

Vintage Carriages Trust

Members' Newsletter: December 2006

Changing times...

“Change” is certainly the key word in this *Newsletter*:

- A modest change in the annual subscription rate (from £5 to £6) – the first increase for three years:
- Changes in Trustees and Committee:
- Planned changes in our organisation and structure:
- And of course the ever-changing situation on the restoration front, both for our carriages and our locomotives.

Changes: the annual subscription

Let's first look at Malcolm Clark's report noting new members and of course the new Membership rate. Malcolm writes:

“Our membership numbers continue to grow and we are very pleased to welcome the following new members who have joined us in recent months: Harriet Lobley, Selby; Barry Cody, Addingham; Sakina Mir, London; Julian Jones, London; Bernard Shaw, Shipley; Mr J Stokes, Morley; Mr K R Cope, Ripley; Mark Proctor, Bamber Bridge; Tim Elsworth, York; David Kelly, Bradford; Mr R D Padwick, Sheffield; Richard Crawshaw, Liskeard; Doreen Devalle, Leeds; Lord Fairweather, Old Hunstanton; Mr D A Young, Jarrow; Mr S Garside, Hunstanton; Stuart Briggs, Bradford; Richard Parkinson, Congleton; Matthew Powley, Carlisle; Christian Oldcorn, Bradford; Daniel Higgins, Yeadon; and Eugene Lefevre, Kings Lynn. Also we again welcome Keith Fullard of Retford, who has rejoined the Trust. And a special welcome to Pam Hook from Bamber Bridge – Pam has already joined the small band of members who staff the shop at weekends!

The recent Annual General Meeting accepted a recommendation from your Committee to increase

subscriptions from 1st January 2007. It is three years since we last increased subscriptions and we feel that an increase broadly in line with inflation is necessary. Inflation is generally measured by the Retail Price Index (RPI), which includes things like food (which doesn't affect our costs at all) and electricity and gas (which account for a significant proportion of the costs of running our Museum). Overall, the new rates are an increase slightly above the general RPI but are in line with our own RPI (Rising Prices: Ingrow!).

The new rates are £6 for ordinary membership and £180 for life membership but you may convert to life membership at the old rate of £150 if you do so before January 31st. If you pay by Standing Order, please review the amount you pay and increase it, if necessary – you can, of course, increase the amount even if it still covers the new rates!

And finally, you should find enclosed with this newsletter either a renewal invitation or your Membership card for next year, depending on your type of Membership. If not, please let us know.”

Changes: Trustees and Committee

Elections at the Annual Meeting resulted in changes, which our Chairman Trevor England sees as “The End of an Era”. He writes:

“There were a number of changes of Committee position at the Annual Meeting at the end of October. **Paul Holroyd**, after 12 years as a Trustee, decided that it was time for a change and did not offer himself for re-election.

The most significant change was that of **Michael Cope** standing down as Honorary Secretary after 28 years. He started the job in September 1978, over ten years before the start of building our Museum at Ingrow. He has been the cornerstone of the development of the Trust during its forty years being involved almost from the very beginning and at each stage of our development. He agreed at the Annual Meeting to serve as a Trustee.

I would like to put on record my thanks as Chairman for all the years of support to me during my Chairmanship. Michael was also Secretary during the Chairmanship of **Chris Smyth**, who has now come back into the leadership of the Trust as a Trustee covering the two years still outstanding following Philip Walton standing down in 2005. Those who have been with us for a number of years will remember Chris as Chairman and more recently he has been a Patron of the Trust. Chris took time out following the death of his dear wife Sue and the need to concentrate his efforts on their son, now 18 years old (and also a Chris). We welcome Chris back on to the Committee and know

that his careful consideration of all aspects of our activities will be of great value.

Michael and Chris join **Jim Pickles**, our third Trustee. Jim is invaluable as a Trustee and works very hard bringing his accountancy skills to the annual accounts and the employees' financial matters and adds to that his knowledge of railway book prices and modelling and his organisation of the fascinating AVVMC (Aire Valley Vintage Machinery Club) "Crank-Ups" in the yard outside.

