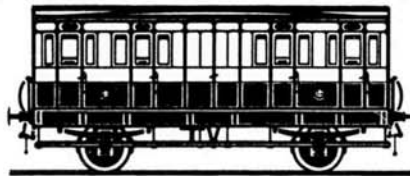


VINTAGE CARRIAGES TRUST



Owners of the Vintage Railway Carriage Museum at Ingrow Railway Centre
Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8BJ
Charity Registered in England No 510776 Registered Museum No 1202

Members' Newsletter: December 1993

I was going to say "there's not a great deal to report this time". However – this just isn't true! There is a great deal to report: it's just that there hasn't been very much *visible* progress over the last three months or so!

Of the things that have happened, the most important must be our twinning with the well-known and well-established French organisation AJECTA. But there's also been progress towards our longed-for "sideways" extension (and towards the rather longer-term "rearwards" extension): nothing visible, but real progress has been made!

Otherwise, very satisfactory progress has been made on "Sir Berkeley", "Bellerophon", the Metropolitan Railway Brake and of course the Bulleid coach. Also, we held our Annual Meeting. All these (and much else as well) is reported below.

You will find the full minutes of the Annual Meeting at the end of this Newsletter. Please take time to read these – they give a good insight into what the Trust has been doing over this past year. Available space precludes printing the full Balance Sheet and Statement of Accounts for the year ending 31 March 1993: however, if you would like to receive a copy of these you should send a large stamped (29p) addressed envelope to the Secretary, c/o Haworth Station.

Also, it's Subscription time again!

So: here's the Newsletter:

VCT/AJECTA: the French Connection!

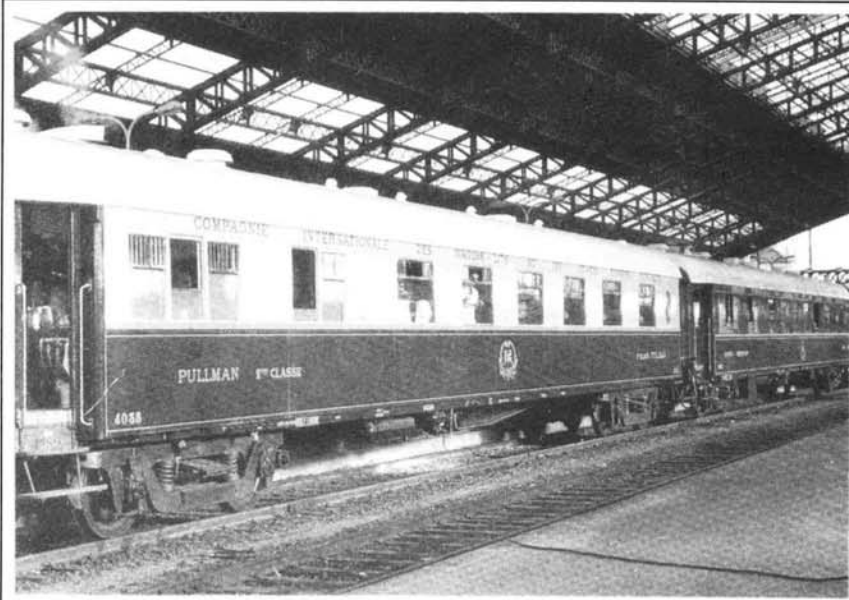
VCT has just "twinning" with the Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois (AJECTA). AJECTA is based at the former SNCF locomotive depot at Longueville, some 56 miles South East of Paris on the line towards Basel.

On behalf of AJECTA, Monsieur Philippe Tolstoff (AJECTA's Foreign Marketing Manager) wrote: "Coming to the comparison between our two organizations, it is true they are different in size and purpose. But they are equal in membership and are both involved in

railway preservation. In our opinion, these similarities are sufficient points for us to become friends. As you have just said it in other words in your letter, WE (all the European railway preservationists) have to build a European Railway Preservation Community - and why not?" "We believe this twinning is a first step on the right way. A step that must be proceeded with other European organizations."

"For the while, all we can say about our Association is that it was primarily founded to work a tourist-railway with steam engines and vintage passenger cars. But the circumstances

turned differently over the years getting us to go another way, so that today we organize



Two Pullman Cars of AJECTA's fleet, seen here at Troyes Station

main line steam excursions on the SNCF's system. This new kind of supply lead us to secure a lot of cars of the 30's to fulfil the expecting needs in the years to come. At this writing, the AJECTA preserves 12 steam-locos, 3 railcars, 3 Diesel tractors and 70 pieces of rolling stock.

Among the latter, the most emerging are the ex-International Sleeping Car Co Pullman, dining and sleeping cars. On this subject, the AJECTA is proud to own the largest collection of these legendary cars in France (11 units)."

Monsieur Tolstoff said also that AJECTA would be very happy to welcome VCT Members at the Longueville Shed. We certainly look forward to doing just this – if only to see how AJECTA tackles this wealth of rolling stock! As Monsieur Tolstoff indicated, AJECTA's Membership total is very similar to that of VCT. Other similarities include that both bodies were founded at about the same time: 1968 for AJECTA, and maybe one or two years earlier for VCT.

We've still to finalise just what are the privileges of reciprocal Membership.

