



WHEELS AND TRACKS

Workington Transport Heritage Trust

The newsletter of Workington Transport Heritage Trust

Reg Charity 1102725 Limited Company 04767337 Visit us at www.wtht.co.uk

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Room for a La'al 'Un

We've managed to find room to squeeze in another vehicle – this time it's a small battery electric truck – a *Dilly* - donated by Sellafield.

Another big article this month is a transport themed timeline for Workington, compiled by our historian, Derek Woodruff.

The hard work has now started on preparation for our HLF application. There's lots of assessments and consultation work to do with our "service users". We've printed the full guidance notes to give you a flavour of what we need to do to get a grant.

And that's from just one body!



The donated Sellafield "Dilly" is delivered to Pottery Field on 11th February J Burrow



To relieve the predominance of red buses in our collection, 378 has been recently repainted into this eye-catching shade – Poolflair Green.

A Grey



Some examples of plaques of the type that could be used to mark the railway station's 125th anniversary on 7th November include these ones in the town centre.

A Grey



One for the collection?

An Alexander PS bodied Volvo B10 climbs Calva Brow on 7 December on a 47 to Seaton. These buses were until recently the mainstay of Stage-coach services in Cumbria.

A Grey

Vision of the Future - Part 5

There's now only 32 months until our Lakes Road lease expires on 21 December 2013. Following news that we have passed the pre-application stage for a grant from Heritage Lottery Fund, their rep Karen Zeissler visited us on 14th January to discuss our proposals.

Karen from HLF's Manchester office spent an hour and a half with us as a follow-up to our pre-application for £700,000 of HLF funding towards the £1m development.

John B, Denise & Alistair showed Karen around Lakes Rd & Pottery Field. She was interested in our collection, other groups that we worked with, & our links with the wider community.

She noted our collecting policy of acquiring locally built & operated vehicles, and visited the archive room at Pottery Field. Afterwards she visited the station shop where John McGinn was at work, and commented on the range of markets that we cater for - refreshments, kids toys, and enthusiast collectibles.

She asked us questions on how we generate our income, what events we are involved with, and how we wish to develop. Then she pointed out what HLF are looking for in return for their grant.

She said that our collection could be of local importance, but they need outside evidence of this, suggesting that HLF would be guided by NARTM's opinion, which we will need to seek.

She ended by saying there will be a lot of work involved before we put in our Round 1 application. If this is successful, there will be more work in developing the case to present at our Round 2 application. Only if

this is successful will a grant be offered - with conditions attached, and targets to be met. No matter how good our 2nd round application is, there is no guarantee of a grant, owing to HLFs limited budget - maybe only 2 in 5 applicants are successful!

We left her with a folder to give her a flavour of how we work. She will write us a letter in the next week outlining her findings and the recommended course of action. This will include an "options review" looking at our present range of options to justify that our proposed course of action is best for us.

Following her visit she sent us a long letter with a lot of recommended reading attached to it. It will involve much work by us to establish the need for our development, and looking at links with education & training providers, supporters and potential visitors. Many assessments and reports will need to be done to justify our choices. However she did acknowledge that we have made a start on some of this work.

It was emphasised to us that all directors must be involved in this process - there is just too much to be done by just one person.

The good news is that Simon Cole of Cumbria CVS and Mike Heaslip have offered their advice at a meeting held with our directors in mid March.

They have given us further people to contact to help us to refine our proposals.

We now have a clearer idea of what steps need to be taken to get towards the stage of starting on a proper Round 1 application.

Heritage Grants Pre-application Advice

In order to give an idea of the work required to build up an HLF application - quite apart from that needed for other grant applications that we will need to make - it is worth reproducing Karen's advice here.

HLF Priorities for funding

The main points are:

To qualify for a grant your project must help people to learn about their own and other people's heritage.

Your project must also do either or both of the following:

- *conserve the UK's diverse heritage for present & future generations to enjoy;*
- *help more people, and a wider range of people, to take an active part in and make decisions about heritage.*

As a starting point you will need to make the case that your collection merits whatever level of investment you are asking for. As I explained we would normally consult on this via the Association of Road Transport Museums, and you should be asking them to endorse your application. If the collection is of essentially local value, we will consider funding, but would still need confirmation that it is a good collection, and you would need to show significant local interest and demand for a new centre.

We normally only fund the acquisition of a building where it is of heritage merit. We will only consider purchasing a site in this case if that can be shown to be a cost effective option. We would be looking for an options appraisal that included both the 'do nothing' option, and leasing options. However, you should also bear in mind that even if your options appraisal shows that purchasing is the best option for your purposes, the cost of the purchase would affect the overall value for money of the project.

First you would need to define very clearly the scope of what the new centre will provide (facilities eg minimum storage space, display space, workshops space, archive space, visitor facilities) as well as your ambitions for visitors. It looks as though you have already started this work in your draft business plan.

Your options appraisal should take into

account the implications of each site for issues such as

- fit with your minimum requirements
- capital and revenue cost
- income generation
- operational issues
- planning considerations

You need to do some initial market appraisal; again, you have started pulling together some of the tourism figures, but these will only be really meaningful if you can identify the right points of comparison, to help you with your assumptions about visitor numbers and spend. I think it would also be useful to find real examples of transport collections that are open to visitors and providing a good visitor experience, as a way of helping you to pin down what you would like to provide. The overriding question is what should it be like for visitors?

From the information you have supplied you have clearly started getting to grips with much of this, but showing us that your plans are robust will be absolutely critical, so I would recommend that you consider whether you can pull in additional assistance, perhaps via the local Council for Voluntary Services, or Business in the Community.

Learning and participation are central to HLF's strategic objectives and you need to develop your ideas about these areas, so that you can incorporate a programme of activities in your application. You should be thinking not only about what you could undertake to deliver within the life of the funded project, but also how this period could provide you with resources and skills to go on providing a good level of visitor offer and activity. Again, finding examples elsewhere that you would like to model the centre on, including learning activities, might be a good start.

It might be useful to read the documents 'Thinking about Learning', 'Thinking about Community Participation' and 'Thinking

about Audience Development' to make sure that these areas are fully addressed.

