



Vintage Carriages Trust

Members' Newsletter: August 2004

Thank you!

We start this *Newsletter* with a very sincere **thank you**. Each paragraph in the last issue ended with an appeal for financial help with the particular project which had just been described. These included the restoration of our Manning Wardle locomotive *Sir Berkeley*, the final stages of the interior restoration of Great Northern Railway carriage No. 2856, the construction of a new fire exit extension to the front of the Museum, and finishing the restoration of the chassis of the nine-compartment Metropolitan Railway coach. The latter had proved to be a much more expensive activity than we had envisaged.

The response was far beyond our hopes. All the projects benefited from your generosity, and the Trust was able to weather a time when financially we were very stretched. So, to all those members who helped in any way:

thank you. Your help might have been with money or by donations of books, videos, magazines and hardware. It could have been in giving time in volunteering to help with administrative or practical activities.

Do not underestimate the value of spending for example an hour sorting magazines – our trade in back-number magazines is a very significant part of our income, so your labours would certainly not be in vain. Whatever your contribution, whether in cash or kind, the Trust thanks you!

Sunday 26th September

Note this date: it's your opportunity to see the results of your generosity. This is the Sunday of the annual **Carriages Restorers' Weekend**, which this year is being held on the Worth Valley Railway. Trevor England is co-ordinating this Weekend and if you are interested in participating in the Weekend as a whole you should write to Trevor c/o Haworth Station or email him at trevorengland@vintagecarriagestrust.org. On the Sunday there will be a Vintage Train out on the Railway. All being well this will include our 'Chatham' coach, two Metropolitan Railway coaches – and our **Great Northern coach 2856 (see photo), which will be having its first official outing**. This will be our first opportunity to see this beautifully-restored coach in operation as part of a passenger train. We have invited representatives of the Heritage Lottery Fund, the Transport Trust, the PRISM Fund and the Yorkshire Museums, Libraries & Archives Council to join us on that day. Grants from these bodies towards the various stages of restoration of No. 2856, together with donations from a great many Members and friends and many hours of Volunteer work have resulted in a really worthwhile restoration. We should be delighted if *you* are able to join us for the occasion. It should be an excellent and most enjoyable afternoon. However, please be aware that 2856 has a very low seating capacity. This means that we may not be able to fit in everyone who wishes to ride in this carriage – but there should be plenty of room elsewhere on this train.

This Vintage Train will be running in the "Relief Path" of the Railway's timetable and so will depart from Oxenhope at 12 noon and at 1.30, 3 and 4.30 pm, with for this day only an extra departure from Oxenhope to Keighley (only) at 6 pm. The times from Keighley will be 12.45, 2.15, 3.45 and 5.15 pm.



There is no doubt that Great Northern Railway No. 2856 will go down in the history of the Vintage Carriages Trust as one of its triumphs. It has been described as the Phoenix rising from the ashes and it is indeed great to see it flying (or perhaps more accurately rolling) on the tracks again.

Back in December 1996 Michael and Jackie Cope viewed the arson damage to this carriage from a cold sleet and wind swept Keighley Station platform. It is very unlikely that either of them could have envisaged the beautifully-restored teak varnished carriage which now raises gasps of admiration from our visitors. Our first thanks must go to our Insurers and to Stuart Mellin, with Stuart making an excellent job of replacing virtually the whole of the Guard's Brake, the site of most of the fire damage.

Thanks also to the (then) Museums & Galleries Commission/Science Museum PRISM Fund for financial assistance towards the major work involved in restoring the chassis of this carriage. Then thanks to the Transport Trust for helping the carriage towards its full complement of footboards. Finally thanks to the Heritage Lottery Fund for their financial support which, together with generous donations from Members and from friends of the Trust, allowed the carriage to receive a very successful and amazingly beautiful interior restoration.

The smoke and fire damaged interior woodwork has been restored where possible, otherwise replaced appropriately. Robin Bannier is now the world's expert in Great Northern Railway seating of the 1890s as a result of painstakingly rebuilding seat frames and overseeing the upholstery. Here as elsewhere we were not helped by the near absence of contemporary drawings or other constructional information, despite the best research efforts of Dave Johnson, Paul Kirkup and

others. A near-complete Great Northern First Class seat, recovered many years ago by members of the North Yorks Moors Railway, was of great help. Painstaking work with a photocopier to enlarge an already faint image on one of the few drawings we were able to find paved the way for an excellent and we think historically accurate set of castings for the seat frames of the Third Class compartments – it's a pity that adding the seat upholstery means that you can't really see these! The two beautifully-upholstered First Class compartments each seat five people and each has its own toilet compartment. Two very neat red-upholstered Third Class compartments provide comfortable bench seats but no facility for "stretching one's legs". The ceiling decoration in both First and Third Class follows the patterns found in the extensive archaeological work carried out in the coach before the work on the interior began. This work was much hampered by the smoke damage but we were able to find a great deal of information further to the ceiling decoration, including the railway maps which adorn the outside of the toilet doors, very much intact and awaiting only the attention of the Paper Conservator.

Mirrors, luggage racks, blinds, globes for the Popes gas lighting, seat bases, upholstery along with a host of other items have been investigated, resourced, restored and fitted. We have now replaced the Harrison External Communication Cord, running the length of the carriage just above door level.