Certainly, we will be sending our Newsletter to Longueville, and look forward to receiving

AJECTA's "La Feuille". (A "Feuille" is the signing-on book of a French locomotive depot – we think!) We also look forward to welcoming Members of AJECTA at Ingrow, and are especially pleased that AJECTA's President, Monsieur Pierre-Yves Toussirot, may be able to visit us in the near future.

On behalf of the Association of Railway Preservation Societies (ARPS), its Vice Chairman Peter Ovenstone welcomed this twinning: "this is the first twinning involving

carriage preservation and is a very valuable development, complementing the on-going work initiated by ARPS to create a new European Federation for Museums and Tourist Railways".

Museum Extension: progress

The visible sign of progress is our new roller shutter door for the front of our Museum building. This has replaced the wooden sliding doors, which had proved unsatisfactory in the extreme. The roller shutter seems to work very well, providing good security and weather exclusion. (On the subject of security, we are about to have British Telecom "RedCare" protection added to the intruder and fire alarm system. Again, we thank the Yorkshire & Humberside Museums Council for their financial assistance towards this highly desirable additional protection.)

The roller shutter is provided with an electric motor. However, as this is a three-phase motor and we have at present only a single-phase supply, operation is currently by a muscle-building continuous chain. Our single-phase supply is from a Yorkshire Electricity box at

the rear of our Museum, where a three-phase supply is available, primarily for the needs of the High Level Sewer equipment. However, Yorkshire Electricity are not keen on us building over their cable, with the result that further negotiations have been necessary resulting in agreement for the three-phase supply to come in at the *front* of our Museum building, with Yorkshire Water being supplied by a cable provided by us running the length of the building. This will of course allow us the three-phase supply we need; but involves us in quite a lot of revisions to the electrical systems within our Museum!

Progress otherwise has been of the “invisible” variety. The various problems prior to obtaining Building Regulations Approval (essential before we can do any work) have now all been dealt with – we hope! – and we await only a formal exchange of paperwork before we can begin construction work. As previously reported, the problems have been centred around the major works of the Keighley High Level Sewer, and the overflow drain which crosses at a diagonal the site of our intended “rearwards” extension. We have of course now obtained Planning Permission; this, and the Building Regulations Approval, is for the *whole* of our intended extensions (“sideways”, and “rearwards”).

Once the Building Regulations Approval is obtained, we will be able to start on the “sideways” extension, so essential to us mainly in terms of storage but also to provide proper toilet facilities and to greatly improve the entrance area of our Museum. The rate at which we will be able to do this will heavily depend on finance..... We will be writing to all Members about this as soon as we have clearer ideas about costs and time scale. As with everything else, this will not be cheap: but we desperately need this “sideways” extension!

(We of course also desperately need the “rearwards” extension – but we intend to clear one hurdle at a time. If however you are in a position to help us with the “rearwards” extension, we should be very pleased to hear from you. This extension will be quite costly;

but it is becoming increasingly clear that it represents the only attainable way of increasing the covered accommodation available on the Worth Valley Railway for the Trust’s Collection.)

You will appreciate that a great deal of negotiation has been taking place: all absolutely necessary (or absolutely inevitable!), but with very little to show by way of end product. Hopefully, the way is now very nearly clear to go ahead..... which brings thoughts back to the problems of finance. Watch this space!

Shops

Our two Shops continue to do good business and so continue to contribute very usefully to the work of the Trust. However, they were not open anything like as often as we would have liked over the period of the Railway’s daily running during the Summer. Looking after either of our Shops is a pleasant and straightforward task: if you feel you might be able to help in this way over the Summer (or for that matter, at any other time – including *now*!) would you please contact Malcolm Loukes, c/o Haworth Station?

Also: a reminder that we operate an efficient **Postal Sales Service**. This applies especially to “back numbers” of the very wide range of railway magazines we keep in stock: but we are very happy to keep our eyes open for any books etc. you may be seeking. Please send your “Wants Lists” to Mike Harris, c/o VCT, Haworth Station.

Bulleid: good progress (continued)

The small team led by Michael and Philip Walton continues to make steady progress.

All of the seat backs and seat bases are now back from the Upholsterers: our thanks go to the Yorkshire & Humberside Museums Council for their financial assistance towards this work. Bob Stott is at present “on attachment” to us from the Training and Business Factory in Keighley. He let slip the

fact that he has some experience in upholstery from his previous work with a bus company – with the result that he is now progressing very steadily with replacing the moquette on arm rests, seat bases, and the multitude of small bits and pieces we need to complete as part of the overall re-upholstery of the seating!

