

Vintage Carriages Trust

The Railway Station, Haworth, KEIGHLEY, West Yorkshire BD22 8NJ
Charity Registered in England No: 510776

VCT MEMBERS' UP-DATE: OCTOBER 1990

Would you please note that our ANNUAL GENERAL MEETING will be held on Saturday 24 November 1990 in the Ingrow Carriage Museum at 2 pm. Light refreshments will be available after the meeting. The formal Notice of Meeting follows, within this present "Up-Date".

There has been steady, if (this time) unspectacular progress since the last issue of the "Up-Date" - now some twelve weeks ago. This has centred around the Ingrow Carriage Museum, which will shortly welcome its six thousandth paying customer. The number itself isn't so very important - except that it represents much-needed income for the Trust: what is important is the very positive response we have received from the overwhelming majority of these visitors. Certainly that which we have is much appreciated and much enjoyed by our visitors. Particular mention has been made of the sound presentations and of the quality of our completed restoration work. Perhaps we live too close to what we are doing at Ingrow: our visitors are telling us that what we have is really worthwhile - we must take note of this and resist our own temptations to undervalue (and to undersell) that which we are doing.

A great deal of the work at the Museum over this Summer has been dealt with by Jackie and Michael Cope (especially midweek), with invaluable assistance also from Tony Bongard, Frank Brown, Marjorie Higgins, Terry Jackson, Sam Jennings, Dennis Parker, Keith Pitts, John Skeggs, Roy Stennett and Gill and Paul Whitfield. The reason for listing these people isn't just to say "thank you" (which we do, most sincerely) - but also to ask you, as an individual Member of the Trust, to seriously consider volunteering your help over the coming weekends - including over the Winter - and especially over the "daily running" time of this coming Summer. you do not need to live very locally for this. Some of the above spent part of their holiday week helping in the Museum or in the Shops - and said they thoroughly enjoyed it. Also, you do not have to tie yourself down to every weekend. Even if you can give only a day a month, or a day a quarter, in either the Museum or the Shops, please let us know. Looking after the Museum is very straightforward: even the sound and video systems are fairly easy to sort out. The main requirement, other than attending to our visitors, is a willingness to help keep the stock clean and presentable: this needs a modest practical ability. If you are interested in joining this particular team (possibly initially by "shadowing" one of the above), would you please let Jackie or Michael Cope know, either by writing c/o Haworth Station or by telephoning them on Haworth (0535) 46472. (If however your interest is in helping look after the Shops, please contact Arthur Berry, either c/o Haworth Station or by ringing him on Bradford (0274) 591488 - it's Arthur who looks after the Shops Roster).

The major other item of progress has been the completion of the preparatory work on the Chatham coach, ready for Bob Timmins to attend to its repainting in full South Eastern & Chatham Railway livery. Put like that,

Member of: Association of Independent Museums, Transport Trust
Association of Railway Preservation Societies,
Yorkshire and Humberside Museums Council, Yorkshire and Humberside Tourist Board.

this doesn't seem to amount to very much: but it certainly did. The paint stripping (using hot-air guns, and Nitromors): the rubbing down: and the priming (in a rather unexpected pink) went on and on and on. And on. And on. It's finished now - we don't want to prepare another coach this year, thank you. They go on a bit. Full credit to all those who so successfully accomplished this: they included: Martin Baxendale, Noel Baxendale, Graham Bentley, Tony Bongard, Frank Brown, David Hanson, Paul Holroyd, Terry Jackson, Keith Pitts, John Skeggs, David Smith, Len Smith, Helen Smith, Terry Sykes, Michael Walton and Philip Walton. (Apologies to anyone inadvertently omitted). Some of those on this list will say: "but I was only there for a day or two during my holidays - I enjoyed it, though". Other than again saying "thank you" on behalf of the Trust, this is however the essential point of this list: which is to emphasise that even if you can spend only half a day, we can always find something for you to do - and you will probably enjoy doing this. Again, something to think about: maybe for next year, maybe for right now. The Museum is open every weekend throughout the year and there's always something to do. If it's your first working visit, it would be as well first to contact Jackie or Michael - as before, either by writing c/o Haworth Station or by ringing 0535-46472. (You are very welcome to come during a Winter weekend - the Museum is an insulated building and is dry (there is virtually no condensation problem): but remember that there is no heating system - except a fan heater in the Office - so wrap up well.)

