



# Vintage Carriages Trust

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Members' *Newsletter*: December 2018

## Just In Time for Christmas!



***Good news, brought to us by our Secretary Dave Carr, who writes:***

**Noticed an audible sigh of relief from the Museum of Rail Travel?**

**Seen the hoops replaced in the store, now that we have stopped jumping through them?**

The explanation? The Vintage Carriages Trust has finally, finally, and successfully I might add, completed its bid to retain its status as a fully Accredited Museum. Huzzah!

This is obviously good for our reputation within the Museum world, and a level of assurance for our visitors. There are a small number of areas for improvement, including amendments to policy documents, which will reflect updated requirements; and as these areas are addressed, we shall, of course, inform Arts Council England.

The benefit that accrues to VCT lies in an increased ability to access some sources of grant funding. Huzzah!

We have passed our thanks to Pippa Griffith, our Accreditation Assessor, Helen Thornton, our

Accreditation Mentor, Anthony Coulls, VCT's Museum Mentor, Alan Bentley and Michael Turnpenny of Museums Development Yorkshire and Debbie Cross, former Audience Development Co-ordinator to "Rail Story", all of whom have assisted with their very welcome professional advice.

My personal thanks, too, to the volunteers at VCT who have kindly contributed, none of whom I will embarrass by naming, except the late Mick Halcrow. This was one of the last major projects to which he contributed.

Just four years to go before we start the whole process of collating information and evidence all over again! And again Huzzah!!

*We are certain that all Members will join the Trustees in thanking Dave for the very considerable work and effort he has put in to achieving this second re-Accreditation of our Museum. This has taken a great deal of time, not helped by changes of personnel within Arts Council England and a few minor changes within the overall Accreditation requirements. Possibly VCT is paying the penalty of being a very good candidate for Accreditation, but not fitting into the conventional image of a Museum – there can't be many Museums who every so often open a complete side of its building to the open air!*

***We will start where we left off last time, which was inviting all Members to the Trust's Annual Meeting. This duly took place and was an enjoyable day, as Dave now reports:***

### **VCT: Annual General Meeting, Saturday 13<sup>th</sup> October 2018**

Chairman Trevor England rang the changes once again, by making the gathering of members into a very informal affair, allowing friends and colleagues to mingle from late morning, and examine progress within both the Workshop and Museum, and comment on the work of working volunteers and paid staff alike.

A VCT gathering has to have a buffet luncheon, and this one appeared to meet the expectations of those with experience of luncheons past. (We would be most disappointed if anyone went away even slightly peckish). With belts slackened off a notch – or two – Members assembled in the upstairs meeting room to listen to the reports of their Officers, Trustees and working members.

For the first time in many years the number of candidates nominated for Trusteeship required an election, with Trevor England explaining that full members might vote for up to four of the five

candidates. Those stalwart VCT volunteers, Messrs Briggs and Emmott, were duly appointed as official Tellers, and declared that those elected for a period of three years were Dave Carr, Sheila Seabrook, Sarah Astley and Chris Smyth.

At the conclusion of business, the Wallace & Gromit Award was presented to Jackie Cope to mark her unstinting **twenty four years** of service to the Trust; and the traditional cake, procured from Wild's Bakery, was served to the assembled throng – thirty nine souls in that compact and bijou meeting room is indeed a throng! – before kindly going downstairs to finish off the remains of luncheon.

Many thanks to all who joined us for the AGM. It was good to see you, and even better to hear your kind and generous comments about the achievements of the Trust in 2018.

*Our Trust's continuing success is greatly dependent on our money-raising abilities. This includes all our Sales activities, plus Membership subscriptions (many Members generously add a donation to this) and other donations – whether by cash or by gifts of railway-interest books, magazines or model railway equipment. Bob Sprot is active in coordinating these areas. He writes:*

### **Let's talk Shop!**

*It's been a great sales year to date! Our Museum Shop has been achieving excellent sales especially since April this year, with overall takings up by 20% on 2017 for the same period. The main contributors to this increased performance remain the sale of donated books and magazines. This is despite many prophets of doom writing these old formats off as antiquated in the apparently unstoppable surge for all things digital!*

### **Revitalised Books**

After an extensive review in late 2017 of our pricing and display strategy for books, the following changes were adopted:

- \* A complete refresh of all books on sale was carried out, removing slow sellers and then segmenting into additional categories with shelf edge labelling as guidance:
- \* A policy of front facing interesting titles was adopted (and is as seen the first of Alex's photos):
- \* Paperbacks were removed from the hardback display, with the creation of a separate section for "Bookazines" (books in a magazine format):
- \* A reworking of space, including for the first time an area of the book display devoted permanently to books retailing at £1 and £2:
- \* A revised pricing strategy, lowering many retail prices to attractive and competitive levels from

what previously could only be described as aspirational pricing. However, we still ensure that good quality and rare titles are priced at appropriate higher levels:



\* Where multiple copies have been donated, selling at competitive levels, often at £1 or £2 until the number of copies per title is more manageable:

\* Appealing to the casual visitor as well as to the enthusiast.