Trevor England has, we are pleased to report, agreed to continue as our Chairman with **Mike Holmes** as his Vice Chairman. **Paul Kirkup**, **Robin Bannier**, and **Mark Astley** make up the rest of the Committee (with one vacancy, which may be filled by the Committee by co-option), and **Jackie Cope** remains the Honorary Treasurer.

You will read of the other business of our Annual Meeting in the enclosed Minutes. As always, the full Annual Report (which includes the Annual Accounts) is available on request from the Secretary, Dave Carr – please send him a C5 (folded A4) stamped addressed envelope.

Changes: the future?

It is necessary for any organisation to occasionally sit down and give serious thought as to where they are now and where they hope to be in a few years time. It is with this in mind that the Trust's Committee is looking

The third major change is the election of **Dave Carr** who has valiantly taken on the job of Honorary Secretary.

I wish Dave every success in trying to keep me in check but he will find Michael a hard act to follow. We know that he will bring to the job his own brand of good humour and he makes super cakes (adding a certain something to the Committee Meetings!)."

to commissioning a study of all its activities by an outside agent. We are seeking grant aid for this exercise and will keep everyone informed about its progress.

Changes: on the restoration front

Following on from news of changes on the administrative front we are pleased to get down to the nitty gritty news of changes due to our continuing very active restoration work.

Carriages

Great Northern 6 wheeler

We are delighted to report that the "Spring Appeal" for this coach was a great success. A very sincere "thank you" to all those members who contributed and ensured that the parts that no one sees are now in very good order and are now back in position under this coach. The bill for these drawbar springs came to £1,212 plus VAT. The appeal raised approximately £1,400. Once again we are very grateful and pleased with the generosity of our members in helping to get the job done.

The drawbar springs are now back in position, as is all of the drawbar assembly, the brake rigging and indeed everything else under the coach. Our work on the underframe is now virtually complete, needing only some adjustment to the brake gear and to the ride height and almost certainly a new rolling ring for the vacuum cylinder – quite straightforward, but heavy work! After that we can put the footboard brackets back into position. These will then be followed by the footboards themselves, which will complete the restoration of the underframe and running gear of this coach. Although we say it ourselves, our work here has been to a very high standard, which will leave this coach mechanically in a much better condition than it has been for many decades past!

Near-completion of the underframe has led to the Committee making a decision that we will go ahead with the necessary repairs to the roof. It's now agreed

that there really was a ceiling to the passenger compartments (rather than looking at the underside of the roof boards, as seems to have applied since the "Departmental" days of this vehicle).

So, we will now provide a ceiling, which means also replacing the spacer pieces between the inner ceiling and the outer roof boards to accommodate the gas lamps and the ventilators.

After that, there's nothing to stop us putting the replica gas lamps back into position – these are the same as are in our GN bogie coach, No. 2856. When Robin Bannier was making the replica lamps for 2856 he made sufficient also for the six-wheeler coach, so at least these are in hand and can be put into position when there's somewhere for them to go. These in turn will lead to the need to replicate the gas piping on the roof (we will need to re-canvas the roof first), but again this is repeating something we've already done, which will help. In the ten years between the six-wheeler (1888) and the bogie coach (1898) quite a lot changed – but not the detail of the gas lighting!

In the meantime, we realised that the many layers of a fairly miserable and unpleasant brownish paint on the interior of the doors was covering teak panelling. So we are currently cleaning off this brownish paint and revarnishing the doors, to good effect. It's proving well worth the effort.

As you will deduce from all this, there's plenty to get on with – if you would like to join the small team working on this coach (Stuart Mellin, Keith Smith, Michael Cope, Robin Bannier (though not just at the moment: he's a little pre-occupied with the Bulleid!) together with our employee Chris Smith and assistance from John Boddy and Mike Holmes), you will be made very welcome – this includes midweek as well as weekends. For preference please first ring the Museum on 01535 680425 to check that someone will be around when you arrive.