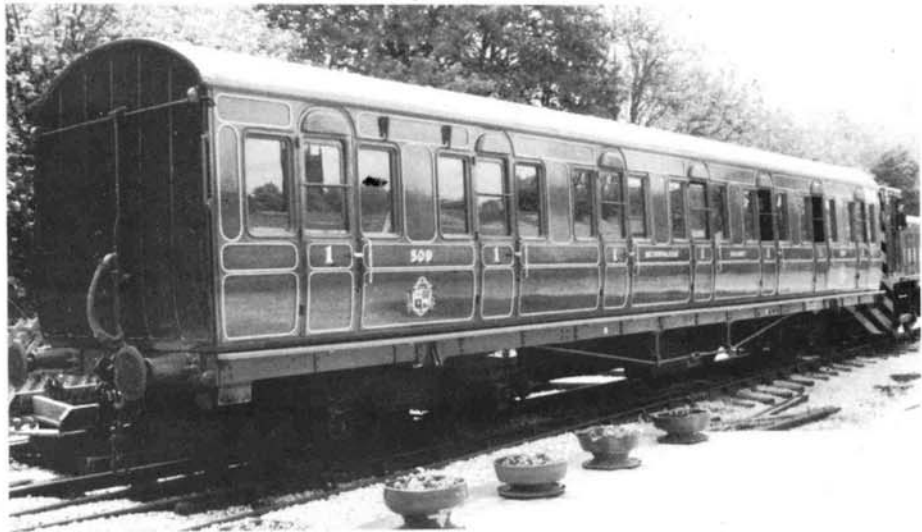
Other work on the Bulleid has included folding-over the edges

of the first of the external metal panels, both at the bottom and at the door frame. There's quite a lot of this yet to do; but it has established what needs doing and (perhaps more to the point!) how to do it. With the need to control rust just starting to show and a result of the previous long delay in tackling this coach, all the new exterior panels have now been red-oxide primed, with a coat of paint of a more appropriate colour to follow as soon as is possible. This won't be the top coat, and there is a great deal of filling yet to be done; but real progress is being made.

However, the most significant step forward must be that four of the large windows are now in position, with a further four expected to follow within the next few weeks. This will allow work to continue towards the completion of the interior of the one half of the coach; replacing the life-expired linoleum will then allow the seating to be steadily put into position. It will be very pleasant to see this stage of this major restoration completed!

Other coaches: progress

The Metropolitan Railway Brake coach's life-expired batteries have been replaced by considerably newer ones, displaced from coaches within the Railway's operating fleet by brand-new batteries. Thank you, WVR Carriage and Wagon Department, for this help!



First Class Metropolitan Railway coach 509: Summer 1993
Photograph: Michael Walton

Also within the Met Brake, renovation of the first of the seven compartments continues steadily. This involves removing a great many layers of very elderly paint, then returning the teak trim to its original varnished condition and repainting the bulkheads and the ceiling. Progress here is slow, primarily on account of available light and the weather. It looks as if the seven compartments of this Brake coach will be reduced to an effective six for the foreseeable future; but at least progress is being made.

Catching up with the many minor outstanding items of the First Class Metropolitan Railway coach continues spasmodically: this involves such things as door vents, door retaining straps and droplight strap retainers. The skilled woodwork necessary to complete the interior of the remaining two compartments (being the ones damaged by "dry rot" many years ago) may be a subject of our 1994 Grant Application to the Yorkshire & Humberside Museums Council. The YHMC has been able to assist us in many ways in previous years, including towards the exterior varnishing, lettering and lining of this coach: it would be a major achievement to *complete* this coach's restoration.

Elsewhere, Ingrow Station Master Stuart Mellin has kindly offered to repaint our Midland Railway coach, still lying in the Dock

Road between the Station and the Bahamas Railway Society's Shed.

We will not be able to do any significant work with our Great Northern six-wheeled coach until we have somewhere to put the stores currently occupying all its "passenger" accommodation. However, we have now started rubbing-down its brake compartment as a preliminary to repainting this. At the time of writing, there is a possibility that Bob Stott (mentioned above) may be joined by a second man from the Training and Business Factory: this may prove a suitable challenge for him!

Great Northern Railway coach 2856: your assistance?

No, *not* financial assistance, this time! You will remember that this coach (built 1898) is lying at Pickering, on the North Yorkshire Moors Railway. Absolutely nothing has happened to it for many years past. It is available to us, and we have a PRISM (Museums & Galleries Commission/Science Museum Fund for the Preservation and Restoration of Industrial and Scientific Material) Grant available to help us with its purchase and transport.

Those who have so kindly donated money towards the purchase and transport of this coach will be as disappointed as we are that to date no way has been found to move this project forward. The problem is twofold. Firstly, there is the difficulty of extracting it from its present position – it's the very furthest of a long line of rolling stock most of which hasn't moved for many years. Secondly is the problem of where to put it. We are reluctant to leave it outside at Ingrow, where there have been a few instances of vandal damage recently (fortunately not directly affecting our Trust), and space is very much at a premium elsewhere on the Railway. As one possibility, we are considering medium-term storage other than on the Worth Valley Railway. However, to make this worthwhile from the point of view of the long-term future of this coach, this would need to be covered accommodation. The situation will be much improved when we

have our "rearwards" Museum Extension: but this seems unlikely to be for several years yet.

We remain very interested in safeguarding the future for this coach, representing as it does a major and very visible progression from our six-wheeled GN Brake Third coach of 1888, as a bogie centre-corridor clerestorey coach with toilet accommodation: and all in the space of only ten years! Much restoration is needed on this coach; but it would be a very well worthwhile addition to our Collection.

If you have any inspiration as to the way forward, or have any ideas for suitable covered accommodation, or can assist in any way, could you please contact VCT Trustee Graham Bentley, c/o Haworth Station. Graham is doing his very best to reach a solution: if you can help him, he would be very pleased to hear from you.

