

Vintage Carriages Trust

Members' Newsletter: January 2018

We had hoped that this issue of our *Newsletter* would allow us to wish all Members a very Happy Christmas – but external factors resulted in some delay. So, we take the opportunity to wish you a Very Good New Year!

Certainly this year of 2018 could be a most interesting one for the Trust and for the Railway. Don't forget that 2018 sees the Worth Valley Railway's 50th year of operation, with quite a number of special events planned. These include the Spring Gala, at which hopefully both our "Chatham" and our "Bulleid" coaches will be in operation. This is over the long weekend of Friday 9th to Sunday 11th March. Then there's the Railway's 50th Anniversary Gala, which will stretch to no fewer than eight days of operation, from 24th June to 1st July. As yet, we don't know

which (if any!) of our coaches may be in use over this period.

The "external factors" leading to this delay in publication lie with the Data Protection Act (DPA) and within it the General Data Protection Regulation (GDPR), which comes into full effect on 25th May this year. The promised penalties are fierce and have been mentioned as applying as much to small Charities (this includes ourselves) as to the largest Charities. Our Secretary Dave Carr was charged with finding just how the GPDR will affect our Trust, also with setting out whatever changes are needed for our Membership and other procedures. Gaining the necessary information took a little longer than anticipated – hence the delay. Here's Dave's summary of the overall situation and what we now need to do:

Vice at Vintage Carriages Trust!

"Now that I've got your attention, it falls to me to bring you an early indication to necessary changes that the Trust will be required to make, in order to conform with new Data Protection Regulations.

There is a certain irony, in an age when increasing numbers of people freely disclose their personal data to the world on social media, that organisations like VCT are required to demonstrate that they are not misusing the limited data that they hold regarding their members, employees and visitors.

Your renewal form has had a few paragraphs inserted to broadly indicate your Trust's position regarding your personal data as members. This is to reassure all members that VCT never has, and never will, share sensitive information to third parties, commercial or otherwise.

Full members, of course, have the right under the Trust's Constitution as a Charitable Incorporated Organisation (CIO), to contact other Full Members, in order to seek support to call an Extraordinary General Meeting.

What we are doing currently, is to review the data we seek and hold, how we store and how long we retain that information and how and when we delete it from our storage systems.

We shall be creating new documentation to support our procedures and to provide proof, if necessary, to regulatory bodies, that we are meeting statutory requirements. We shall also need to inform members of their rights under these new regulations, and explain how to seek information about the data being held.

Most importantly, we will seek your individual consents to hold the data that we have on file. To do this, we will be writing to you all, later in the year, in a separate mailing. We will seek to keep matters as simple as possible in terms of the time it takes for you to respond; but your responses will be hugely important to enable the Trust to meet new responsibilities. All gripping stuff! Oh – the vice? It's on the bench in the Workshop!"

Legacies and other money matters

The Trust has recently received two separate Legacies, for which we are extremely grateful. Our resultant healthy Bank balance means that in principle we can go ahead now with some projects that without these much-appreciated legacies we just wouldn't be able to progress for years to come. These projects include upholstery for the Midland coach, also re-covering its roof and reinstating the "gas" lighting (perforce, powered by electricity): rectifying the two Great Northern Railway carriages (much, but not necessarily all of the work now needed on the GN

six-wheeler will be covered by the Railway's Insurers): replacing the moquette in probably all three of our Metropolitan Railway carriages: and activating the planned restoration of the diesel railbus. Note that although the two legacies will be very helpful to us they will by no means cover all our financial needs – so the Trust continues to welcome your Membership renewals and your donations (cash or kind – especially books, railway hardware and model railway equipment). These are absolutely essential for the continuing success of the Trust.

However, money is only one aspect of our Trust's present major challenge, which is that of SUSTAINABILITY – making sure that the Trust continues in good shape for many, many years to come. The other significant problem is that of PEOPLE: in essence, there aren't enough of us and many of us are getting somewhat on the elderly side. Our Chairman Trevor England writes:

For a number of years an agenda item at the monthly Trustees' meeting has been Forward Planning. This included everything from the next shunt to move a carriage into the workshop, progressing the rearward extension, or development of the Rail Story project. This year it brought on a whole new meaning when (as recorded in the last Newsletter) Mick Halcrow was taken very ill, and unfortunately is no longer with us. Forward planning is now more about sustainability of the Trust with an ageing group of Trustees, employees and volunteers. It would be great if we could suddenly find a number of younger members willing to take on these roles. However, it is important that we retain the years of experience that has been gained by those already doing many hours of unpaid work for the Trust.