As far as the overall restoration of this coach is concerned, this will leave us with the interior furnishings to research and deal with. We are very much in need of someone who will take on the task of researching this interior furnishing and other features. This proved to be an interesting job when applied to our Great Northern bogie coach No. 2856. The research does not require regular attendance on site, but does need someone willing to trawl through books and magazines and archive material to seek evidence of what the interior would have been like and what sort of materials would have been used. Visits to other Great Northern Railway carriage-owning bodies might also be very useful – these include Quainton Road, the National Railway Museum and the North Norfolk Railway. It was thought at one time that the coach had very basic wooden bench seating. We are now reasonably sure that this is not the case and the Great Northern Railway did give even their third class customers some degree of comfort in 1888. If you can help in this research activity, please contact us – we will be very pleased to welcome you.

'Bulleid', No. 1469

Progress here remains steady and positive rather than spectacular. However much has progressed. The waist strip all the way round the coach has been filled and smoothed. This in itself sounds a simple job – but we need to remember that this carriage is the longest on the Railway, so “all the way round the coach” is a *long* way, so although simple this was a significant job in itself! Chris has welded into position many of the special-section bars, which go immediately below the window toplights and on to which the frames for the windows themselves will be welded. The first ten of these frames have now been received from Messrs Smith Fabrications and Robin Bannier has well started the task of drilling the necessary holes in these. There's 78 holes per frame, and two frames per window (one frame is secured to the exterior cladding and the just-mentioned special-section bar, with the other secured to it by these 78 screws, with the glass secured between the two, safely in a rubber section). And there's 16 window apertures – that's an awful lot of holes to drill! (And there's the toilet windows as well, but we haven't quite got to them yet.)

Meantime, the new metal cladding sheets are in position around the Keighley corridor end, awaiting

We also will need details of external lettering and lining. For the moment, we have “spruced up” the



Keith Smith hard at work on our Great Northern six-wheeler – cleaning up the inside of the door frames

coach by giving it a quick re-varnish, but varnishing and lettering will need rather more time and effort once we've completed the rest of the work – and once we know precisely what it is that we are working towards. Even if a kind volunteer comes forward to do the research work, there's so much to do first that this won't be just yet!

only a few securing bolts and then a coat of black paint. Stuart has replaced all the footboards, which even now makes access much easier. John Heaton has almost run out of work underneath, with very little remaining that he can do in terms of cleaning and painting the underframe. This again has been a mammoth task – never underestimate the length of Bulleid coaches! The Railway's Carriage & Wagon Department is kindly lending us a spare bogie for use as an accommodation bogie whilst we clean and check out the Keighley end bogie, being the one yet to attend to. For the purpose, a wagon containing this bogie was recently shunted to Ingrow to allow the bogie to be lifted out (a 'Hiab' job) for our use. Snag: the wagon was found to contain wheelsets, but no bogie as such – so there will be a slight delay before we can progress this bogie overhaul.

Toilets seem to play a rather disproportionate part in our restoration projects. The two toilets of the Bulleid coach are no exception. Here, the main problem is to find Formica (or Warite, or similar) that approaches the correct pattern – which we understand should be Warerite “Grey Linette”. The material within the toilets is too far gone to think even of using that from the two toilets to restore the one correctly. Again, if anyone can

help with finding something close to the original, or even a firm prepared to replicate this pattern at a reasonable cost, please let us know.

In the meantime, as stated: progress is steady and positive. Progress with the window frames is such that, if all goes well, we should have at least some of the curved main panes of glass safely in position before Christmas. Given this, progress after that hopefully could be spectacular, as we reassemble the interior.

Midland



Yes, your eyes are not deceiving you; the Committee made a unanimous decision that this carriage should no longer hide under the strange livery placed there by a film company some time ago but should be repainted into something more like its original Midland Railway Maroon. Hopefully this will make this coach look rather more presentable when on display in the Museum (as it will need to be from early next year). Sadly its eventual full restoration is likely to be some years away as yet: hence this “tidying” exercise.