Finally, we would also encourage you to consider working in partnership with other transport heritage organisations, as there are a number of groups across the region with aspirations to open their collections up to visitors. If this is not viable, is there potential for productive partnerships within the immediate area with other organisations, such as the local museum?

I suggest that you try and make some progress against these areas, and then come back to me for another discussion. You will find attached some general notes which may be of some use, but we can revisit a lot of this in a future discussion.

Value for money

Demand for our funds means that we cannot support every application that meets our criteria.

As well as assessing your project against the HLF priorities, we will look closely at the *value for money* that would be achieved. We look at the overall cost and the percentage you are asking us to fund, and weigh this against the benefits the project will bring about as a result of the HLF funding. We look at the direct benefits that will be achieved for people and for the heritage, and at the wider socio-economic benefits. The benefits brought about by the project will need to be set out clearly within the application, and should show a good balance between heritage and people. I am somewhat concerned that including the costs of acquiring a building would impact on the value for money the project would show.

It is worth asking yourself two general questions, and ensuring that the answers to these are articulated in your first round application:–

'Why now?' – what is the urgency of undertaking the project at the current time, is the heritage at risk, will other funding be

lost without the HLF investment, could the project wait to be delivered for another year or two?; and

'Why HLF?' – what other funding sources have been explored, and why is HLF funding critical to the delivery of the scheme?

If you are applying for a grant of less than £1 million, the minimum partnership funding requirement is 5% of the total project costs in cash or in kind, with some contribution from your own organisation's resources,.

We would want to see that you had explored other sources of funding as far as possible, even if you have been unsuccessful.

Two round application process

We assess all applications under the Heritage Grant programme in two rounds. At the first round, we ask for basic proposals. If your application is successful at first round, there is then a **development phase**; during this time you work up detailed proposals for your second round application.

NB: Both rounds are *competitive*; a first round pass does not guarantee that you will be successful in the second round. As a rough guide, we expect to make full awards to around four out of five applicants at the second round.

FIRST ROUND REQUIREMENTS

At first round we ask for basic proposals, equivalent to RIBA Work Stage B. You will need to use your own resources or other grants to develop the project to this stage; we can not fund any part of this work.

You will need to show that you have developed a clear overall vision for what you want the project to achieve, which should meet our priorities for funding. Your outline vision should include

Capital Works: an outline breakdown of the type and range of works, based on the

needs of the heritage and your plans for work with audiences. This might include conservation works, and works to enhance access to and understanding of the heritage.

Learning and participation (see page 4 of the Introduction and help notes for Heritage Grants): at first round you will need to broadly identify the types of people who will benefit from your project and outline the activities you will provide. As well as present audiences, you need to consider the wider audiences of people whom the project will aim to engage. Once you have identified your key audiences this should inform the type of learning and the approach your project might take.

Underpinning these outline plans for capital works and activities we will need to see that you have undertaken specific pieces of work. These include

- Options and feasibility; we expect the applicant to have explored their various options fully and tested the basic feasibility of their preferred option before they apply. There is no specific place for this to be outlined on the application form, but we would request that details are included in section 3c. We can not fund this work
- Held initial consultation with stakeholders
- Carried out initial surveys to broadly identify what work is likely to be needed to inform your draft costings
- Collected evidence of need in terms of local and wider interest demand for a centre, as well as current constraints and problems in the way you work
- Considered limitations and risks

You will need to set out a basic timetabled programme of capital (physical) work and activities (including learning activities).

Your first round application should also include a detailed delivery plan for the development work you will do between first round and second round applications, (see **Development plan**).

Budget development:

Your project budget should be split into 2 separate sections:

i) Delivery Budget – These are the costs of the project which you want to carry out using our grant. The costs will comprise both capital and activity elements and should only be in outline at the point of your First Round application. The budget breakdown should reflect the project proposals and give realistic estimates against the different areas of works. We look for a balance of costs between the different elements of the project, in particular, between the capital and activity elements of the scheme. (See section 6a table C in the application form and the related help notes).

ii) Development Budget – The Development phase is the period between you receiving a first round pass and you applying for a second round award.

The Development budget comprises the costs associated with any survey or planning works which you will need to carry out in preparation for your Second Round application. The development budget should include accurate, detailed costings for these works. (See section 6a table A in the application form and the related help notes).

Development plan

As part of your first round application we will need to see a clear plan for the development phase and full justification for the any development costs you wish us to fund. You will need to look carefully at what we require for the second round application, to inform this detailed development plan. In addition to detailed specifications and designs for capital works, and more detailed business planning, there are specific plans we need to see, which should be developed during the development phase in line with our published guidance. Ensure that you allow adequate time for this work within your programme.

- All applicants need to develop an Activity

Plan. In preparing the Activity Plan you will need to consult with your target audiences, both about the type of activities, but also about proposed capital development works. The Activity Plan might include separate sub-sections on areas such as interpretation plans, educational resources, volunteering and training opportunities. It should also cover your plans for evaluation throughout the project lifecycle.

- If you are applying to HLF for more than £200,000 towards capital works such as conservation or new building work, you will need to prepare a management and maintenance plan during the development phase. We expect your organisation to adopt your management and maintenance plan, to integrate it into your existing policies for management and care, and to provide financial resources to implement that plan for ten years.

In addition to the detailed plan and costings for the development phase, your first round application needs to include:

- Job descriptions for any new staff posts you want to employ during the development phase
- Briefs for the development work which you need to carry out. This could include Architectural Design, Interpretive Design, Management and Maintenance plan and Activity Plan. The briefs are a key part of the application as they help us to understand what detailed work you need to do in order to get to the point where you can submit your second round application
- Project management structure (for the project rather than your core operation)

We use this information to assess whether the proposed planning work is of sufficient quality to develop your second round application to an appropriate level.

Development funding and support

HLF are unable to support project planning

activities prior to the first round submission, but if you get a first round pass we can give a grant to support the development activities needed to work up your second round application.

The types of works we could fund are appointing relevant professionals (e.g. architect, quantity surveyor, structural engineer) to work up detailed designs and costs, appointing specialists to plan your activities, and consultation with current and potential audiences. Full information on what can be funded in the development phase is in the Heritage Grants section of our website.