At the Chairman's Day and Annual General Meeting members were given an insight to how I wish to move this process forward. Mick's place as a Trustee has been taken by Wendy Anderson. We have employed Alexandra Haley to carry out the front of house duties Mick used to do as a volunteer. John Heaton has recently retired as our Janitor and Robert Taggart has taken on this role. Norman Overend has joined us as a volunteer in the workshop. All of these new people have started to make a difference to the age profile.

I have also suggested that we need to move to more teamwork to spread the workload. Jeanette had explained that she was unable to continue alone as the Membership Secretary. She is now working as part of a membership team with the assistance of others. This has allowed her to concentrate her efforts on the membership matters without the many other aspects that come with the role.

I am pleased to say that Bob Sprot has agreed to assist me as a second Vice Chairman. Mike Holmes, as my existing Vice Chairman, was unable to assist me further

as he is heavily involved with his full time employment. Dave Carr, as Secretary, has continued to cover many aspects of the running of the Trust with the likes of Accreditation, Emergency Plan update, and now Data Protection to name but a few. He has been assisted by a number of Trustees on each of these tasks.

Michael and Jackie Cope have kept the Trust on an even keel for so many years by just getting on and doing the jobs that need doing. Some of these tasks have now been handed over to other members to ease their workload. However, I know how many other items they both still do because they know what is required. This steady handover of tasks will need to continue and willing hands available when needed.

To make it clear, I do not wish any Trustee or working member to feel that I wish them to cease what they are doing, or replace them. I just know the workload required to meet the requirements of running the Trust in an efficient manner with all the needs of the modern age. We are still able to find roles for members who would wish to join us. We are still in need of further volunteers to spread the workload, especially in the shop on Sundays. The continuous sorting of magazines, books, DVDs, and videos to raise funds are always welcome. Twelve months ago I was considering putting down the role of Chairman just because of the workload. I am pleased to say that with the assistance now being given that I feel much happier to carry on while ever the membership wishes me to continue. With the change to a Charitable Incorporated Organisation the rules state that I will have to cease as a Trustee for a minimum of one year by the AGM in 2022.

So, I am now working on my Legacy as Chairman of the Trust being to make sure that plans are in place for the organisation to prosper in the future when someone else takes on the role.

The late Mick Halcrow

The Vintage Carriages Trust is deeply saddened to report the death of their friend, and valued colleague, Mick Halcrow, at Manorlands Hospice, on 11th September, 2017.

Mick was born in 1948 and early in his life emigrated to Dar-es-Salaam with his parents. He returned a few years later and was educated in the UK before joining Post Office telephones, where he worked until retirement.

He worked in a variety of BT establishments, including Keighley Telephone Exchange before becoming what was known as a Data Manager, writing programmes for digital telephone exchanges, retiring in 2008.

Mick joined VCT in 2009, becoming a Committee Member in 2010.

Although he came to VCT as a working volunteer Member relatively late in life, Mick gave the Trust his loyalty, devotion and unstinting commitment. Very quickly, his obvious potential earned him a place on the Committee [as it then was, prior to CIO status] and he took on a number of roles, making significant contributions as Marketing and Publicity Officer, and as Retail Manager.

He was often to be seen behind the counter in the shop, willingly taking on extra turns when gaps appeared in the roster or a colleague was ill. He happily came into the Museum when deliveries were expected, or workmen needed access, or a dealer wished to make a bulk purchase.



Mick also made huge contributions to a plethora of “behind the scenes” tasks, attending meetings to represent the Trust with partner organisations. He attended “Welcome to Yorkshire” meetings annually, maintained our links locally with the Brontë Country Partnership and represented the Trust at “Rail Story” meetings, helping to develop Ingrow Yard as a discrete visitor attraction. He worked with Audience Development Co-ordinator, Debbie Cross, to increase the number of school parties visiting the Museum – and he promoted a new range of sales items for the young visitors to buy as souvenirs. Mick also developed links with the museum world, representing the

Trust at Museums Development seminars and conferences. All these meetings were reported back to colleagues by e-mail. Along with others he built up links with reliable and affordable places to advertise VCT’s attractions and facilities, and was willing to undertake leaflet distribution.