Whatever the livery was intended to be, smoothing this paint to give an acceptable surface for painting back to Midland Red is presenting quite a problem. It’s a very “clogging” paint! The available timescale doesn’t help – this repaint needs to be completed by the end of February, when the Metropolitan Railway Brake will go into the Workshop for attention to at least one bogie, displacing both the Midland and the Great Northern six-wheelers. However, a small group headed by Trevor England and Mark Astley (seen, left, in action on this carriage) has started this job: they would of course appreciate any assistance – please contact the one or the other if you can help: or just turn up!

Other carriages

It is anticipated that the Nine-Compartment Met. and the Metropolitan Brake coaches will again take the parts of “Annie” and “Clarabel” at the National Railway Museum’s “Thomas” event, to take place from Saturday 10th to Sunday 25th February of next year. (This is of course the school half-term period).

On the return of these two coaches we need to get the Brake coach into the Workshop for necessary work on the bogies. We don’t expect any especial problems with these, but the timescale is likely to be determined by the time Messrs Owen Springs of Sheffield will need for the almost inevitable remaking of the leaf springs. Following our earlier

experiences elsewhere, we will be paying particular attention also to the bolster springs, which may well need a journey to the Black Country for re-tempering or even length adjustment by Messrs Morris Springs. We will also be taking the opportunity to take a close look at the underframe as a whole, which could need significant attention when the time comes for the full overhaul and restoration (re-restoration?) of this vehicle.

With all this activity, it’s perhaps not surprising that we have to report that nothing very much has happened to any of our other coaches lately, apart from ongoing “care and maintenance” and cleaning – most of this being courtesy of John Heaton.

A day in the life of the VCT coaches

Mark Astley gives an “insiders” view of our carriages going out for the Autumn Steam Gala:

“It’s Friday morning and I have just arrived at Ingrow still bleary eyed and thinking how nice my bed would be right now. It’s very foggy and eerie and very quiet. I start the long walk down the yard, well, OK, not quite that long.

As I open the door to the Museum I think what a lovely sight our coaches make but not as nice as seeing them running up the valley. It’s not long before a face appears out of the fog: Dasher, no, not one of Santa’s helpers but Dave Ashworth the Ingrow yard supervisor, who asks if all is OK and are

we ready for the stock to go. Soon I hear a distant whistle and the splendid Lancashire & Yorkshire locomotive No. 957 arrives in all its splendour. Soon the gates are open the fire alarm etc. turned off – I do not want a repeat of the night I put the coaches away and ended up with three fire engines arriving on the scene! Anyway, it’s soon coupled to the Nine-Compartment Met. the First Class Met. and the Chatham and we are ready for the off.

The Guard has arrived at last: no other then our own Chris Smith. We propel our train to Keighley and arrive in platform 4. What a fantastic sight it all looks. Not long

passes before we get the right away and the locomotive and coaches start to leave Keighley. The climb out is very steady and I start wondering about what it would have been like travelling on the Metropolitan Railway of London or even on a boat train to France.

Back to reality: we soon arrive at Ingrow where several more passengers arrive and the whistle blows and we are away again. On passing Damems station with its one coach platform we arrive in the loop and are passed by the Ivatt and 80002 with its more modern Mk.1 stock – not quite the same style as our train with all its comforts. We arrive at Oakworth. The time has now stopped still. I start thinking will

Sherlock Holmes and Watson board after staying at Newsholme Manor or maybe one of the ‘Railway Children’. I know it’s just me and my imagination, but it does give a good interpretation of just what the Museum of Rail Travel is about and also all the hard work done by so few.

This brings me to my next thought. How many people have enjoyed our coaches over the weekend and would like to get involved and help in the preservation of these wonderful coaches. If you would please contact us on Keighley 01535 680425 you will be made very welcome. Thanks to all who have made the running of our coaches possible and continue to do so.”