On the subject of working on coaches: a reminder to those living within fairly easy reach of Ingrow that there are EVENING WORKING PARTIES IN THE MUSEUM ON THE FIRST WEDNESDAY EVENING OF EVERY MONTH from about 6.30 pm onwards. You are very welcome to attend: no special skills are needed. As noted above, remember to wrap up well if you are able to join us over the Winter.

Having dealt with the preparatory work on the Chatham coach, we will now move on to the nine-compartment Metropolitan Railway coach, and it's probably this that will feature in the next two or three such evening work parties. Work on this includes finishing the paint and varnish work in the final compartment, of which the woodwork was recently completed (with the aid of a Museums Council grant) by Ken Manley (Ken is a self-employed shopfitter who understands what is wanted in coach woodwork and has worked for us, and for the Railway's C&W Department, many times over the years). Other items needing attention include a touch up of the external paintwork - it's now four and a half years since this was completed by Mike Symm and Jack Butterfield: the varnishing and reassembly of several of the luggage racks, and replacing a great number of brass screws - presumably stolen over the years. There is indeed "something for everyone" here. There is of course absolutely no reason why this should not be done during a weekend, or during the week, rather than on one of the monthly Wednesday evening sessions - again, if any of this is of interest to you, please contact Jackie or Michael Cope.

We would again mention that there are Vacancies as Caretakers for many of our coaches. If you are interested in the overall custodianship of any one of these, would you please mention your interest to any of the Committee Members?

Connoisseurs of VCT "Up Dates" who have read this far will have already asked themselves: "Where's the appeal for money?". The answer this time is that there isn't one. Members will be well aware that there is still a great deal of money needed to repay the outstanding loans kindly made to allow construction of the Museum. Although of consequence, the Trust's financial situation is not terminal. It does however mean that there is very little "surplus" money available for our continuing coach (and locomotive) restoration programme, and it certainly concentrates our minds on making sure that the Shops and the Ingrow Museum are OPEN, in good order, and well and truly earning their keep. It is perhaps in these directions that it would be most helpful if you, and all other Members, could consider whether you could help (or help even more) especially over this coming year. It's pleasing to see Keighley Shop fully operative once again, and to see that the overall sales takings (Keighley Shop, Haworth Shop, Ingrow Museum stall, postal sales, exhibitions) are showing a very useful increase on last year. Thanks are due to those who work "behind the scenes" to make all this possible - in particular, to Mike Harris, who looks after our "Postal Sales" (New Customers Always Welcome - if we can post it, we will). We now have the means of allowing the Museum, our coaches and our locomotives to make a really worthwhile contribution to the preservation scene: can you help towards this, with your time, please? (Of course, further donations to help pay for our Museum or to allow speedier progress on the restoration projects would be very welcome).

Your Secretary is trying to gather together the history of the Trust. He has no record of the early days of the Trust (and not a great deal about the "middle days", either). Would in particular long-standing Members please do their very best to write down their recollections of these earlier days and pass a note of these to me? Thank you, in advance.

Our new neighbour, the Bahamas Locomotive Society, is slowly moving into its new home in the old Goods Shed at Ingrow. The delay in their track arriving at Ingrow, together with difficulties experienced in assembling the double slip (the central item of the new track layout), meant that the Worth Valley's September Civil Week was not able to complete all that was intended. The WVR Civil Gang is steadily continuing its work in the Yard, and at the time of writing track is now intact from the main line to the double slip itself, with ballast recently dropped on to this and awaiting spreading. Many sleepers and some rail are in position for the sidings beside our Museum building, but switch blades within the double slip and a complete turnout are required before these can be completed. This is now very much a "priority job", to relieve congestion elsewhere on the Railway - all of the Bahamas stock (except "Bahamas" itself, and the Coal Tank - but including the BLS steam crane) are now on the Railway and shunting has again become very difficult. BLS have now filled their Shed with their sundry Goods and Chattels, with also two large containers and a great deal of other miscellaneous items in the Yard itself. We do trust that all will be sorted in the relatively near future. Meantime, it does give our customers something to look at as they trudge down the long, rough track to our Museum - this track has not been improved by the great amount of WV Civil and BLS traffic over it.