Beyond these tasks, he contributed to many of the Trust’s recent projects: the rearward extension, the change to CIO status, re-accreditation of the Museum, accessing appropriate insurance policies and he was the author of the current Emergency Plan.

Mick’s funeral took place on 29th September, attended by friends from both VCT and KWVR. He will be missed by his colleagues at the Vintage Carriages Trust for his dedication, and his willingness to be available on behalf of the Trust in any capacity.

Membership Team’s Report

Jeanette Achilles writes:

Unfortunately, I missed the Annual General Meeting due to illness, so can I thank those who sent their best wishes for my recovery, it is very much appreciated. A neurological condition means I had to consider resigning as the Membership Secretary in order to avoid further wear and tear. My role has covered far more over the years as in the last nine years I was a regular hands-on events volunteer, busy supporting and encouraging other volunteers and actively promoting the Trust. Now we have a newly formed Membership Team that I am part of (additional hands at busy times) I can still help to provide a responsive and efficient service, still intent on giving you value for money for your subscriptions and donations.

We recently heard of the death of Neil Gill, a Museum volunteer at our working evenings several years ago, and also our great friend and supporter Hazell Duckworth who helped us provide a welcome cup of tea at our AGM and many other events. Hazell always believed in looking after our members and helped us with Vintage Trains and also with the smooth running

of our Annual Meeting and other “Welcome” occasions. Paul Holroyd’s photo shows Hazell taking a break from her duties on a very hot day at Keighley, with her friend and fellow volunteer, the late Mendy Fawcett.



Further, we were sorry to hear that Eric Rawcliffe, Chairman of the Lancashire & Yorkshire Railway Trust, died suddenly on 23rd December last from influenza. We extend our deepest sympathy to his wife Kath and the family as well as our friends within the L&Y Trust.

Membership subscriptions remain at an affordable £12 for another year, which still compares favourably to similar organisations and hopefully means our Annual Members will consider re-subscribing. Some members still have not returned a new Standing Order form for our 'new' CAF (Charities Aid Foundation) Bank account,

Staff changes

It wasn't until Mick Halcrow sadly died that we realised just how much time he had been spending looking after the Shop and the Magazine Room, both at weekends and often during the week. This, coupled with the need to make provision for slightly extended opening hours and also to regularise lunch break timings has led to some changes in Keith Pitts' hours (as amicably agreed – our thanks go to Keith for being so helpful here). It has also led to Alexandra Haley joining us on a part-time basis, to help with "Front of House" and Sales operations. Welcome, Alexandra! She will be working in parallel with Keith Pitts: below is a photo of the two, within the Shop.

Alexandra introduces herself:

"My name is Alexandra Haley, I'm 22 years old and I am new to the front of house team at VCT's Museum of Rail Travel. I was recruited at the end of November at the same time as our lovely new janitor Robert Taggart. I was eager to join the team as I already know a lot about museums, and about the railway, and I am very enthusiastic about both! I also work part-time in the National Media Museum in Bradford, which has given me insight into what kind of thing visitors enjoy about museums (this could be useful when working at VCT too).

I grew up in a family of railway enthusiasts; my parents both work for Northern on the mainline but are also dedicated members of the KWVR. This, as well as living locally in Ingrow, means the KWVR and VCT have been an important part of my life growing up. I believe it's important for the



younger generations to be still interested in historical things such as British railways, and that's what I think I can bring to the team here at VCT.

As a freelance filmmaker and film graduate I am also keen to learn more about our involvement with film and television, which interested me a lot when by chance I got to see the filming of Peaky Blinders at Keighley station a few years ago with our carriages. I believe this could be a particularly big selling point for the Museum for those who may not even be rail enthusiasts. I am looking forward to meeting many new faces here at VCT; volunteers, trustees, visitors or otherwise! Feel free to come and say

hello – you will be sure to find me at the front desk of the shop on weekday mornings."