Not all applications which achieve a first round pass will be awarded development funding, and we do look at the capacity of the organisation to fund these costs themselves, particularly for larger organisations.

For organisations with limited experience in delivering capital projects / heritage project, we may also offer additional support during the development phase, from a mentor or from HLF staff.

Project management, organisational capacity and governance

In assessing your first round application, we will look closely at how you propose to manage your project and whether you have the necessary skills, and adequate capacity, to deliver the project outcomes, either within your team or through external support. For large capital projects we advise that you engage the services of a professional Project Manager – these costs can be included in the Delivery Budget.

We would also look closely at whether the organisation had the capacity and experience to manage a project of this kind, and the ability to take on the long-term responsibility for any new facility. We would expect the appropriate skills to be reflected within the group.

You need a strong team with relevant experience in business planning and management, education and learning, and

managing capital projects, as well as specific heritage expertise relating to the collection and restoration work. You need to take a realistic look at where the gaps are within your current team, and consider where it needs strengthening. One option is to obtain training for existing volunteers.

We will look to see that you understand the risks your project may face during development and delivery, and that there are adequate measures in place to manage those risks.

Post-opening sustainability

During the assessment process, we will give close scrutiny to the long-term viability of a project, particularly where this involves the development of a facility, or a step change in the way an organisation works. At first round stage, we would only expect to see an outline business plan – but even at this stage, we would look to see evidence that you have a clear strategy in place for maintaining the benefits of the project in the long-term, particularly in terms of on-going revenue funding.

Timescales

We will take three months to assess your application and will aim to get you a decision within this period, depending on the dates of our quarterly Committee meetings

If your project is given a first round pass, you will then have up to 18 months to submit your second round application (if you're unable to submit within this time, you will have to start the process again). It is therefore important that you work back from the second round application when planning the timescales for your project making sure that you have enough time to

carry out the various development activities, including raising the partnership funding.

Unsuccessful applicants

If your application is unsuccessful you will be offered the opportunity of a meeting for us to give feedback about the reasons, and discuss whether there is scope to submit a new application.

Reading – on www.hlf.org.uk

Please read the **Heritage Grants Introduction and Help Notes** carefully before making your application.

Applicants are recommended to look at the range of guidance notes on our website; in your case the following are of particular relevance:

Essential reading for all applicants

Planning activities in heritage projects
Evaluating your HLF project

For capital projects

Management and Maintenance Planning
OR
Planning Greener Heritage Projects

For larger projects

Financial Appraisal for Heritage Projects

Recommended reading

Thinking about conservation
Thinking about audience development
Thinking about learning
Thinking about community participation
Thinking about training
Thinking about volunteering
Understanding Full Cost Recovery

And if anyone wants to read these advice notes, they are all available at www.hlf.org.uk

49 Club

Week	Number	Winner	Prize
25 Dec	17	Eileen Grey	£33.75 (donated back to WTHT)
1 Jan	26	Denise Grey	£11.25
8 Jan	46	No winner	

15 Jan	2	No winner	
22 Jan	25	No winner	
29 Jan	15	No winner	
5 Feb	5	No winner	
12 Feb	35	No winner	
19 Feb	33	No winner	
26 Feb	43	No winner	
5 Mar	49	JM Haughan	£64.25
12 Mar	40	No winner	
19 Mar	17	No winner	

The rollover currently stands at £14.50.

If you wish to be in with a chance of a win, simply write with your chosen number(s) and a cheque for £13 per number to cover 13 weeks, or £26 for 26 weeks, or £52 for 52 weeks to Denise Grey at the address inside the back cover.

The winner is the holder of the Saturday Lotto bonus ball number. The winner gets 75% of the pot for that week. If no winner, then 50% of the pot for that week rolls over.

Thoughts for the Day

Do not argue with an idiot. He will drag you down to his level and beat you with experience.

Light travels faster than sound. This is why some people appear bright until you hear them speak.

We never really grow up; we only learn how to act in public.

Don't Dilly Dally on the way

This is the title of an article published in Sellafield's house magazine. It tells how we have now become the proud owners of a battery electric "Dilly", number 234, which has been kindly donated by the Nuclear Decommissioning Agency and Sellafield Ltd.

This vehicle used for internal site transport is similar to a milk float - but smaller! It is an Electricars vehicle built in 1992 running on a 36 volt battery system. Weighing 673kg without batteries - they are 177kg extra - and the Dilly can carry a payload of 1 tonne.

It was originally one of a pair used at Capenhurst in Cheshire for many years, and moved to Sellafield over a year ago. The second vehicle has been refurbished and is now at work in a radioactive area, and so will never become available for preservation.

The article explains briefly what our plans are, and gives us some valuable publicity

No. 234 appears to be in good condition, though it does have one soft tyre, no batteries, and requires some attention to the metalwork inside the cab. We may find more items needing attention once we start looking into it. Certainly a little TLC will help to brighten up its appearance.

John Burrow oversaw the delivery of the Dilly on Friday 11th February with the help of Colin Pattinson. Our thanks go to Sellafield's Stakeholder Relations Manager Pauline Deans, and Tommy Taylor & Mike Giles for releasing the Dilly, and to Transport Manger John Thomas for arranging the transport to Pottery Field.

And we haven't yet found out why it's called a Dilly . . .

Other Vehicle News

Bedord Fire Engine VYB 72W

This machine was kindly donated to us by Innovia Films of Wigton in 2009. Whilst we were very grateful to be allowed to save this machine, it never had any historical connection with Cumbria as it was originally a Somerset county machine.

Due to shortage of space, we have been considering if we can find a more appropriate home for VYB, one where she would be better appreciated. We have made initial enquiries among possible contacts, but with nothing positive as yet.

We send a complimentary newsletter to Innovia factory manager Peter Skillicorn who was instrumental, along with John Wall, in releasing and delivering the Bedford to Pottery Field. He is well aware of the lack of storage space available to the Trust, and says, "I have no problem whatsoever with you moving the old girl on so long as she goes to a good home. I would be interested in keeping abreast with news about any move (which I am sure will be covered in 'Wheels and Tracks') but also an occasional word about how she fares in the future."