Scammells, cattle wagon, trailer

The Scammell tractor unit (1946-built, and on loan from Messrs Tate & Lyle) has been displaced from the Museum by the return of "Sir Berkeley". Its (wooden) windscreen frame and most of the glass has now been replaced, with the minor items being steadily being put into position. Both engines are "in hand" (the one having been "lockstitched", the other still awaiting piston rings of the correct size) and hopefully this tractor unit will be mobile in the fairly near future.

A much more modern Scammell tractor unit recently visited our Museum, being one of only four Scammell Scarab recovery vehicles built. This vehicle dates from 1963 and is now owned by a consortium of Mechanical Horse Club members. It was until very recently in use as a recovery vehicle for the Dartford Tunnel. It's likely that we will see this vehicle at Ingrow from time to time.

On the subject of Scammells: two of the trailers now in store fairly close to Ingrow are marked "CT 0822 N D A18" and "2CT 7935 N A18" respectively. Does anyone know what these mean, please? Whilst on the subject of markings: our cattle wagon body carried the markings: "REHG96263 18-10-6xxxx3". The

four numbers between the 6 and the 3 are indecipherable. Same question: if you know the answer, please let us know.

Other items

We now have our second Visiting Exhibition at the Ingrow Museum. This has kindly been provided by Jim Pickles and consists of models of a good many of the locomotives which have visited the Worth Valley Railway since re-opening. As you might expect, this is a quite comprehensive display.

With display cases now available, we would welcome anyone else wishing to put on a display of small items (for example, paperwork, or small objects of railway interest) for a few weeks – or even a few months. If you would like to do this, please contact our Hon. Curator, Jackie Cope.

The Midland Waiting Room bench, from Apperley Bridge Station, is progressing and is now just about ready for varnishing. However, the bench is so large that this will now have to wait until the weather improves somewhat.

“Big Bertha”, our Catering Trolley, has progressed considerably whilst in Ken Manley’s garage and is now almost ready for her return to Ingrow. A replacement for the missing push-handle is being assembled, and we still need to have the metal parts re-chromed and the brakes re-lined. After that, all we need is a coat of paint before this becomes a very worthwhile exhibit. We will then need to make a decision between plastic sandwiches and plastic (reproduction) fruit, or using the display area of this trolley as a mini-exhibition space: your suggestions, please?

A recent addition to the Collection, and on loan from the Railway, is a fine and *very* large “Stephens Ink” advertising thermometer, complete and very much in operational order. Its backing plate needs varnishing, so it may be a little time before this can be on display. At least it will tell us if it’s warm enough to do this varnishing! Another imminently-expected arrival is a large Bradshaws Railway Map. This has been framed by the Bradford

Industrial Museum Workshops, and will arrive as soon as they can sort out how to transport it!

The arrival of this framed map and the need to find somewhere to put it is likely to cause the demise of the “South Eastern & Chatham Railway” departure board. This is one of the few items in our Museum which is not genuine (other than the reproduction “Trespass” and other plates). It dates back only to 1989, and was part of the set dressing for filming at Hull Paragon Station of “Portrait of a Marriage”. This involved also our “Chatham” coach.

“Sir Berkeley and Friends”

A reminder that our latest publication is available from either of our two Shops or from the Museum at the price of £2.95, or £3.30 by post (VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ). “Sir Berkeley and Friends” has been well received: if you haven’t already got your own copy, now’s the time to do so!

In the last Newsletter we mentioned Manning Wardle No 11, now on the Krøderbanen Museum Railway in Norway. Further information is that this locomotive was built in 1892 for the Norwegian Trunk Railway and spent all its life based in Oslo. Today, operating on that Railway, No 11 is claimed to be sole surviving Manning Wardle 0-4-0 in working order. If anyone wishes to visit this Railway, Krøderbanen is about sixty miles to the East of Oslo.

“Sir Berkeley”

“Sir Berkeley” returned to Ingrow from his (her?) holidays in East Anglia in early October.

This was in time for “Sir Berkeley” to be in steam on 11 October when we were visited at the Ingrow Carriage Museum by Delegates attending the “Common Roots – Separate Branches” International Symposium on Railway History and Preservation, based at the National Railway Museum.

At Ingrow, “Sir Berkeley” proved the star of the show, particularly with the ladies of the party. Eric Wright found himself sharing the

footplate with Loreno Zedillo Ponce de Leon, Director of the Railway Museum of Mexico!

After viewing our Museum, the Delegates joined the Worth Valley's dmu for a tour of the Railway. In view of widely-reported comments following a Symposium after-Dinner speech the previous night, it was especially pleasing that in this way the Delegates were able to see both carriage preservation and also railway preservation at its very best. Sometimes we tend to undervalue ourselves: comments from Delegates were very complimentary – yes, VCT *does* represent carriage preservation at its best!

Since then, Terry Sykes and Eric Wright (and Mr Wright, senior) have attended to worn slipper blocks and slide bars on the locomotive. "Sir Berkeley" is now back in fully operational order, and awaits his duties for 1994. As yet these are not arranged: if you have any suggestions, would you please contact Philip Walton, c/o Haworth Station? As previously, we would very much like to see "Sir Berkeley" in occasional use, so long as the duties are not too demanding!