Also, John Heaton has resigned as an Employee from his cleaning duties and has now moved into at least semi-retirement. John joined us as "Museum Caretaker and Restoration Assistant" just over 18 years ago on 1st November 1999 and has been Caretaking and Assisting very usefully since then. We are pleased that he is likely to visit us from time to time as a Volunteer, doing things in the Workshop: and we offer John our sincere thanks for all the cleaning and other work he has done for us in the past.

Consequent on John's departure from his cleaning duties, Robert Taggart has joined us on a part-time basis as Janitor. We welcome Robert in this capacity, which it seems is complementary to similar work he does for the Middleton Railway.

After a great amount of consideration, discussion and consumption of tea the Trust made the decision to purchase a battery-powered "wash, scrub and dry" floor-cleaning machine. Despite the fairly high cost of this we are confident that this is the way forward in better cleaning and keeping clean our quite substantial areas of walkway (and of course the Shop).

The Shop

As noted in the last *Newsletter* we have been making some alterations recently to our range of items and taking the opportunity to refresh the displays in the VCT Shop. Due to some recent superb donations from our members and other enthusiasts we have on display and available to sell the following: a large selection of railway Jigsaws competitively priced from £1 to £5: Railwayana including lamps, wagon plates and signs: *Railway Magazine* bound volumes from the 1930s to the 1970s: bargain Railway Books with many now priced at £1 while stocks last. Please note that we also have available our usual more expensive ranges of Books.

Beer Festival boost for VCT

The Keighley and Worth Valley Railway Beer Festival was held between October 19th and 22nd. As well as the main site at Oxenhope, this year Rail Story at Ingrow was chosen as a second venue. The Ingrow site operated for three days from Friday 20th until Sunday 22nd October. Outside the VCT Museum there were two large marquees, one for breweries to set up their bars and the other providing a stage for a succession of musicians and bands. This latter marquee was turned over to a family fun site on the Sunday.

In addition an unusual carriage was positioned immediately in front of the Museum. On closer inspection this turned out to be a Burger Bar which delighted our own staff and volunteers over the three days!

As we did not benefit last year from a KWVR Autumn Gala (there wasn't one) the arrival of the beer festival

There's also been a deal of activity in the Magazine Room, to improve overall presentation and accessibility. As part of this exercise there has been a modest increase in some magazine prices. We were reluctant to do this but are very much aware that for many of the magazines it's the first time for many years that we have reviewed prices. As elsewhere, we need to make best use of our resources, for the best benefit of the Trust. If you have not visited the Shop and Magazine Room recently why not come and take a look at what is on offer. This might well assist you with the selection of one or two 'presents' this year!

boosted visitation to the Museum (minus beer glasses of course!) and introduced us to possibly a different and younger audience. Comments received included "I did not know that this was here – it's great" and "I will have to bring the rest of the family here – they will love it."



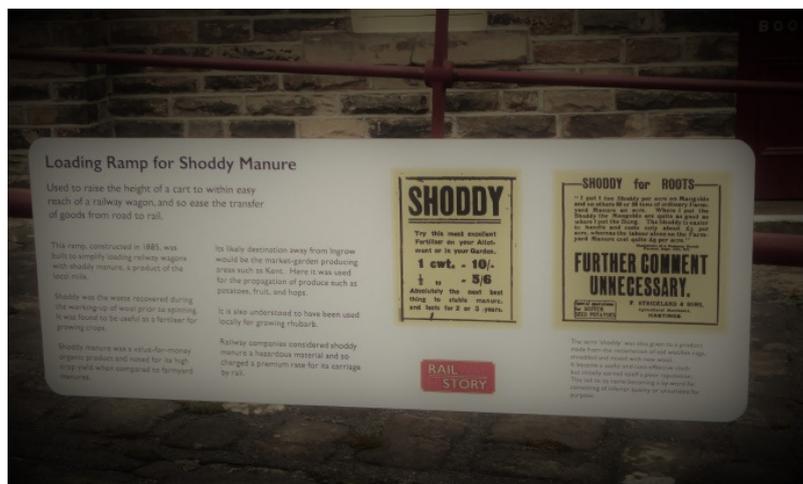
'Rail Story' – Interpretation Boards

As well as the installation of the second phase of the new general 'Rail Story' signage, which was completed at the end of June, the first interpretation boards are now in place on the site including those for the Shoddy Manure Dock, the LMS rail-mounted Crane and the Yard Crane with more

planned to follow. These will describe Gas Lighting and the Station Gardens.