Mark's photo shows a Steam Gala Weekend train coasting into Keighley – our Chatham, First Class Met and Nine-Compartment Met carriages headed by 4729, with the visiting B1 locomotive in the rear: Friday 13th October 2006

Locomotive News

Bellerophon

It is with pleasure that we can report that there has now been some movement with the ten year overhaul of *Bellerophon*.

Mark Tweedy from the Foxfield Railway has reported to Trevor that the Insurance company representative has visited the railway. Non-destructive testing was carried on the boiler. They are now awaiting the outcome of these tests in order to decide the way forward to gain the re-certification of the boiler.

It is anticipated that over the winter the boiler will be laid on its side and further work carried out, specifically around the foundation area of the fire box and the stay work.

We are well aware that the original agreement with Foxfield was signed in 2004 with the aim of having the locomotive steamed within two years. This has not been achieved, but we now seem to have a more positive way forward and hopefully we will see action on the locomotive over the coming months.

Sir Berkeley: good progress

Apparently the main reason for the delay in re-tyring *Sir Berkeley's* wheelsets was that Ian Riley at Bury had considerable difficulty in sourcing the tyres themselves, which eventually had to come all the way from South Africa. Nevertheless, the wheelsets and the completed new boiler (from Messrs Israel Newtons at Bradford, itself subject to some delay, and as seen in the photo) were delivered to the Middleton Railway in the first week of September.

Until then, the lack of wheels meant that little rebuilding work could be done on the chassis, as their presence is fundamental to the re-assembly process.

Once available, the wheelsets were rapidly cleaned and painted to enable them to be fitted to the frames, so allowing the various other items associated with the frames to be re-assembled. At the time of writing, the valve gear and coupling rods have been fully reworked and refitted, along with the brake gear and lubrication system. New parts have been made, as found necessary. The badly corroded steam flange has been



repaired and work progresses on repairs to the cylinder block. Attention will now turn to the boiler, which will require all the scantlings refitting before the boiler can be tried in the frames.

The wooden buffer beam is now being prepared for fitting, which has involved much drilling and use of saws to get the correct shape and position of all the various bolt holes. The metal front buffer plate needs to be

straightened before the whole assembly is put together and riveted into position.

One of the handrails has now been replaced on the tank, which has suddenly taken on the correct appearance of a Manning Wardle tank. The original boiler is shortly to be brought to the shed for sectioning to take place as a preliminary to it being put on

display to show all visitors just how a steam locomotive boiler works.

We congratulate our friends at the Middleton Railway for the good progress not only now possible but also now being made, and are delighted that the works are on target for completion by the end of March 2007.

Scammell

As our members will know, the Scammell Mechanical Horse in our care is on loan from Tate & Lyle, the sugar refiners.

We have had the vehicle and a trailer in our possession for a good many years now. During that time we have restored it to a very high standard (entirely at our own expense) and to running order. It draws a lot of positive comments from our visitors.

We have tried over a number of years to gain contact with Tate & Lyle to draw up a proper loan agreement with them. We were told last year that the Logistics Director would be visiting our area in the spring of

Shop

De-jigsawing...

The shop can be very quiet in the dark days of winter leading up to Christmas. Visitors are sparse and shop sales are not at their best. It is however a good time for anyone to come and browse the bookshelves and the magazine room.

However the fact that Bob Stott is here during the week and the place is up and running does have its positive side – and for the time of year we've been doing quite well lately, helped by significant magazine sales! There are invariably several deliveries of back number railway magazines, all of which are very welcome.

One of the latest batches included quite a number of 1960s American "Train" magazines. It looks as if

this year but nothing has transpired and we are still getting no response to our letters. If any of our well over 550 members have any contact whatsoever with Tate & Lyle and can cast any light on this side of their activities we would like to hear from you. We are happy to keep the vehicle but as a registered Museum do need to draw up a proper agreement with Tate & Lyle as the owners. If it transpires that they do not wish this arrangement then we will have no choice but to return the vehicle to them.