"Bellerophon"

Progress continues, slowly but positively. As previously reported, the front tubeplate was successfully removed, with no corrosion problem being found. Most of the burnt rivets and the firebox stays requiring replacement have now been removed. There are however a further dozen or so foundation ring rivets yet to replace. Replacement firebox stays are on order and we are now quite close to re-rivetting the front tubeplate on to the boiler, after which the long task of reassembly can *really* start.

Coming Events: Association of Railway Preservation Societies

ARPS will be holding its Annual Meeting over the weekend of January 8th/9th 1994. This



"Sir Berkeley" at County School, 18th July 1993
Photograph: Ray King

will be at the National Railway Museum: there will be extended access to the NRM, with the Annual Dinner and relatively inexpensive accommodation available at the University of York. The Annual Meeting itself is on the Saturday, with the Sunday devoted to a one-day Seminar (expected cost of participation £10, not including lunch). The Seminar title is "Operating, or Wrecking?". Contents include Grant support, opportunities for saving important items, the "PRISM" Fund, and "working out what are the jewels in your collection and how to look after them". All very good stuff, and of relevance to VCT: we shall be there. If you too would like to be there, please contact Adrian Crafer, ARPS, 36 Parklands Road, Swindon, Wiltshire SN3 1EG.

ARPS is one of the promoters and organisers of: "The European Initiative: FEDECRAIL Inaugural Conference", to be held in Leuven/Louvain, Belgium, from Friday 15th to Monday 18th April 1994. FEDECRAIL, or the "European Federation of Museum & Tourist Railways" is the culmination of a long-standing ARPS initiative via what became known as the Morgan Commission (David Morgan is of course the Chairman of ARPS) and represents the very necessary European dimension of British railway preservation. The

inaugural meeting of FEDECRAIL is planned for the Saturday, with an optional programme of visits taking place on the Sunday and Monday. These will be to preserved railways in Belgium, the Netherlands, Germany and possibly also in France. Further details are available from Richard Tapper, ARPS, 39 Grange Court, Boundary Road, Newbury, Berkshire RG14 7PH.

“One for One” pink slips

Subject to not taking us over a postal weight limit, you should find a few “One for One” pink slips enclosed with this Newsletter. Please use these to give to friends and neighbours; and if you would like a further supply, please let me (Michael Cope) know. Our visitor figures are holding up quite well, but we would be very pleased to see even more visitors – using these pink slips can help us towards this!

The customary reminders

Aluminium cans continue to represent a very useful supplementary income for the Trust. Please continue to save your empty *aluminium* cans (not the steel ones, which we regret are no use to us) and bring them to the Museum when next you visit. (The easy way to check that a tin is aluminium is to see if it sticks to a magnet – for example, a magnetic door catch, or the door seal of most domestic refrigerators. If it does, it’s steel – put it in the bin. If it doesn’t, it’s aluminium – bring it to the Museum!)

Members are reminded that details of their Membership etc. are kept as a computer record. In accordance with the Data Protection Act, if any Member objects to this information being kept in this way would he please write to the Secretary. This information is not made available to outside bodies; and every Member has the right to see his own computer record should he wish.

Members are reminded that the Worth Valley Railway kindly allows **half price travel** to VCT Members on production of a current Membership Card. However, please note that

this concession is not available for Santa trains or for other “special occasions”.

If you have any surplus **Esso Tiger Tokens**, would you please give them to Philip Walton (VCT, c/o Haworth Station) so that he can use them to obtain tools etc. for the Trust’s use.

Photographs are always welcomed for VCT publicity purposes, or for possible publication in this Newsletter.

Subscriptions

Those of you who are Life Members, or Honorary Members, or Covenant your subscriptions, and/or have Bankers’ Standing Orders in favour of the Trust should find your Membership Card for 1994 enclosed with this Newsletter.

Otherwise you should find a Subscription Renewal Notice enclosed. Strictly speaking, Membership Renewals are not due until 1 January, but it would be very helpful if you would like to send your subscription as soon as is possible: we will then send you your Membership Card for 1994. As previously, our apologies if we’ve got it wrong and have sent a Renewal Notice when we shouldn’t have done. If this has happened, would you please let us know?

The Annual General Meeting.....

was held in the very pleasant surroundings of the Three Sisters Hotel, overlooking Haworth, on Saturday 30 October. The Minutes are printed on the pages which follow.

The Annual Meeting was preceded by an informal lunch, enjoyed by all. If you were not able to be present – maybe try to attend next year?

And finally.....

With Christmas now very close, and as we look forward to 1994, the Officers and Committee of the Trust take the opportunity of thanking you for your interest and support in the past year and wishing you all the best for Christmas and for the coming year.