National CHH 210T

This recently acquired bus was due to taxed from 1st January. But it was still classed as a "bus" meaning a tax cost of £330. We had to get it reclassified to "private/light goods" as our other buses now are. This had to be done at DVLA's Carlisle office. John Wall offered to carry out this duty, but was forewarned from our previous experience that he would be told that this couldn't be done. But John followed our script and eventually was told that it could be done. The bus was taxed for a further 12 months for £205.

The bus spent some time at Rowrah after its successful inspection awaiting delivery of an air filter which was not of a standard size. The water pump also needed attention. As a replacement could not be sourced, the original was refurbished to cure a leak. In connection with this work, a new pipe had to be fabricated.

However, it appears that whilst the bus was stored in the open at Rowrah the severe frosts towards the end of 2010 have cracked the cylinder block and water now leaks into the engine. We are not at all happy with this situation, and are trying to find a resolution.

Dodge Fire Engine

We have managed to acquire a free ladder for our original fire engine. This has now been put in place, after having fitted new fixing brackets which were also acquired. We also have identified a source of new unused cab transfers bearing the county coat of arms.

A new set of batteries has been acquired.

Commer Fire Engine

Original preserver of this appliance, John Wall, has now located the original log book so that when we put it back on the road it will be easier to tax.

National WHH 556S

The MoT for this was due on 7th March, but it is now at SB Engineering at Lillyhall having attention to a leaking air valve & faulty steering pump seal before being submitted for test.

Vehicle works plan

With 14 vehicles of various shapes and sizes in the Trust's collection, the time has come to work on a documented plan of restoration, conservation and maintenance to protect our assets for the future. Work has now started on the preparation of this plan which will include estimated costs and benefits of spending on each vehicle. This will then allow us to prioritise which vehicles receive attention in what order and to what extent.

"Proper" Coach Trips

With the help of our volunteer drivers, we've sorted four coach trips for 2011 using a proper Stagecoach coach - none of this preserved bus nonsense on these trips!

Sunday 15th May to Manchester. We drop off near Manchester Central exhibition centre and park-up at Stagecoach depot. Manchester Transport Museum has shuttle bus service from Victoria to the model rail show at the museum.

Adult fare £14, seniors over 60 and children aged 5 - 15, £13. Under 5s go free provided they don't occupy a seat.

Sunday 31st July to Sunderland Airshow. The coach drops off and parks on Marine Walk SR6 0PL, close to the free airshow at Seaburn. Adults £12, concessions £11.

Sunday 25th September to Keighley. Drop off at Keighley then the coach parks at Ingrow West station. There's no special event on the railway, but there's lots to do in this Bronte Country area. Adults £13, concessions £12.

Sunday 27th November to York for the annual St Nicholas Christmas fair. Adults £14, concessions £13.

All trips run to our usual timetable and pick-up points, starting from High Harrington at 7.30am, running via bus station (7.45), Seaton (8.00) and Maryport Coop (8.15). Arrival at the destination is from 11.30 to 12.00, with departure for home at 5.30pm.

Please let Denise (contact details inside back cover) know if you wish to book. Payment in advance is required please, to ease our workload on the day. Cheques payable to WTHT.

Helen Sowerby's Atlantean

Member Helen Sowerby achieved fame with an article in a recent West Cumbrian Gazette telling the tale of the 1983 Leyland Atlantean that she bought from Barrow Transport Group in September last year. Our thanks to East Gazette for this story.

The vehicle had been used as a service bus in Barrow before it was decommissioned and was well on its way to the big terminus in the sky.

That was until Helen stepped in to offer it a reprieve.

"Everyone I know thinks I'm mad," she said.

"She's not very attractive, and at the moment something of a wreck, but she is like Bagpuss to my Emily and I love her."

"She was towed up to Barry Pickthall at Rowrah and they steam-cleaned her underneath and checked her over to find she's not in bad nick mechanically.

"I've removed all the seats, as they'll need re-painting and re-covering, and started to clean her out inside, but it's going to be a

long job!"

The plan hit an early snag – finding somewhere to store the 14ft-high vehicle. But Carlisle storage firm Box Clever has ridden to the rescue and offered to keep the bus at its Kingstown unit.

Helen, who was brought up in Workington where her parents built the now demolished Westlands Hotel, hopes to eventually donate the bus to the Workington Transport Heritage Trust. Formerly a steam trains buff, she turned her attention to buses after learning about the charity's work.

"My interest is part of a wider interest in Cumbria's industrial heritage, which it seems is being ignored and forgotten," she said.

“All the old pit buildings I grew up with have been demolished and Workington steelworks has been razed to the ground. Heritage projects in west Cumbria seem to concentrate on rum and smuggling and forget the 19th and 20th centuries. I found the trust have a particular interest in the Leyland National buses, which were built in a factory at Lillyhall, next door to our hotel, when I was a child,

“While Cumberland red is the only bus colour for me really, I became interested in the blue and cream of Barrow corporation, very few of whose buses survive. So when I had the opportunity to acquire one, I couldn't resist.

“I haven't got very far yet with my project but I'm determined to get there and make her pretty.”

Pacer Preservation Society

Well it had to happen some time! Alan Wilson, the membership secretary of the Class 58 Group, has taken the plunge and set up this group after having numerous discussions with people interested in these units. The first magazine is due in June, with regular issues every 3 months after that.

The group's aim is to preserve at least one member of each of the three Pacer classes: Class 142, 143 and 144. Their website is <http://pacer-preservation.webs.com>. Membership is only £10 a year.

Alan can be contacted on 07590 041 669, by email at: saxoniad229@aol.com, or at 37 Hillside Road, Stratford on Avon, Warwickshire CV37 9EB.

An Update On Finances

After the first 9 months of this financial year we had earned around £23,000 and spent about £21,000.

By the year end on 31st March it looks like we'll have earned £25,000 and spent £22,000 which is comparable to last year. This should leave around £15,000 in the bank.