We do hope that we can resolve this matter amicably and positively in the very near future.

Jack Procter will have to create some more box folders to accommodate them, as at present there is only one to accommodate all the 1960s, 1970s and 1980s. (Hope you read this Jack!). An unusual recent donation was maybe fifty or so railway jigsaws, each completed, and each neatly framed. Sadly framed jigsaws are not our best sellers – but the donor had kept all the empty boxes and was very happy for us to de-frame these so we could take them to pieces and put them back into their original boxes for us to sell. Bob Stott has now added de-jig sawing to his CV, having spent quite some time de-framing and re-boxing, taking care not to cut himself on the fragile picture glass. Our thanks go to Richard Greenwood and Andy Ashworth for transporting all these (plus quite a lot of books) from the Littleborough area – appreciated

...and re-postering:

An exciting donation came in the middle of what looked like a pile of waste paper delivered to our Shop a few weeks ago with the comment “can you make any use of this?”. A closer inspection of the crumbling mass revealed several coloured pieces of paper. These were carefully laid out to reveal much to our delight two Great Northern Railway posters, dated 1889 and 1890. They both advertised excursions arranged by the travel agent Swan and Leach. These excursions were to Paris from a number of our local cities and towns including Keighley. The cost included accommodation, sight seeing, a carriage drive and a conductor to say nothing of the rail fare to Dover and a steam boat crossing. The earlier one was to visit the Paris Exhibition of that year, the cost being “from £3:19:6” for 4, 5 or 6 days. The later one was to coincide with the Whitsuntide holidays and was “from £3:10:3” for 5 days. Needless to say, these immediately stopped being “sales items” and became “museum items”! You can see from the photograph (which is of the older one) that these posters are in far from good order. However, they are of so much interest to the Trust, and to our area, that we made contact with the paper conservators at Wakefield Archives with a view to their professional restoration. If any of our members have any information, which would tell us more about these posters, we would be pleased to hear from you. We would also be pleased to hear from any who would be interested in making a donation towards their restoration which looks like being in the region of £220 each.



Dates for your diary

- “Thomas” event at the National Railway Museum (admission charges payable), Saturday 10th to Sunday 25th February 2007. Our Metropolitan Railway Nine-Compartment Third and Brake carriages are likely to take part, as “Annie” and “Clarabel” (or is it “Clarabel” and “Annie”?).
- WVR Spring Gala Weekend: 17th/18th February. Visiting locomotive, GWR No. 4953 “Pitchford Hall”. VCT carriages will not be in use over this weekend.
- “VCT at Home” (see below): 10th/11th March – all welcome!
- WVR Vintage Trains Days: 3rd June, 1st July, and 5th August. It is anticipated that VCT carriages will be in use for some if not all of these days.
- IATM (International Association of Telecommunication and Transport Museums) visit to our Museum: 14th June.
- WVR Diesel Weekend: 15th/16th/17th June.
- WVR Autumn Gala Weekend: 13th/14th October. Visiting locomotive, Somerset & Dorset 7F 53809. It is likely that VCT coaches will be in use.

Note that the two Gala Weekends may be three-day events (as will be the Diesel Weekend), including the Friday as well as the Saturday and Sunday.

Congratulations to the Middleton Railway

We extend our warmest congratulations to the Middleton Railway, which has been awarded the Heritage Railway Association’s Annual Award for Small Groups “for the creation of an accessible Museum facility worthy of Leeds’ globally significant locomotive building industry”. Well done, Middleton!

We can thoroughly recommend a visit to the new-look Middleton Railway and its Museum building – also to the café, which is well worth patronising.

Chairman's Weekend: Saturday 10th and Sunday 11th March 2007

Trevor, as VCT Chairman, has named the second weekend of March as "VCT at Home" days. With this being the second weekend of the month it will in any case be a Working Weekend, to which (as always) everyone is invited. However, this one is special in that the Officers and Committee of the Trust will be on hand to welcome members and friends. Please come along and have a chat, have a cup of tea or coffee, and investigate all the various aspects of our Trust. Not just the Workshop but also the library, the Shop, the website and where it's driven from, the magazine room, the displays. Who knows, there may be ways in which you could become involved?