These changes have not been achieved without some hard work behind the scenes in sorting and pricing and we are indebted especially to our Chairman Trevor England for bringing his storekeeping skills to work to improve the running of the overall operation.

The results have been pleasing with the books category showing a 48% increase in sales over last year for the seven months since April.

### **Streamlined Magazines**

Similar to our strategy on books but in even greater detail we conducted a review in winter 2017 of all sales of magazines by title covering a complete year.

As a result space per title in the Magazine Room display has been readdressed to increase display for best sellers, with certain very slow-selling titles being discontinued or placed in a general “browse” area. Also a logical display layout has been restored, in alphabetical order by title by major category – Railways, Trams, Model Railways and Society magazines.



The review also included a rework of our pricing policy. Here, some prices went down, but we increased the selling price on a number of titles for the first time in many years. This reflected the demand for specific titles and also inflation over the many years since the last review.

These changes did not happen without the sterling efforts of Michael Cope [Huzzah! Eds.] who alone spent many hours reworking the displays in the Magazine Room. Credit is also due

to our fantastic team of volunteer magazine sorters who on a weekly basis unpack donations and fill the appropriate boxes on the shelves to return the Magazine Room from an unruly warehouse to a well-ordered and popular facility. It is appropriate to use this opportunity to thank Keith Taylorson, John Heaton, Crispin Howell Jones, Roland Wanty, David Kay, Bill Francis and John Stephenson for their unstinting work.

### **Mail Order for Magazines**

Did you know that we also operate a mail order facility for UK customers wishing to purchase old magazines but who are unable to visit us at the Museum? Enquiries are received by email or by post on a daily basis following which availability is checked and prices including postage and packing are calculated. Despatch of orders and delivery by letter or parcel post usually take place within a very few days. This operation is handled efficiently by our excellent front of house team of Alexandra Haley and Keith Pitts.

Incidentally, we've very recently received large donations of (American) “Trains” magazine, dating back to late 1947, and of (German) “Eisenbahn Magazin”. If interested, please let us know – or come and see them!

### **Food and Drink**

The Shop has performed well in all areas but a special mention this year must go to the success of the food and drink category. Sales of coffee/tea, ice cream, confectionery and soft drinks have all prospered this year, being 16% up on 2017 figures. The hot weather in the summer was a boost for ice cream and soft drinks sales with stock having to be reordered far more frequently than in recent years.

### **Donations**

Please keep your donations coming to us for the resale of any unwanted railway items whether these are books, magazines, DVDs, railwayana and especially model railway rolling stock and other items. All donations will be received with thanks and as always will be greatly appreciated.

### **Please pay us a visit!**

If you have not visited the Shop and Magazine Room recently why not come and take a look at what is on offer and we hope you will be pleasantly surprised and perhaps purchase an item or two. Remember all profits from sales go towards the restoration and maintenance of our carriages and the upkeep of our Museum.

## **Memberships: GDPR: and your renewal, please!**

2018 has been a busy year for the membership team, with changes to our status as a Charity and the need to be compliant with new data protection laws (GDPR: the General Data Protection Regulation) increasing the workload for all involved.

The Trust's move to become a CIO (Charitable Incorporated Organisation) has introduced the categories of Full and Associate Members. Just to recap: a Full Member has the right under the Trust's Constitution as a CIO to contact other Full Members in order to seek support to call an Extraordinary General Meeting. Full Members also have voting rights at any AGM or EGM. As an Associate Member the Trust will never disclose any information to other members but Associate Members do not have voting rights at such meetings. If you wish to review your membership status please contact us by letter or by email to [membership@vintagecarriagetrust.org](mailto:membership@vintagecarriagetrust.org) You are free to change your status at any time.

The GDPR requires the Trust *not* to send to any Member donation requests for ongoing restoration and improvement works within the Trust *unless* that Member has given consent to the Trust to allow us to continue to send such requests. Many thanks for your responses over the last six months: so far, 374 members have given this consent to the Trust. We will totally respect the wishes of those members who have not given consent. However, if any member wishes to change their mind about consent to VCT please contact us by letter or by e-mail to the just-mentioned address.