A draft budget for 2011/12 still to be agreed indicates an income of only £22,000 and expenses of £20,000. There are no big grants from North West Development Agency or Cumbria Community Foundation or money from 12D Railtours or model rail show insurance claims in this.

Of the expenses, £1000 has been allocated to vehicle restorations, though we have yet to confirm a plan of action for this.

Our main income would be £5,000 from vehicle rents, £2,000 profit from the MRE, £1,000 from our traincrew station tuck shop, up to £1,000 from our station shop., and £800+ from coach trips.

The directors are discussing what other measures can be taken to maximise our income bearing in mind that we have to build up funds towards our new building project. Unless we take steps to generate more income we have started shrinking!

A Blue Plaque for Workington Railway Station

In 2006, we arranged to have a plaque made and fitted to mark Workington bus station's 80th birthday. This came with financial support from Stagecoach and Workington Regeneration. The plaque cost around £500, and is still in position and

graffiti free.

Some while ago it was suggested doing something similar for Workington railway station (Main, or Low to the locals) which celebrates its 125th birthday on 7th November this year. This is the second

station on this site, the original having been outgrown within a decade of its opening.

Alan Wilson, who provided our plaque for the bus station, is still in the business of designing and supplying plaques and has said that he'd be able to undertake this project for us.

He says, "It really isn't possible to give even a 'ball-park' estimate at this stage as it depends on how much text there is to fit in and whether there's any hand-drawn element, like a logo, to be included. This then determines the size and cost. The bigger the plaque is, the more expensive it will be as the pattern (the original to mould from) costs more and there's more metal

involved (it's charged by weight)."

We have discussed the possibility of financial input from Northern Rail, Cumbrian Railways Association, Workington Civic Trust and Derwent Railway Society.

It would be good if we could have an event around an unveiling of the plaque, perhaps on Sat 5th November, possibly with stalls in the booking hall from CRA, DRS, CRUG, WTHT, etc? We have already planned a photo display of the station in the station shop in September and October leading up to this anniversary.

If anyone has any ideas on this, or any photographs or information on the station's history, please give us a call.

Cumbria Community Foundation

Having had grant support in the past from CCF based at Dovenby, we were recently invited to join as a voluntary sector member for a modest £15 a year. We were pleased to accept this invitation which will help with networking opportunities.

Glenys Kett of CCF says, "As members you are helping to improve the quality of community life for the people of Cumbria. As Voluntary Sector Members you have the opportunity to contribute information about specific community needs and issues.

"Members receive regular newsletters and annual reviews detailing our work, and invitations to special events.

"Members are invited to attend and vote at our annual meeting and are welcome to make a nomination to serve on the Board of the Cumbria Community Foundation."

CCF is funded by businesses and grant funding bodies. They administer a number of different funds aimed at different areas of the voluntary sector.

Publicity

Gordon Ford had responded to our appeal for a Publicity Officer who could make better use of our publicity opportunities. After discussion at our 4th January meeting, it was agreed to appoint Gordon, who has now developed a number of ideas for the job. These include:

- Sending reports to local newspapers about new building plans, asking for ideas and support.
- Report to press of Alistair's son's car rally trip to Gambia, carrying a WTHT logo.
- Contacting Cumbria Highways offering one of our buses to carry dignitaries to the official reopening of Workington Bridge.
- Contacting the film agency "The Car is the Star" to register some of our vehicles for possible film and promotional work.
- Getting events listed for free on the News & Star events page, also BBC Radio Cumbria and other listings.
- Establishing links to other groups through our *Facebook* page.
- Making contact with enthusiast rail and bus magazines.

Our webmaster Neil Dickinson does a great job in keeping our website at www.wtth.co.uk up to date and supplied with fresh news and pictures. If you haven't already visited the site, take a look. It now contains pictures of our latest acquisition, *Country Cousin* National CHH 210T.

Neil has now further developed the site by setting up a members only section protected by a password which will be changed regularly and notified to members in *Wheels and Tracks*. From 1st April to 30th June the username is **member**, and the password is **member**. This is a members-only site so please do not give out these details.

Initially this is being used for our recently developed policies and procedures, our governing articles & memorandum of association, meeting minutes, past copies of *Wheels and Tracks*, and stationery items such as time sheets & business plan documents. More will be added in due course to give a detailed library of Trust documents.

Fire Service Heritage Group (Cumbria)

Trust member John Wall is working towards establishing a heritage group for fire service vehicles. This would work with us and, hopefully, occupy part of any new building that we are able to develop. John is Station Manager at Workington for Cumbria Fire & Rescue Service, Promotions Coordinator for The Fire Fighters Charity (Cumbria), and a member of Heritage Network UK.

This 'new' group will be a voluntary charitable organization formed to promote and encourage interest in the history of the Fire & Rescue Service with an emphasis on the history of fire fighting in Cumbria and to provide an educational living museum.

The group will set its aims to be:

- To restore and maintain for the benefit of the public historic fire fighting appliances, fire fighting equipment and related artefacts, publications and documents.
- To research the past and build a comprehensive archive section containing photographs, cine film, video, audio tapes and printed material.
- To help provide advice for fire safety in the home with direct links to Cumbria Fire & Rescue Service.
- To be involved in providing Road Awareness Training (RAT) advice with direct links to Cumbria Fire & Rescue Service.

The group will provide opportunities for volunteering, training and education to the following with opportunities for others to become involved:

- Princes Trust
- Young Fire Fighter Scheme
- Schools
- Colleges
- Youth Groups (Scouts / Brownies etc)

The group will form links with other local similar organizations and already has a good link with the WTHT. The group will form links with other national similar organizations such as:

- The Heritage Network UK
- The Fire Brigade Society
- The Fire Fighters Charity
- The Fire Preservation Society
- The Fire Fighters Memorial Charitable Trust Statue

Knowing how difficult it can be to get a new group up and running, we wish John good luck in his endeavours.

Ratty Celebration

Ratty celebrates its 50th year under the preservation society over the bank holiday weekend of 30th April – 2nd May. We were delighted to accept their invitation to take a bus and the sales stand for the weekend.

We will be parked in Ravenglass station car park over the weekend and hope that this opportunity will raise our profile among Ratty's visitors. We also aim to be able to gather data from the public in support of our HLF application.