All members are cordially invited to attend, whether for a few minutes or for an hour or more. Trevor will certainly be present both days from 10.30 am to 4.30 pm, together with other Officers and Committee members. Please come – and please let Trevor know in advance if there is anything specific you wish to know about or see. If you wish to be involved in restoration or any other aspects of the Trust's work during the weekend we will be only too pleased to meet your needs. Please note the dates – the first weekend of March, Saturday 10th and Sunday 11th. See you at Ingrow?

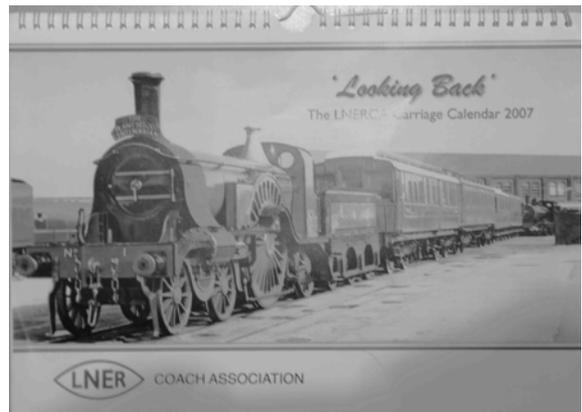
LNERCA Calendar: "Looking Back"

We would commend to you "Looking Back", the LNER Coach Association's carriage calendar for this coming year. The colour cover shows GNR No. 1 heading a rake including our own two GNR carriages (as shown to the right – they are the two not very visible vehicles at the rear of this rake) at the Doncaster works 150th anniversary celebrations in July 2003.

The 'historical' subject matter means that all but two of the monthly "carriage interest" photos are quite properly in black and white. However of the two colour photos one shows the rake of six-wheeled carriages assembled for filming purposes on the North Yorkshire Moors Railway in August 2000. This rake includes our two six-wheeled carriages (Midland, and Great Northern), together with two vehicles from Stephen

Middleton's fleet and are headed by Furness Railway No. 20. We congratulate the LNERCA on having produced a "carriage interest" calendar: to our eyes, a very pleasant change from the customary "railway calendar" offering!

This calendar is available at the price of £6.99 each or £25 for five, plus post and packing at £1.50 per order, from Marcus Woodcock at 14 School Lane, Bempton, Bridlington, East Yorkshire YO15 1JA.



Other Notices

Working Weekends take place at our Museum on the **second full weekend of each month.**

So: dates for the next six months are: **December 9th/10th, January 13th/14th, February 10th/11th, March 10th/11th, April 14th/15th and May 12th/13th.**

We also hold **Working Evenings** on the **First and Third Wednesday** evening of each month, from about 6.30 pm onwards. You are invited to join us for any of these.

There's always work for everyone, with no special skills needed – so how about joining us for an hour or two on one (or more!) of these dates?

Gift Aid. If you haven't as yet completed a Gift Aid form in favour of the Trust and if you pay United Kingdom Income Tax, would you please consider doing so, using the form that should be enclosed with this copy of the *Newsletter*? If you do not pay Income Tax or if you do not wish to take part in the Gift Aid scheme, would you please write "I do not wish to participate" across this form and return it to the Trust.

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!

Giving through your Self-Assessment Income Tax Return. If you pay Income Tax through the Individual Self Assessment scheme, you may now nominate a Charity to receive any tax repayments as a donation. Should you wish to support Vintage Carriages Trust in this way (and also presumably if you have any tax repayments due!) you may do so by quoting the Trust's unique code, which is: FAC78RG. So, if you are self-assessed, 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.

Produced and published by the Vintage Carriages Trust (Charity Registered in England No. 510776, Registered Museum No. 1202)
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