Minutes of the Annual General Meeting of the Vintage Carriages Trust for the year ending 31 March 1993, held at the Three Sisters Hotel, Haworth, on Saturday 30 October 1993

- Present:** Mr & Mrs M W Cope, Mr & Mrs T R England, Mr & Mrs R N Higgins, Mr & Mrs D Parker, Mr & Mrs L Spencer: and Messrs A L Bongard, M Baxendale, N Baxendale, G Bentley, R A Coulson, J Heaton, G N Hindley, T W Jackson, G Massey, P R Ovenstone, J T Pickles, K Preston, C G Smyth (in the Chair), M Walton, P Walton, F A Wood.
- Apologies for absence** were accepted of Mr & Mrs A Cooper, the Weldon family and Messrs W H Black, A E Finlay, G C Lewthwaite, K A Holroyd, M T Loukes, M Harris (on duty, Haworth VCT Shop), I Smith (on duty, Ingrow Museum), D Spencer, B Wade, J Wallis, P Whitfield.
- The **minutes of the previous Annual General Meeting** (held 7 November 1992) were accepted as correct.
- There were no **matters arising** therefrom.
- In his **Chairman's Report**, Mr Smyth noted the passing of the years and that many of those present had been involved with the Trust for 25 years or more. However, one of the responsibilities of running a Registered Museum is to ensure succession and he was therefore very pleased to see younger members also present. Recruiting for the future had to be a main aim. The Trust had enjoyed another excellent year. For him, there had been three highlights. One was hosting Delegates to the "Common Roots, Separate Branches" International Symposium (based at the National Railway Museum) during their visit to the Railway, starting as it did at our Ingrow Museum, with "Sir Berkeley" in steam especially for the occasion. These Delegates included world leaders in Rail Museums and in Rail Preservation, and it was very pleasant to be able to show them our achievements and our aspirations. Secondly was acting as Guard for one of the Vintage Trains on the Railway. The Metropolitan Railway Brake is a very pleasant vehicle; the combination of that with the nine-compartment Met coach and Bahamas Locomotive Society's "Coal Tank" makes a very appropriate train, much appreciated by the visitors. It was pleasant to see these vehicles doing the job for which they were intended – however, we need to be careful not to overuse these coaches (and not to leave them outside for longer than is absolutely necessary!). Our "Museum" responsibilities lead to the need for a fine balance to be achieved between use (with greatly-enhanced access to the public) and static display. Thirdly was seeing "Sir Berkeley" in action at the East Anglian Railway Museum: a very pleasant sight! Within the Trust (and within the Railway as a whole) there was always the risk of overdoing it. Both the Railway and the Trust are very demanding to work for – there is a continuing need to spread the load, welcome new faces, and delegate. It's our hobby and our recreation – let's enjoy it! Wearing his Association of Railway Preservation Societies hat, Mr Smyth emphasised the need for all to make a Will, and to encourage others so to do. This was rather a morbid topic, but there were far too many examples of what can happen if a Will has not been made, with material being consigned to the dustbin and so being lost to posterity. "Sir Berkeley" had been well appreciated in his visits to the East Anglian Railway Museum and to the County School site. There was a tendency to dismiss "Sir Berkeley" as "only a Contractor's locomotive": but where else can we see such a locomotive - and such an *interesting* locomotive - in action? "Bellerophon" was progressing steadily and had now reached the "put it back together again" stage, albeit with some remedial work known to be necessary. As to the Museum building: it was a continuing joy to realise that instead of a line of rolling stock exposed to the elements in a sidings we now have our Ingrow Railway Carriage Museum, with this stock protected from the elements and on display to the public. We have only to turn to the Accounts to see how important the Shops remain. We look forward to a similar contribution from sales at the Ingrow Museum, and also to continuing useful revenue from special events at Ingrow. Mr Smyth concluded by thanking all those who had contributed in any way to the Trust's success during the year, whether by manning the Shops or the Museum, or by working on coaches or locomotives, or in any other way. He thanked also the Railway: for "being there", and for providing facilities for Vintage Trains and in so many other ways.
- There was no further **Chairman's Business**.
- Treasurer's Report and adoption of Annual Accounts.** Mr England introduced Mr Richard Coulson, who presented the Annual Accounts. In so doing, Mr Coulson noted that the sales turnover had increased a little, but that the gross profit had reduced: this was primarily a function of things costing rather

more to buy. Outstanding loans were steadily reducing in total. Overall, it had been financially a very successful year.

It was questioned if we had celebrated the Centenary of "Lord Mayor". Mr Smyth confirmed that this was so, including with a birthday cake and a large greetings card at the "Friendly Engines" weekend.

The high figure for debtors and the low cash in hand at the end of the year was queried. Mr Coulson advised that this was to do with the time scale concerning the Income Tax repayments on Covenants, which were still outstanding at that time.

Mr England commented that we had been able to spend well over £8,000 in upgrading the Collection during the year, and reported that since the year end we had been able to repay further loans. The sum owed had been reduced by over £14,000 over the last eighteen months. The current financial situation was good, with over £8,000 currently at Bank. Adoption of the Annual Accounts was proposed, seconded and accepted unanimously.

As **Covenant Secretary**, Mr England advised that the overall situation continued to improve, with significant take-up of Covenants (including for Life Membership).