Subscriptions

Subscriptions fall due again on 1st April. Our thanks to those who have already paid, and to those who have signed up for Gift Aid that allows us to claim back from the Revenue and Customs tax that you have paid.

Again, there will be no increase to the rates, which are shown below.

Adults £9 Unwaged £6 Family £12 Corporate £20

A further renewal form is enclosed with this newsletter. Please send your forms and cheques (payable to WTHT) to Membership Secretary Jim Osborn at 23 Harringdale, High Harrington, Workington CA14 4NU, or in the enclosed addressed envelope.

Your continuing support to help us to develop the Trust is much appreciated.

Membership Matters

We are pleased to welcome two new member to the group:

Geoff Fish, of Seaton, has a PCV licence and also offers his help in other areas.

Alan Crawford, of Workington, is Membership Sec of Cumbrian Railways Association.

Gift Aid

Recent changes in Gift Aid rules now allow charities to claim Gift Aid from the Customs & Revenue on goods that are donated. You may notice that charity shops ask you to complete a GA form so they can claim back tax the donor has paid. There is a small complication in that the charity has to charge a nominal commission on sales that the donor then has to be asked if they will waive.

We are looking at implementing such a system for donations to our sales stand and station shop. In connection with this, anyone donating goods will be asked to complete a Gift Aid form if they are eligible and have not already done so.

378 Gets a Repaint

If you looked at the pictures inside the front cover, you'll have noticed that our painters have been hard at work giving our original National KHH 378W a repaint into a new green livery. This new coat of paint should last for a good number of years.

With so many of our buses now being painted red, it was felt that a change was necessary to provide some variety within our collection. The bus never carried this livery, but a vote among the shed crew decided this colour called *Poolflair* Green was the one to go for. The bus is due to be officially unveiled on 1st April.

More Thoughts for the Day

War does not determine who is right -- only who is left.

The early bird might get the worm, but the second mouse gets the cheese.

To steal ideas from one person is plagiarism. To steal from many is research.

A bus station is where a bus stops. A train station is where a train stops. My desk is a work station.

Bits and Pieces

Donated Prints Late last year, we were donated 7 framed mounted prints of early Liverpool and Manchester Railway scenes. It had been suggested to us that they could have some value as they may part of a limited edition of prints. So John McGinn took them to Carlisle to be valued by Bonhams the auctioneers. However it turns out that they are “second generation” prints, meaning that the 5 smaller pictures are worth only around £30 each, with the 2 larger ones worth around £60.

Unfortunately we do not have the name of the donor as they were left at the railway station. So if you were the donor, please accept our thanks for the gift of the pictures.

Compass Railtours has the following trips planned, all picking up at Carlisle:

The West Highlander on Wednesday 4 May to Fort William.

The Borders & Bridges Scotsman on bank holiday Monday 30 May to Dundee.

The Pendle Shakespeare Explorer on Friday 1 July to Stratford on Avon

Booking information is available from 0151 722 1147 (1000-1800 Mon-Fri only), or at info@compasstoursbyrail.co.uk or Compass Tours, 46 Hallville Rd, Liverpool L18 0HR

Lynx Invitation Phil Cook of St Helens museum invited us to take our Lynx to their Leyland Lynx Running Day on Sunday 20th March. Phil said, “We are having 2 free bus services operating and the day ends up at 4.00pm with a cavalcade.”

Despite having a volunteer driver, we had to turn down the invitation as we reckon diesel for the return trip would have cost around £150. More importantly the bus was not yet fit for the road, and was unlikely to be ready by March.

Routemaster for sale RML 2624 was reported in early February for sale for £17995 inc VAT at a dealer near Pickering. But don't get too excited as, with lots of interest reported, it's likely to have been snapped up by now!

Slide show & talk Alistair gave a talk to the Derwent cancer Support Group in March. This generated a donation of £20 which was gratefully received.

The Works The bookshop has settled our outstanding £36 bill for *Workington Wheels* when they went into administration in around 2008. We received the princely sum of 93p!

Royal Wedding Procession

We have been invited to take part in a Royal Wedding celebration in Workington, being organised by town mayor Margaret Jones on bank holiday Monday 25th April.

This would take the form of a parade of local groups starting from the 'Coastline' (opposite the Theatre Royal) outside Laura Ashley. We will then walk through the precinct to Pow Street, and then follow the route along Pow Street and Vulcans Lane to a “fun day” in Vulcans Park. Originally it had been hoped to have vehicles in the parade, but this will not now be possible. Margaret has asked groups in the parade to carry a banner or placard to let onlookers know

who they are.

We will be allowed to park a bus in Vulcans Park for display, plus our sales stand. There will be entertainments and other things going on, but the idea is for the day to be self funding, with individual groups paying their own way.

Members are encouraged to join in on this day to help raise our profile and funds. We also hope to be able to gather more data from the public in support of our HLF application.. Further information about times and other details will be posted on our website as they become available.

Workington Transport Timeline

Trust historian Derek Woodruff has created this list of notable transport events in and around Workington. We hope that we have got the detail right, but if not, then please let us know. Derek can be contacted at 01946 832078 or at derekwoodruff6@gmail.com

1844...Even at this early date there was a railway linking Carlisle and Whitehaven by the coastal route; - this being extended in 1850 to link with Broughton in Furness. The first Workington Station was opened in 1846 to goods then the following year in 1847 to passengers. This was 'Low' Station, later to be known as 'Main' Station.

1847 ... The Cockermouth & Workington Railway opened for business.

1862...It was on the 13th of August in this year that the last Mail Coach made its final trip from London to Carlisle...On the Top of a Railway Truck!

1865...Engineered by Thomas Bouch and opened on 2nd January in this year was the Cockermouth, Keswick and Penrith Railway. Connecting from the Cockermouth & Workington Rly to run through the Lake District to Penrith to connect with the LMS main line, it incorporated 135 bridges. It was built primarily for freight linking west Cumberland with the north east.

1874...Due to the ever increasing freight charges on the coastal route, and after several discussions, the local Ironmasters proposed to build their own railway.