These boards are to assist in explaining to visitors key aspects both of the typical railway station and its yard and also in the case of the Shoddy Dock the unique nature of this former business.

The signs have been designed by Pete Skellon of the Bahamas Locomotive Society to fit in with the overall Rail Story theme and add extra interest to a journey down the yard which we hope will help increase visitor numbers to the VCT Carriage Works and Museum.



The Museum's Workshop

Progress within our Workshop has been quite good, thanks to the activities of our Engineer Chris Smith and the half dozen or so regular Volunteers. As always, further help is always welcome; so why not call in any midweek day at our neat, tidy and warm Workshop to see what available work might be of interest to you?

The main target for Chris lately has been to complete work on the EM2 Locomotive Society's four-wheel **Inspection Vehicle Oliv**. For a number of reasons mostly beyond the Trust's control this ran somewhat behind time and became something of a "road block" for our intended work plans for the Workshop. All being well *Oliv* should leave us towards the Middleton Railway sometime during January. Despite the hold ups, the Owners are well pleased with the work done – and are quite happy with the associated invoice. Here we have the problem of being as helpful as we can to a fellow railway preservation body whilst ensuring that the Trust gains an appropriate payment for work done. The EM2 Society will have quite a lot of work to do, mainly on the interior, before *Oliv* can return to service as part of the Middleton operating fleet. We wish them all the best with this interesting project.

Hopefully Chris Smith now being available for other work will help resolve other present-time "road blocks". One is being able to use **the storage container**. Installing lighting, also clearing and cleaning the interior, is long since completed. The problem now is that the roof is far from water tight, to such an extent that we have now asked an external Contractor to add an outer steel skin to the roof. The sooner the container is available to store the numerous "heavy, dumb" items we have around the place, the better! In the meantime the "neat, tidy" part of the description of our Workshop is perhaps not fully correct!

Meantime, Ian Wild has finished the present phase of work on **Metropolitan Railway Brake coach No. 427**. His extensive cleaning, re-painting and re-varnishing work on those compartments which still needed attention has greatly improved the overall appearance of this coach and he is to be congratulated on his success here.

Of course, almost by definition no restoration project is ever fully completed. For this coach – and for the other two Metropolitan coaches – matters yet for attention include the floor coverings, the upholstery and its

(moquette) covering, and the draught excluders. Hopefully our upturn in finances will allow at least some of this to go ahead in the fairly near future.

For many years our "**Bulleid**" **Open Third S1469S** has been on display in our Museum, normally with all the interior lamps ("bulbs") energised. This was as set up some time ago by our resident computer and "all things electrical" supremo Philip Walton. This was with the low-voltage lamps supplied from the Museum's mains electrical supply via a connecting lead and a mains transformer, mounted unobtrusively under the coach.

This was very effective but had two disadvantages. Firstly, there are so many lamps in this coach that it was quite expensive to run; and secondly that when there was no mains power available there was no light. This matters when the coach is in service as part of a train on the Worth Valley Railway or elsewhere, especially if tunnels are to be encountered. Philip has now overcome this problem by replacing the transformer by a modern battery charger, this feeding a low-maintenance battery which in turn energises modern light-emitting diode (LED) lamps. These have replaced each one of the 41 old incandescent 24 volt lamps. When away from the Museum (or other charging source) the lights will run off the battery for several hours – so this coach again has reliable lighting when in actual service: a very useful step forward! When on static display the nominal lighting load has decreased from about 800 Watts to about 100 Watts. This is a useful saving. It will however take a very long time to recover the cost of the LED lamps.



The photo shows this coach on display in the Museum with the LED lamps rather than the old incandescent lamps in operation – not that you can tell the difference!

Meantime, work on our **Midland 6-wheel Composite coach No. 358** continues steadily and positively. As previously noted this coach is currently in two sections, with the underframe as far from the body as it could possibly be whilst still remaining within the Workshop.