With this *Newsletter* you will have received either your new 2019 membership card for Life and Standing Order members or a renewal request. Subscriptions have again been held at the very affordable price of £12. For members renewing annually we will post to you your 2019 Membership card on receipt of your completed renewal form (with your remittance, please!).

## **"Rail Story" and Audience Development**

The "Rail Story" concept and branding for the entire Ingrow site is continuing to be a success following the excellent work initiated by Debbie Cross as our Audience Development Coordinator. Debbie has now moved roles to become the Heritage Manager for the entire Keighley & Worth Valley Railway, but she will continue to be involved in the development of the Rail Story concept. So how do we reach and retain new audiences from all age groups?

### **Rail Discoveries**

At one end of the audience age range, we have this year again welcomed 60 coach tours from Rail Discoveries. This has allowed us to talk to over 2,000 visitors and to interest them in our operation as well as providing extra business for the Shop. In general the age range of visitors on the Rail Discoveries tours is 60 plus. This has translated into increased sales of teas and coffees and small gift lines. Thanks are due to all volunteers who assisted with these tours including operating an extra tea table in the Museum!

### **Schools**

The development of visits by school parties as part of our Rail Story activities has continued and we have welcomed over 600 children into the Museum this year. These visits are mainly by local schools and as well as the important educational aspect of the day we know that there is also considerable fun and enjoyment. The noise levels in the Museum certainly increase and occasionally there is a bit of tidying up to do afterwards but we

hope that these visits will continue to grow over the next few years. To educate young people in the history of our carriages and all things about rail travel must be in our best interests for our future sustainability.

### **Events**

Although we have not enjoyed anything as massive this year as was last year's two-day visit of the locomotive *Flying Scotsman* to the Rail Story site, key Worth Valley Railway events continue to be of benefit to us by increasing our visitor numbers. As described in the last *Newsletter*, the K&WVR 50<sup>th</sup> Anniversary Gala in June was a great success and we were visited by many old friends and enthusiasts. The Beer and Music Festival in October on the other hand introduced a different audience to our Shop and Museum. The age group here was generally younger and was not aware that we existed as an interesting place to visit. We plan to capitalise even more on the key K&WVR events next year to further develop our audience.

## Social Media

*Alexandra Haley writes:*

Since the Vintage Carriages Trust first entered the world of social media several months ago, our online presence and popularity has increased quite a lot. It is much easier to share information at the click of a button to our members, visitors and other people of interest about things going on around the Museum. We initially started with Facebook and Twitter; Facebook seems to have proven the most useful to interact with people on their personal accounts, and Twitter seems to have been very useful to connect with other Museums, railways and bigger organisations that can help promote and support us. Abigail Haley, a new working member, has now started running an Instagram page for the Vintage Carriages Trust, which involves sharing various visual images related to the VCT. We gathered followers and post interactions at a much more rapid rate on Instagram than any other social media.

The sort of things we post online include special

events (usually related to K&WVR), Workshop and restoration updates, items for sale in the Shop and news and facts about our rolling stock.

We are now in an age where online technology is so mainstream that it can also be quite dangerous. We encourage any social media users to be responsible and safe online. With that in mind, we have drafted a brand new social media policy which addresses both VCT members/visitors and also the VCT social media team. This policy works well to tackle issues such as GDPR, cyberbullying and the misuse of information or sharing of false information, should a member post online anything about or on behalf of the Vintage Carriages Trust. We encourage all Vintage Carriages Trust members who are also social media users to read this policy when it becomes available on our website once it's been approved and uploaded by the Trustees. If you don't use social media, there is nothing to worry about!

Links to all of our social media accounts (both VCT and Rail Story) are listed below – don't forget to follow us!

[www.facebook.com/vintagecarriagetrust](http://www.facebook.com/vintagecarriagetrust)

[www.facebook.com/railstoryingrow](http://www.facebook.com/railstoryingrow)

[www.twitter.com/vct\\_ingrow](http://www.twitter.com/vct_ingrow)

[www.twitter.com/railstoryingrow](http://www.twitter.com/railstoryingrow)

[www.instagram.com/vct\\_ingrow](http://www.instagram.com/vct_ingrow)

[www.instagram.com/railstoryingrow](http://www.instagram.com/railstoryingrow)

## Museum Displays

*Alexandra (again) writes:*

Over the last few months, myself and working member Tracey Morris have been working on updating the existing displays in our Museum. Working as part of the collections team we know what stories and themes the Trust wants to

present. Also the display cabinets themselves were becoming outdated and in need of a refresh.