8. The following **Reports** were presented and were each accepted:

a) Membership Secretary. In the absence (with apologies) of Mr Loukes, Mr Cope explained that increasingly the Membership function was being attended to by the Trust's computer, which was in the care of Mr & Mrs Cope. This had saved a great deal of time and allowed detailed information to be rapidly extracted, but had left Mr Loukes as Membership Secretary without a job. He was however very happy to devote his available time to his duties as Shops Manager, so

this in itself presented no problem. Mr Cope waxed lyrical as to how quickly he had been able to extract the relevant information from the computer – present number of paid-up Members, how many Covenanted, how many Life Members, etc. etc. etc. – but had to apologise for having forgotten to bring this information with him: he promised to add these figures to the Minutes of Meeting. [Later note: the Trust has 449 members in good standing. This includes 7 Honorary Members and 46 Life Members – plus a further 5 who are currently Covenanted their Life Membership. In addition to these 5, 40 Members have a Covenant with the Trust; and a further 15 make Standing Order payments to the Trust, these not being Covenanted payments. MWC]

b) Shop Manager. In a written report, Mr Loukes commented that despite the continued recession both Shops had enjoyed a successful year. The Shops still represent the major source of income for the Trust. He thanked all those who had worked in any way in the Shops, either "up front" or behind the scenes.

c) Ingrow Carriage Museum Curator. Mrs Cope emphasised that the "Museum" was the Trust as a whole, and *not* just the building at Ingrow. The Trust's Full Museum Registration was renewed for 1992, and a Forward Plan had been successfully attended to. Mrs Cope thanked the Trust's Officers for their valuable help with this. Very useful advice had been received from our Curatorial Adviser, Mr Ken Howarth. Paul Whitfield's inspiration concerning the central walkway at Ingrow had been an outstanding success. Interpretation of the Collection continues to present a problem, due to constant movement and use. Three display cabinets had been acquired and were in use; we still seek a suitable strong and secure cabinet in which to display the late Mick Todd's 3½" gauge model steam

locomotive.

Two new sound presentations had been added: "welcome", and "the lighter-up". Sadly, Colin Smith (who installed our sound system) has died, leaving a wife and young family. He has left also a number of problems with the installation, now being tackled by Philip Walton and a Consultant.

Mrs Cope concluded by thanking all those who contribute towards the Museum, by working on restoration, by manning the Shops and by keeping the Ingrow building open every weekend (including in the cold depths of Winter).

d) Curatorial Adviser. By a facsimile message, Mr Ken Howarth stated that advice had been given on a variety of subjects, in particular the problem of humidity in the main Museum area and storage of colour transparencies, railway posters and other archive material: also on the Collecting Policy, collection interpretation, security and museum professional matters generally. He noted the continuing high standards of the Museum and its volunteers. Whilst the Railway Preservation movement as a whole had recently been faced with harsh criticism from some quarters, the Ingrow Carriage Museum stands out as a significant exception to this unfair criticism.

e) Coaches. Mr & Mrs Cope and Messrs M & P Walton between them reported as follows:

"South Eastern & Chatham" coach: now expected back from the Bluebell Railway in Autumn 1994. Attention to the external paintwork is now needed, and will be attended to by the Bluebell Railway before the coach's return. Otherwise in good order.

Metropolitan Railway Third Class nine-compartment coach: in good order, and has been used on a number of occasions for the Railway's "Vintage Trains".

Metropolitan Railway First

Class coach: a great number of "finishing off" items are in hand for five of the seven compartments – fitting draught excluders, droplight and door retainer straps etc. Work will then start on the remaining two compartments, for which much of the walnut trim needs replacing (the original having been destroyed by rot now many years ago): this is expected to be expensive. As no attention has as yet been given to the running gear, any return to (occasional) service for this coach is likely to be some time away as yet.

Metropolitan Railway Third

Class Brake coach: attention to a nasty bulge on the roof of this coach led to the discovery of two areas of rot, caused by seam failure of the roofing material. Dealing with this was expensive both in time and money: the opportunity was however taken at the same time to rewire the lighting circuits of this coach using cable fully satisfying today's requirements. This work also led to the decision to proceed with the internal restoration of this coach on a "one compartment at a time" basis. This coach had been used with the nine-compartment Metropolitan Railway coach for the "Vintage Trains".

The Manchester, Sheffield & Lincolnshire Railway coach was now back at Ingrow and was in good order. Before returning from the Manchester Museum this coach had appeared on national television, behind the reproduction locomotive "Planet" on the occasion of that locomotive's formal launch. The Midland Railway coach (outside, in the Dock Road at Ingrow) was as previously. Mr Stuart Mellin (Station Master, Ingrow) had kindly offered to repaint this coach, had been provided with the necessary paint, and was now awaiting appropriate weather for the purpose.

The Great Northern six-wheeler also was as previously – full of spares and materials and likely to stay that way until at least part of the "sideways extension"

was completed. It would then be very pleasant to go ahead with its restoration, to complement the MS&L coach. The Bulleid coach had seen a great deal of progress. Four of the windows were now successfully glazed, with a further four to follow in the near future to complete one end of this coach. Moquette, to the original pattern, had been purchased and (with the assistance of a Yorkshire & Humberside Museums Council Grant) had been used to upholster the entire seating for the coach. Work currently was concentrated on the exterior steel sheeting of the coach, on upholstering the many "minor items" (armrests, flatwork, etc.) and on such things as preparing supports preparatory to reassembling the seating at the one end of the coach. Expected expenses in the near future included on linoleum, again for the one end only at this stage.

The Midland Railway tank wagon and the Esso oil tank wagon remained as previously. It was unfortunate that, despite our best endeavours, the Esso tank wagon tends to be shunted right to the back of the sidings beside the Ingrow building – it is part of our Collection!