One casualty of the lack of rail connection to our Museum has been any contribution by the Trust to the "Welcome to Bahamas" weekend (27/28 October). Plans for a Vintage Train - involving the Coal Tank and possibly "Bellerophon", and our nine-compartment Metropolitan Railway coach - have had to be abandoned.

As mentioned elsewhere, our two Shops are now trading very satisfactorily. The bad news is a reminder to all Members that the "Members' Discount" is discontinued. The reason for this is that this could have been held to infringe the major tax concessions we enjoy as a Charity, as far as Members' subscriptions are concerned: we had no choice but to discontinue it. The good news is that our magazine stocks are currently very good - so if you have a back-numbers "wants list", now is the time to bring it into Haworth Shop (the magazines are now all there, with very few at our Keighley Shop), or to post it to Mike Harris, VCT, c/o Haworth Station. Also we are expecting that our stocks of "hardware" (lamps, trespass plates, etc) will be very greatly increased by the time you read this "Update": so, if you are seeking anything in this area, now could be the time to visit either of our two Shops to see what we have.

The major events for the Railway as a whole after the "Bahamas" weekend are the WVR Society's Annual Dinner on Friday 16 November (ask Ralph Povey for tickets, should you wish to attend) and the Society's Annual Meeting, to be held in the evening of Saturday 24 November. Our own Annual Meeting will be held on the afternoon of that day. All Members of the Trust are cordially invited to attend: as you will see from the formal Notice of Meeting (below), this meeting will be held in the Museum itself - so: wrap up well - there's no heating. Light refreshments will be available at the Museum after the Meeting, so it could be an opportunity for you to view the Museum. As noted, the Worth Valley Railway's Annual Meeting is that evening: so, if you are a Member of K&WVRPS, why not make a day of it? Here's the formal Notice:

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting will be held at the Trust's Railway Carriage Museum, Ingrow Station Yard, Keighley on Saturday 24 November 1990 at 2 pm. The Agenda will be as follows:

- 1 Apologies for absence
- 2 Minutes of previous Annual Meeting, held 14 October 1989
- 3 Matters arising therefrom
- 4 Chairman's Report
- 5 Treasurer's Report: also Reports of the Covenant Treasurer and Membership Secretary
- 6 Shop Managers' Reports
- 7 Reports concerning:
 - a) Ingrow Carriage Museum
 - b) Coaches
 - c) Locomotives
- 8 Election of: President: up to three Vice-Presidents: Chairman: Vice-Chairman: Secretary: Trustee: Treasurer: Membership Secretary: up to four Committee Members
- 9 Appointment of Auditors

For information: the retiring Officers and Members of Committee are: President, Mr R Higgins: Vice Presidents, Mr V Smallwood, Mr P Kilburn and Mr P Eastham: Chairman, Mr C G Smyth: Vice Chairman, Mrs D J Cope: Treasurer, Mr T R England: Secretary, Mr M W Cope: Membership Secretary, Mr T R England: Committee Members: Messrs D E Mills, J Pickles, T Sykes and P Whitfield. The Trustee retiring in rotation is Mr G Bentley. (Mr A Berry's period of office as Trustee expires at the 1991 Annual Meeting, and that of Mr W H Black at the 1992 Annual Meeting). All the above are eligible for re-election.

Nominations for the positions listed above are now called for and should be sent to me at the Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ. They should be seconded and countersigned by the Nominee as willing to stand. In accordance with the Constitution, nominations may be accepted at the Annual Meeting only if an insufficient number of nominations for that post have been received prior to that Meeting.