1876...Saw the construction of the Cleator and Workington Junction Railway which connected up with the Coal and Ore mines of Cumberland.

1877...Due to the costs involved the Furness Railway was empowered to work this "Track of the Ironmasters".

1879...The 1st of October saw the opening of the Workington 'Central' Station as one of the main passenger stations, on this line from Cleator to Workington. The earlier Railway Station then became known as 'Low' station.

1880...The Cleator and Workington Junction Railway was extended to Siddick Junction.

1886...The opening of a new Railway Station to replace the 1846 structure at Workington, to be built by the London and North West Railway Company, was announced. The Station was formally opened on Sunday the 7th of November 1886. (Low Station)

1890...Or thereabouts a Mr W. Smith, Landlord of the Lowther Arms Hotel in Portland Street ran a twice weekly Stagecoach Service between Workington and Moss Bay on Market Days. Drawn by three horses the coach was driven by his son John.

1896...The first motor cars had to be preceded by a man with a Red Flag. The speed was two miles an hour in Workington and four miles an hour in the local countryside. When speeds rose to 14 miles an hour this legislation was then removed in this year.

1909...This was the year that Mr Albert Dunne a Garage Proprietor of Workington built for

himself a motorised Three Wheeled Bicycle with a Basket Seat for two passengers. The first of its kind.

1910...Albert Dunne then followed his invention of the three wheel bicycle in 1910 with a passenger car that could be converted to carrying goods. The car was a "Globe" originally belonging to Mr Lister the furnisher of Finkle Street - it could do 25 miles to the gallon and was converted to carry livestock of half a dozen pigs etc. The car operated on a 1 cylinder 10 HP engine.

1912...It's quicker by Bus. This was the year that Henry Meageen on the 8th of August incorporated the Whitehaven Motor Services with staging services between Whitehaven and Cleator Moor.

1920...The First World War held up progress but by this date the company had increased its services in west Cumberland.

1921...The company name was changed to that of "CUMBERLAND MOTOR SERVICES"

In the 1920's other bus companies were being formed and rivalry was intense.

One of the rivals to the CMS was the Star Bus Service of Workington with its blue buses and a large gold star. It is said that when a Star Bus stopped to collect passengers, a CMS Bus pulled up immediately behind.

In the 1920's, the return fare from Maryport to Workington was 6d and from Cockermouth and Dovenby cost 3d single.

1923...Saw the Grouping of the railways to create the Big 4. Local railways became part of the London, Midland and Scottish Railway.

1926...Opened on Friday the 19th of March 1926 Workington Bus Station was not only the first purpose built 'covered' bus station built by the Cumberland Motor Services but the first Bus Station ever to be built in Great Britain.

1948... Then came nationalisation on 1st January, with all the railway companies coming under state control as British Railways.

1955... Derby Lightweight diesel multiple units were introduced into West Cumberland as part of the railways modernisation plans.

1957...'Foxy' Fowler alias Johnny Jackson made a sensational escape in May from Dartmoor Prison and was free for 33 days during which time he lived quietly at Salterbeck, using the Number 48 Bus to and from Harrington and becoming a regular at the Royal Oak on Pow Street. He was finally captured by Flimby locals after an attempt to break into the Long and Smalls Garage on the 16th of June.

1968...With diesel trains gaining ascendancy on the railways of Britain this year saw the farewell to steam locos, and the closure of Workington shed, code 12D, to steam locos.

1971...Production started in the newly built Leyland National Bus Company's plant at Workington producing single decker buses at the rate of 2000 a year. Workington built Olympians were sold to America. The first British "Bendy Bus" originated in Workington.

1978...saw another experimental vehicle by Leyland. With a standard 11.3 metre Leyland National body mounted on a four wheel underframe and cab at each end, came the "Railbus";- the prototype for the new generation of diesel multiple units. This development led to 2 coach "Pacers" and class 153/155 trains being built at Workington.

1981...On 4th December the new Bransty station was opened at Whitehaven.

1983... Delivery of class 141 railbuses starts from the Leyland factory at Workington.

1986...On Friday the 20th of June this year the first class 155 Leyland Diesel Multiple Unit (DMU) left the factory for service on the railways.

On the 26th of October the local bus services of Cumberland Motor Services were deregulated – the end of the National Bus Company ownership.

1987... On the 23rd of July in this year Stagecoach acquired Cumberland Motor Services.

1991... The last Travelling Post Office ran from Huddersfield to Workington on 28 Sept.

1992... The new Stagecoach Depot at Lillyhall was officially opened on the 26th of June.

1994... Railtrack takes control of BRs tracks, being privatised on 1st January 1996.

1995... Direct Rail Services starts operating on the national network from 20th December.

1996... This year saw the 'birth pangs' of WORKINGTON TRANSPORT HERITAGE TRUST; it was initially a "Centre" rather than a Trust..

1997... Then came privatisation of train operators. Great Western Holdings takes over North West Regional Railways on 2nd March. A later takeover led to First North Western Rail running Cumbrian Coast Line passenger services.

2002... On 14th September 'Corus 125' celebrated 125 years of Rail Making in Workington. Included in celebrations was the Transport Heritage Trust's first Bus Rally.

2004... Since formation of WTHT as a limited company on the 1st of April 2004, the WORKINGTON TRANSPORT HERITAGE TRUST has been a registered charity whose aim is to preserve the best of the Cumbrian Transport Heritage.

Our first depot Open Day was on 10th April 2004. Our vintage vehicles also 'run' out at special events and public occasions.

After much hard work and goodwill from local businesses- WTHT now has the use of two buildings that are home to a growing number of road vehicles, many from Leyland or once operated by CMS and also a workshop and an ever increasing collection of artefacts. The buildings are also home to buses maintained by other preservationists, including Cumbria Omnibus Group, 550 Group, and a number of individual owners. In September 2009 our room on Workington Railway Station opened for use as shop and small museum.

2004... Was also the year, on the 12th December, that Northern Rail took over the Cumbrian Coast railway franchise.

2009... November of this year saw the west coast of Cumbria and the Lake District inundated with huge flooding which not only overran the area but the fast flowing rivers of Derwent and Cocker destroyed and damaged the bridges in their paths.