The Scammell "Mechanical Horse" had progressed slowly but positively. The tractor unit itself had been painted to a very high standard. Its (wooden) window frames had been made and were being painted. The engine was still awaiting the correct piston rings but was otherwise almost ready for installation. The second engine had undergone "lockstitching" to rectify the various fractures. Hopefully, the tractor unit should be mobile "before Christmas". (*Which* Christmas was not specified!)

The cattle wagon body was shortly to be lifted on to a Scammell trailer. This will allow the rotten bottom rails of this item to be repaired. We still seek a suitable underframe; any suggestions, please? The status of Great Northern

clerestory coach 2856 was queried. The Secretary advised that this was still very much with the owning Group, who were experiencing major difficulties in extracting it from its present location on the North Yorkshire Moors Railway, behind a very long line of coaches most of which it was thought had not turned a wheel for many years past. The Trust remained very interested in acquiring this coach, and Museums Council/Science Museum "PRISM" funding remained in place to assist with the cost of moving it to Ingrow.

f) Locomotives. Mr P Walton reported as follows:

Sir Berkeley had enjoyed an interesting visit to the East Anglian Railway Museum at Chappel and Wakes Colne, followed by a spell at the County School site and a further brief visit to the EARM before returning to Ingrow. County School had not previously used a steam locomotive, but learnt very quickly: our thanks go to the EARM for providing the necessary backup. The annual boiler inspection had taken place during the second visit to the EARM, so there was not a great deal of work to be done on the locomotive over the Winter.

Bellerophon remained in several pieces. The required removal of the tubeplate had proved quite a job, but had been successfully accomplished and represented a "first" on the Railway. The Boiler Inspector had been well satisfied; a minor amount of work is required at the smokebox end, with substantially more at the firebox end. This was proceeding steadily and hopefully the locomotive would be reassembled over the Summer months.

As previously mentioned, Lord Mayor had celebrated his Centenary during the year. It was hoped to return this locomotive to steam at some time in the future: this was expected to be reasonably cheap in money – but *not* in

time!

Mick Todd's locomotive had been steamed and was available for use. We would very much like to see it on display.

Mr Walton concluded by thanking the (very!) small team who looked after the locomotive fleet for what they had been able to achieve this last year.

9. **Elections.** The following were elected, unopposed and nem con: President, Mr R N Higgins; Vice Presidents, Messrs P Eastham, P C Kilburn and V Smallwood (subject to confirmation of their willingness to continue in this position); Chairman, Mr C G Smyth; Vice Chairman, Mr P Walton; Secretary, Mr M W Cope; Treasurer, Mr T R England; Trustee, Mr G Bentley; Committee Members, Messrs J Pickles, K Preston, T Sykes and P Whitfield. It was agreed to ask the Committee to resolve the question of the position of Membership Secretary, overtaken as it has been by modern technology.
10. **Appointment of Auditors.** Messrs Ashby, Berry and Company were so appointed.
11. **Other Business.** Following on from that mentioned in the Curatorial Adviser's Report, Mr Ovenstone referred to the recent after-dinner speech made by Dr Neil Cossons (Director, Science Museum) (the dinner forming part of the "Common Roots, Separate Branches" International Railway Symposium) which had appeared to be highly critical of

the railway preservation movement as a whole. Mr Ovenstone expressed his surprise and disappointment, and also his sadness: the relationships between many of those within the railway preservation movement and the National Railway Museum was excellent, and many had been involved in the Museums Registration Scheme. It might be possible that this could have been part of a larger agenda, with reports of planned drastic reduction in staff levels at the NRM and at the Science Museum, with a change of emphasis at the former towards a scholarly and academic approach. David Morgan (Chairman, Association of Railway Preservation Societies) had been present at this dinner, and had replied via the columns of "Steam Railway"; and also would reply via "Railway Magazine". Mr Smyth commented that the visit of Delegates from "Common Roots, Separate Branches" to the Ingrow Museum and to the Worth Valley Railway had very professionally and very adequately demonstrated the inappropriateness of Mr Cossons' comments. Mr Massey agreed with the *generality* of Dr Cossons' reported comments. VCT was not unique, but one has to go a long way before one can find anything approaching similar standards. Far too many within the railway preservation movement were amateur and under-resourced. The resources of many "professional" museums just are not available to the great

majority of the railway preservation movement. He wondered whether Dr Cossons went "over the top" deliberately. Mr Smyth agreed that some of this had to be taken on board; however this speech had made it more difficult to achieve forward progress.

Discussion concerning the "VCT Newsletter" concluded that it well served the Trust's needs in its present form. It was agreed that the "Newsletter" was more appropriate for the Trust rather than to seek for it becoming a "magazine".

Mrs Cope queried the extremely low (£1.50) level of subscriptions for Senior Citizens and Members' spouses. Whilst noting that many were able to substantially increase their actual payment by way of a donation, it was agreed that this may be an unrealistically and uneconomic level. The Committee was asked to review the subscription structure, and to bring their conclusions to a General Meeting of the Trust. Mr Massey offered his personal thanks and congratulations to all: he said that sterling work was being done. He also sought reassurances that possibilities other than the sideways extensions had been looked at. Mr Smyth gave such a reassurance, indicating that other sites had indeed been considered, including other than on Railway land.

M W Cope

Hon Secretary: Vintage Carriages Trust

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