Initially, I have started to change all of the interpretation into our 'house style' so that all of our displays match in a

more professional manner. Many of our artefacts were not labelled, which didn't always make it clear to non-rail enthusiasts what exactly they were looking at. We have developed a numbered labelling system (as seen in our now-updated model railway display – see photo) so that visitors



can enjoy learning more about what they can see in the cabinets. We also began to analyse what artefacts the Trust actually has, and we have started grouping them accordingly into themed exhibits to make more sense. Our displays

currently fit into the categories of different railway companies (many from the 'Big Four') but are split into subcategories such as catering items, maps and civils equipment.

We have also developed a 'temporary display' cabinet, which will be a regularly rotating display.

This could also open up opportunities for individuals to put on display their own collections at the Museum, with agreement from the committee and collections team. Our first temporary display is about the VCT involvement with the K&WVR 50<sup>th</sup> Anniversary Gala.

## Filming

*Alexandra (once more!) writes:*

Filming work at the Vintage Carriages Trust seems to have fallen quieter this year. We've had several enquiries alongside the Worth Valley Railway for several BBC and ITV dramas but many of them have fallen through due to budget cuts in the current British film industry. This is despite the grants given to Screen Yorkshire to have more productions shot in the North. That being said, our main project this year was with Elephant House Productions back in February. They shot a documentary with re-enactment scenes involving Prince Albert and Queen Victoria. The production was given the title



'Albert' and was aired in October 2018 on Channel 5. The scenes involving the Vintage Carriages Trust included some interior shots of the First Class compartment of our MS&LR four-wheeled carriage No. 176, and an exterior shot (actually done in our Workshop!) of Albert standing outside a Metropolitan carriage. As this carriage was only in the background, historical accuracy wasn't really a problem. These scenes were shot inside the Museum, and so with some green screen on the windows of the MS&LR and some

simple camera tricks, the crew was able to make the carriage look like it was a part of a moving train journey.

## Collections Care

*Our Museum Mentor, Anthony Coulls, writes:*

Over the summer, the Vintage Carriages Trust created a new committee with remit for collections care, interpretation and display. "Don't we have enough committees?" perhaps you cry. Well, maybe, but the collection is at the core of everything we do at the Museum – and it's the reason the Trust and the Museum exist. In the past the Museum has won many awards and it continues to be well regarded in the Museum and heritage world. However, we need to keep an eye on the future, what we collect, what and how we show it and who does the work – all part of that

magic word "sustainability". Rail Story has seen great changes in the way Ingrow is presented to visitors and we felt that we needed to refresh the VCT offer in the light of that. So a number of members, Trustees and myself as Museum Mentor are working on the stories, the objects and the displays. It's an exciting time, with some really good things going on – so do keep an eye on our activities – or come and join us! We meet every other month, and the emphasis is on getting things done. [Anthony is Chairman of the new Collections Committee.]

## Tea at Emsay: our Bulleid Carriage

*Wendy Anderson writes:*

Following the return of our nine-compartment Metropolitan carriage No. 465 from its five year loan to the Buckingham Railway Centre, Quainton, and the resultant need to make space at our Museum, our Bulleid Carriage S1469 has been hired to our friends at the Emsay and Bolton Abbey Railway. This is on a rolling twelve month contract.

At Emsay and under my watchful eye as a VCT Trustee, the carriage is being kept under cover when not in use as a key part of the EMBR dining train. It has been fitted out with tables in all passenger areas using as a template a table supplied by the Bluebell Railway from one of their Bulleid carriages.

Our carriage has been in regular use all summer and early autumn and passenger reaction has been very favourable. Additionally on October 19<sup>th</sup> our Hon. Secretary Dave Carr and fellow Trustee Bob Sprot enjoyed refreshments in this coach when attending the launch of the restored and ground-breaking 1903 North Eastern Railway Petrol-Electric Autocar.



## The late Jack Procter

We were sorry to learn that Jack Procter, of Leyland, Lancashire, passed away on Tuesday 6<sup>th</sup> November, aged 86. Many will remember Jack in his various activities on the Railway and beyond. In the early days these included being much involved in organising occasional DMU trips from Oxenhope and Haworth to such places as Towyn and Ravenglass. He was a K&WVR Guard for many years and more recently will be remembered as the Civils Week Tea Boy – providing a much-welcomed and very necessary service, in all weathers. With VCT, Jack's principal contribution must be the incredible amount of time and effort he gave towards making the Magazine Room that which it is today. We will miss him.