Except for the railway bridge and the Papcastle bridge at Cockermouth, Workington was cut off from Maryport and villages to the north. The army rapidly erected a footbridge to connect with Seaton across the River Derwent to replace the badly damaged Workington Bridge. "Barker Crossing"; - named for the policeman who lost his life directing traffic away from Northside Bridge which was completely destroyed.

Over the 2009 Christmas period Workington Transport Heritage Trust ran their free bus service on both sides of the river, connecting at Barker Crossing thus enabling shoppers to travel into Workington. Northside Bridge was temporarily replaced by May 2010.

2009... A temporary railway station was erected at Workington North on the north side of the river at Dunmail Park with extra 'free' train services operated by Direct Rail Services and Northern Rail, bringing shoppers and commuters into Workington from across the River Derwent. (Until the construction of the temporary Northside road bridge, the alternative route to Siddick and Maryport, just across the river; - was an 18 mile road trip.)

2010 ... "Workington North" station closed after the last train on Friday 8th October.

2011 ... The scaffolding which formed the framework of North station was used in the renovation of Workington Main station which started the week after closure of North. The first

phase of the renovations which included cleaning platform canopies and repainting the supporting steelwork, repairing damaged brickwork and painting & re-flooring the booking hall was completed in March 2011.

Perhaps we should now ask Derek to prepare a timeline for the history of the Trust?

Events 2010/11

*It is wise to check that events are happening before setting out on your journey.
We expect to be involved in those dates shown in bold.*

- Tue 19 Apr** Committee meeting, Cumberland Hotel, 7.15pm
- Sun 24 Apr** Kirkby Stephen rally. 231, 431 & 550 likely to attend
- Mon 25 Apr** Invitation by Town Council to join Royal wedding procession event.
- 30 Apr - 2 May** Bus and sales stand to Ratty for 50th anniversary celebrations
- 1st May** To end June - Station shop photos of DRS trains
- Sun 15 May** Coach trip to Manchester for Transport Museum event
- Sun 15 May** Bus with Civic Trust for Mary Queen of Scots trip, museum to harbour
- Tue 17 May** Committee meeting, Cumberland Hotel, 7.15pm
- Sat 28 May** Stagecoach open day & rally at Morecambe
- Sun 19 Jun Festival of historic transport, Lathalmond
- Tue 21 Jun** Committee meeting, Lakes Road, 7.15pm
- 1st July** To end Aug - Station shop photos of Trust activities
- Sun 4 July** Distington rally
- Tue 19 July** Committee meeting, Pottery Field, 7.15pm
- Sat 30 July** Cockermouth show.
- Sun 31 July** Coach trip to Sunderland Airshow
- Tue 16 Aug** Committee meeting, Lakes Road, 7.15pm
- Sat/Sun 20/21 Aug Lathalmond Open Weekend
- 1st Sep** To end Oct - Station shop photos of 125th year of Workington station
- Sat 10 Sep** Civic Trust's Heritage Open Days weekend + free buses
- Sun 11 Sep** Kirkbride rally.
- Sun 18 Sep Running Day at Lathalmond celebrating Y types
- Tue 20 Sep** AGM, Cumberland Hotel, 7.15pm
- Sun 25 Sep** Coach trip to Keighley
- Tue 18 Oct** Committee meeting, Cumberland Hotel, 7.15pm
- 1st Nov** To end Dec - Station shop miscellaneous photo display
- Sat 5 Nov** Possible date for event to unveil rail station plaque
- Tue 15 Nov** Committee meeting, Cumberland Hotel, 7.15pm
- Sat/Sun 19/20 Nov** Model Rail Show at Moorclose
- Sun 27 Nov** Coach trip to York for St Nicholas Fair
- Tue 20 Dec** Committee meeting, Cumberland Hotel, 7.15pm
- Mon 26 Dec** Boxing Day free bus service

- Sat 5 May 2012 Georgian Fair
- Sat 19 May 2012 Paint The Town Red

Exhibitions at the Station

Our modest display wall in the station shop continues to attract attention with regularly changing displays. The programme continues with these planned displays:

March & April showcases the collection of **vehicles owned by the Trust** & other groups.

May & June marks the anniversary of the end of the DRS **flood relief shuttle trains** with a display of DRS photographs - both the shuttles and DRS' other trains. Photographs feature efforts by local railwayman Derek Fry and WTHT member David Armstrong.

Policies and Procedures

We have started documenting our operating processes to improve our professionalism.

Based on industry standards, we have already approved policies for alcohol, data protection, drugs, equal opportunities, grievances, health & safety, and smoking. We are now working on policies for discipline (or "problem solving"), harassment, safe driving, and use of mobile communications equipment.

Procedures are also being worked on for vehicle maintenance and defect reporting routines. All policies and procedures will be reviewed annually.

A "hierarchy" of Trust officers, defining who is responsible for which aspect of operations, is also currently under construction. This will include preparing "role descriptions" (like job descriptions, but for volunteers rather than paid staff) for each task so that it will be easier for new volunteers to understand what they are letting themselves in for.

Following the completion of these basics, notes for volunteer induction will be compiled and circulated to all active volunteers. After this, there is the scope to prepare policies covering energy use and the environmental impact of our operations.

Who's Who?

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Workington Main (or Low) station celebrates its 125th birthday on 7th November 2011. Member David Armstrong took these views in days gone by when the centre roads were still in use. They have both now been disconnected at both ends and partially lifted.



Above: 310 was on duty for the official party at Workington Bridge's reopening ceremony on 17th March.



Left: Back end of a bus! Lynx 251 was seen last year at Pottery Field during its repaint into cms Cumberland colours.



Bottom: Over the Spring bank holiday weekend at the end of May, Ratty celebrates 50 years in private ownership. We plan to be there to help them! In July 2007, 231 and 378 were pictured in Ravenglass yard as a steam railtour picks up homeward bound passengers.

All: A Grey

Workington Transport Heritage Trust is a company limited by guarantee, number 04767337. It is a registered charity number 1102725. The views expressed in this newsletter are those of contributors, and not necessarily representative of the Trust.

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