On the underframe, John Morris and Norman Overend have worked wonders in releasing and removing the underframe headstocks (the “buffer beams”) which were badly rotted. They have continued to remove and refurbish several brackets and other items from the underframe. These include quite a number of very long bolts. Replacing these will be a bit of a challenge! The springs should be sent away for remaking in the quite near future. Stuart Mellin has made up and trial fitted two new oak headstocks. This was from oak he just “happened to have in stock” (as from a good many years ago?). This involved much careful measuring of the originals to ensure that the longitudinal members mated up correctly with the new items. The buffers are now back in place on the headstocks as a temporary fit to prove that all the holes line up correctly. In the photo (right) Stuart checks the Keighley end headstock. *Oliv* is in the background, with the front end of the railbus visible to the left.

Stuart has also spent a lot of time sanding and varnishing (several times) the veneered panels in the First Class compartments. Here, the smooth shiny nature of the Bird’s Eye Maple veneer proved a challenge. Only endless patience overcame this difficulty.

Elsewhere, the luggage rack frames are now mounted in all the compartments and await their netting.

Robin Higgins (second photo), having completed repairs to No. 1 compartment door and frame, has now moved on to trial fitting and repairing as necessary the compartment window bolections (the shaped wooden mouldings which fit around the exterior of the window apertures).

Next steps are to apply aluminium wood primer to the exterior of the new roof boards prior to considering fitting the new canvas, and to finalise the new underframe headstocks.

All in all, this has been a most productive few months with five people working on the carriage on some days. Significant progress has been made.

Nothing to report for our “**Chatham Matchboard**” Brake Third coach **S3554S**, other than that it is intended to repaint this coach back to “Southern Green” as soon as the sequence of work within the Workshop allows. If you wish to ask “*which* ‘Southern Green’?” please call in at the Workshop to discuss further – but bring your paintbrushes with you!

The major problem for the **Diesel Railbus** remains to determine just how we can rectify the severely-worn brake discs. These were originally supplied by Messrs Knorr-Bremse of Munich. After much investigation it finally became clear that Messrs Knorr-Bremse do have available a limited range of split-disc replacement brake discs. Should these be available with dimensions suitable for use on our Railbus replacement would be relatively simple: just cut off the old discs, make good the mounting surface on the axle, and bolt on the new two-part (split) disc. Unfortunately



further investigation on our behalf by our friend Reinhard Serchinger of Munich – well-known to all who have attended almost any FEDECRAIL conference – suggest that it’s highly unlikely that split discs of suitable dimensions for use on the DRB would be available from Knorr-Bremse.

We will pursue this a little further. It does however mean that we will now follow up alternative approaches: possibly designing and making our own split brake discs for the specific dimensions of our Railbus; alternatively the more-obvious approach of pressing off the wheels and discs, casting and machining replacement discs and then pressing everything back together again. Further investigation is now

needed! (If you feel that you can contribute here, please let us know!).

Locomotives

There's little to report here as far as *Sir Berkeley* and *Lord Mayor* are concerned. *Lord Mayor* continues to entertain a great number of children, of all ages, within our Museum, whilst *Sir Berkeley* awaits dismantling before his ten-year examination and any rectification then found to be necessary.

Late news is that *Bellerophon* should be taking part in the Severn Valley Railway's Spring Gala, from Friday 16th to Sunday 18th March. This follows an examination

made by Severn Valley Railway's Locomotive Department at Foxfield on Sunday 7th January, which appears to have been fully satisfactory. All being well, *Bellerophon* will be based at Highley for the three days of this Gala.

As always, it would be as well to check before travelling any distance. There *should* be an admission discount for VCT Members. If this turns out not to be the case, please don't complain too loudly, but please let us know.



This illustration was used by *Unipart Rail* as their Christmas card, being sold in aid of RBF, the Railway Benefit Fund. We are grateful to the RBF for their permission to use this image, which shows *Bellerophon* in action as part of the "Knotty Train" at Foxfield.

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

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

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

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

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

Our twinned French body is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". You can find full information about AJECTA on their website www.ajecta.org. 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. 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!