M W Cope: Secretary, VCT

Would the continuing Trustees, and any proposed Trustee, Officer or Committee Member please note that there shall be a short-notice Meeting of the New Committee as a separate meeting after the Annual Meeting and during the course of the afternoon. Would anyone who might be standing for election please make themselves available for this meeting, if possible. As always, any Member wishing to attend a Committee Meeting is welcome to do so - but may not vote at that Meeting.

We haven't mentioned our locomotives as yet.

"Lord Mayor" remains as a static exhibit in the Museum, where it has proved very popular, especially with small children.

"Bellerophon" has now returned from its travels and is in Haworth Yard, and is available for service. "Bellerophon"'s visits to Padiham, Swanage, the Bluebell Railway and to the Middleton Railway were widely reported in the Enthusiast Press and were very successful and relatively trouble-free: they also produced some money for the Trust. (The fleeting visit to the Middleton Railway was however with our compliments: doubtless an exchange visit can be arranged in due course?). At least one enquiry has been received for possible hire of "Bellerophon" next year - in terms of allowing our locomotive to be seen in use by a wider public (and to earn some money.) this is something which we much welcome: if anyone else is thinking of hiring the locomotive, we trust they will say so sooner rather than later. Meantime, we would much like to see "Bellerophon" used on the Worth Valley Railway: how about it, then?

Work on "Sir Berkeley" continues steadily. It looks as if there are problems with important items which may well have been put into a safe place by the late Mick Todd and are now nowhere to be found. These include the main regulator valve, clack valves and the safety valves. If anyone can throw any light on to the whereabouts of these, would you please let Terry Sykes know.

Members of the Trust, joined by Members of the Railway, had a most enjoyable visit to Scunthorpe Steel Works in July, as advised in the last issue of this "Up-Date". Terry Jackson writes: "On arrival we were shown a brief video on the history and manufacture of steel in Scunthorpe ... It was then "all aboard" our Met Brake hauled by a locomotive loaned by the Rutland Railway Museum ... After an hour's tour round the works, we were invited to partake in luncheon, courtesy of Scunthorpe Steel ... then off again (complete with safety helmets) on our second tour to the rolling mills. For those of you who missed this superb visit, the stock in the works is interesting with 11 Hunslets and 24 small Janus locos, 21 are always in service on the miles and miles of trackwork. We all came home a little more knowledgeable on steelmaking and how it affects our lives. Thank you, British Steel Scunthorpe, for a superb day out".

The various tours of the Steelworks proved so successful that British Steel have purchased two dmu trailer cars (which provide a very much better view than possible from our Met coach) and are buying their own steam locomotive to allow these tours to be continued in the future, having school parties especially in mind. Our Met Brake is still at Scunthorpe, stored for the Winter in a nice warm heated shed.



And (almost) finally, on a triumphant note: the photograph is by Dennis Parker and is of the Railway Magazine Lamp, which is the trophy we won (jointly with the North Norfolk Railway, for their Gresley Buffet Car) for our restoration of the Manchester Sheffield & Lincolnshire Railway coach. This was the Association of Railway Preservation Societies' Coach Competition and was for the "Best Preserved Coach" in the country. This is an achievement of which we can truly be proud - it reminds us of the quality and importance of the work which we have completed, and have yet to complete. Our thanks go also to Mr Kevin Metcalf, for the technical work which allowed the successful photocopying of Dennis's photograph.

We have entered this Competition again this year, with the Chatham coach and the nine-compartment Metropolitan Railway coach. Unfortunately, it looks as if we may be overtaken by time and not quite manage to fully complete either before the Judges come round - there's always the next time, though.

And definitely finally: just a reminder please to contact Michael Cope (c/o Haworth Station, or on Haworth (0535) 46472 if you can help the Trust in the operation of the Museum, or of the Shops, or in restoration work (coaches or locomotives). This "Up-Date" is asking for your practical help.

Michael Cope

17 October 1990