length of the building but which ended up as a balcony in the Workshop and as the upstairs meeting room, library and administration area above the Shop. Other work included “proper” provision of toilets, including an accessible facility. Amongst all

this was the Magazine Room, storage space and a Mess Room.

How things have changed over the years – development as a Museum and now as a tourist attraction within the “Rail Story” initiative has been further advanced very recently. “Rail Discoveries” coach parties are now frequent visitors, bringing in substantial numbers of coach visitors. Their needs include refreshment and sufficient toilets to cater for 40 or so visitors arriving at the same time – and an environment which goes beyond viewing “stuffed and mounted” carriages in a large, cold, shed.

Meanwhile the Collection is being cared for in very cramped conditions. Of the three elderly steam locomotives in the Collection only one is on site, and is not in working order. The Midland coach, as you will read elsewhere in this *Newsletter*, is progressing very nicely. The third one of our Metropolitan Railway carriages (the nine-compartment Third) is currently on loan to the Buckinghamshire Railway Centre but is due to return to us some time in 2017.

If our dreams of expansion are to be realised we need to give a lot of thought as to what we want to do, how and in what sequence we can do it – and of course how to raise the necessary finance! Already there is a “Quo Vadis Mk II” document in circuit (complete with “wee sketches”). This will make a very useful contribution to the overall debate. Remembering that timescales are unknown but are likely to be extended: we should be delighted to receive contributions to this debate from all Members – so please put pen to paper and let us know what you feel should be included in our plans for the future and how they should be achieved? We should be delighted to hear from you!

## 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)

**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!

**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.

**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.

**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).

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