Photo: Paul Holroyd

## Meantime, back in the Workshop...

*Ian Wild writes:*

Work has continued on the **Midland 6 wheeler**, No. 358. Robin Higgins has overhauled the locking mechanisms for both luggage compartment doors and is now repairing the



doors themselves. Luggage rack nets have been made and fitted by Joyce Wild in one of the two Third Class

compartments. The four metal roof access steps for each end of the body have been refurbished and refitted temporarily, as have the end handrails.

New upholstery is due to commence in the New Year. The fabric and colour for the Third Class have been matched against that used by Butterley on their similar Midland Railway vehicle No. 253. The blue cloth for the First Class compartments still needs to be determined.

A very fair price has been offered by Messrs. PSV Glass to supply the sixteen fixed and eight drop light glasses and it is hoped to have this material on site during January.

John Morris and Norman Overend have continued their refurbishment of the underframe, including fitting steel fitch plates top and bottom of two of the wooden underframe cross members, which had split along their length. Many of the running board support brackets which bolt to the underframe were missing when restoration started: replacements have been cast and Chris Smith has started the task of cleaning up and drilling the castings. We now have a Contractor in the West Midlands who is able to overhaul the suspension and drawgear springs.



A new project is that to upgrade the interior of **Metropolitan Railway Brake No. 427**. Some years ago the compartment floors were fitted with green carpet laid on top of 12 mm plywood in the centre of the compartments between the seat cushions. Apart from being non-authentic, the carpet had become dirty and worn and not a good advertisement for the Trust. This flooring has been stripped out of compartments 5, 6 and 7 with differing results. Compartment 5 was tackled first. It had quite severe rot in the tongue and grooved flooring in two areas – this has been replaced by Norman. In Compartment 7 the tongue and grooved flooring was in good condition whilst No. 6 had some rot where it adjoins Compartment 5. Stuart has repaired this and the compartment floors have been sanded prior to laying new 6mm plywood over the whole compartment area to provide a good surface for the lino fitter to work from. The lino fitter is provisionally booked for 15<sup>th</sup> January. The steam heating units under the seats on one side of each compartment which were disconnected have been removed. They will be cosmetically refurbished and refitted once the new lino is in place. London Transport Museum kindly provided us with a sample of moquette correct for this vehicle when it was built. This has been sent to Camira Fabrics in Mirfield and we are awaiting a firm price and delivery date so that an order can be placed for what will be a minimum order run of 400 metres. The cost of this will run into five figures but we hope that other carriage restorers

will purchase some of that which is surplus to our needs. A coach trimming company in Pickering has given a fair price quotation for the actual retrimming work. So as you can see, it has been a busy four months in the Workshop with plenty of money spent or committed since the August Newsletter.

Photos: John Sagar

## Our Locomotives

*Ian Smith writes:*

**Sir Berkeley** continues to undergo overhaul at the Middleton Railway. The boiler has now been removed and the locomotive shunted into the main works for the major work to begin. First step is for Andy Simpkin of the Worth Valley Railway to examine the loco with Middleton Railway Trust Chief Engineer Steve Roberts to agree a programme of repairs and then we can get on with the overhaul.



My accompanying photograph shows the boiler standing in Moor Road Yard. It should be noted that, although a modern boiler (built in 2005) it has been riveted, rather than welded as would be normal practice these days. This was done to preserve the historic nature of the locomotive – this boiler is in fact more or less what Manning, Wardle would have had to build in later years. It can be compared with the original boiler (also at Moor Road) to see the engineering advances.

Hopefully, the motion will be the main recipient of work. The boiler being relatively new should only require retubing plus work on the fusible plugs. A decision will be made on whether or not to renew the smokebox and then work can commence.

Once finished, the engine will be going back into green, perhaps this time being lined out.

**Bellerophon** is in store at Foxfield, awaiting a decision on its next overhaul, particularly with regard to funding.

A locomotive which hasn't featured before is **Manchester Ship Canal No. 67**. This locomotive featured in the Railway Children film as "Daddy's engine". Currently, this loco is on display at Moor Road, but a suggestion has been made that it might like to go on holiday to Ingrow in 2020 as part of a "Rail Story" exhibition about the 50<sup>th</sup> anniversary of the film. Obviously it's a while away yet, but of course these things take time to organise and costs must be looked at before final decisions are made. We will keep members updated on progress!

*...and finally: On behalf of the Chairman and Trustees may we wish all Members a very Happy Christmas and a Prosperous New Year.*

## 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 the Museum 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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