If you are thinking of coming along on Sunday 26th September for this initial launch of the coach please do check with the website or ring or email the Museum to find the state of play before setting off. Also remember to bring your VCT membership card. There might even be a cup of tea and a bun available as well as a ride.

What of the VCT's other carriages?

As reported in the last *Newsletter* our South Eastern & Chatham Railway designed/Southern Railway built "Chatham" Corridor Brake Third carriage No. 3554 was to be one of the exhibits in the **RailFest** celebrations at the National Railway Museum in York celebrating 200 years of steam. Many words have been written in the Railway and other press about this event, here is the VCT account.

The "Chatham" coach took to the roads on a low loader the week before the event. An interpretation board part-funded by a grant from the Yorkshire Museums Libraries & Archives Council (YMLAC) went along with the coach, which was also laden with many, many boxes of books together with the VCT market stall. Jackie and Michael Cope arrived on site at York on the Thursday previous to the opening day.

The huge site was a scene of general chaos. Locomotives both large and small, stalls and fairground rides were all being moved around and being put into place. Unmade paths linking one part of the site with another suddenly became tarmac footpaths and teams of locomotive owners anxiously examined their pride and joy as it was shunted into its allotted space. Stretches of track appeared and

when next one looked a locomotive was standing on it with men with oily rags polishing away as if their lives depended on it. In the large covered shed stalls were being erected by every conceivable railway group or railway-related commercial enterprise. We came upon VCT's Curatorial Adviser Richard Gibbon carefully tending one of his live-steam locomotive models. In the freedom of his newly-found retirement he was just there for the enjoyment as a member of the York Society of Model Engineers.

Meanwhile the NRM's team was working flat out to bring about a coherent display. We found our own Mark Astley among the volunteer work-force helping to move and lift and shove and heave. Mark was a great help to VCT with his knowledge of what was actually happening. We erected the VCT stall in the space behind the coach, which in spite of previous information did form the 'Southern Rake' with the Bluebell's locomotive *Blackmoor Vale*, which was looking very fine and was kept in superb polished order by the Bluebell team. On that day it seemed very unlikely that any form would come out of the general chaos, but as usual it all came together into a very successful and enjoyable event.



City of Truro, carrying an "Ocean Mail" headboard, awaiting "shuttle" service at RailFest. Our 'Chatham' carriage can be seen to the right, with part of *Blackmoor Vale's* tender just visible.

The VCT stall received much attention and was financially a great success. We sold a great number of books and videos, the large majority of which had been donated by Members and friends of the Trust – thank you! Thanks are due to all those who helped during that week. There was a different team every day and some had to wrestle with very wet or extremely hot conditions. The carriage received a great deal of attention from the general public. We thought at first this was purely in terms of somewhere to rest one's weary feet, but soon found that our visitors were seeking information and admiring the interior. The display board was placed at the side of the entry steps and proved invaluable, and thanks to some information sheets and membership forms produced by Malcolm Clark we were able to tell people something about the carriage and about our Trust.

The carriage returned to Ingrow on 16th June. From our new upstairs window in the Museum we observed the low loader slowly reversing its long load down the yard – the wrong way round! This matters, as the brake end of the carriage needs to be at the Keighley end and it wasn't: the carriage is too long to be turned on Keighley turntable. A three point turn with a 65 ft 3 in coach behind you is a manoeuvre worth watching. This particular manoeuvre involved turning left out of the Yard gates, then reversing to Ingrow Church, forward into Ingrow Lane, then reversing back to Ingrow Fisheries, then forward again into Ingrow Yard – right way round, this time! Needless to say the queue of traffic on the main road was watching for a long time and did not include many railway enthusiasts (well, not now, anyway). The carriage is now back in the Museum and the VCT is very pleased to have been a part of the RailFest, an extremely successful and historic event.



The 'Chatham' coach returning to our Museum – now the right way round

The centres of attention as far as our carriages are concerned recently have indeed been Great Northern No. 2856 and the 'Chatham' carriage. It's tempting to say "job done" for both of these vehicles, but this isn't necessarily so! We still seek two drop-down washbasins and two contemporary toilet pots for No. 2856 – if it just so happens that you can help here, please let us know. The photo shows the empty space awaiting a drop-down washbasin, also the ex-Southern Region toilet fitting currently in position: not bad, but "could be better"! Several small details are also yet to complete, and Robin Bannier still has quite a bit to do with the replica gas lamps and their installation, complete with electric lamps *within* the gas mantles. Meantime, the 'Chatham' is feeling its age with the result that its Caretaker Mike Holmes is catching up with quite a number of minor details – sticking sliding doors, ceiling panels needing attention, detached droplight straps and the like. Carriage restoration and conservation is always an ongoing business!



Then there are the Metropolitan Railway carriages. There is further cause for satisfaction for a work well done in relation to the **Nine-Compartment Met**. It was reported in the last *Newsletter* that it was hoped that this vehicle would be used as part of the Vintage train on 6th June last with the underframe restoration finished. It was a proud Caretaker John Heaton who saw this happen. He seems to have spent a great part of his life under the coach, cleaning, de-rusting, priming, undercoating and black painting all the framework. It can't be less than forty years since there was any significant attention to this underframe – and it showed! Meanwhile Chris Smith has worked on both bogies from this carriage, with some help from our Volunteer members. A broken spring had to be replaced and our thanks to those who donated towards this unexpected expense. The coach is now a credit to all who have worked on (and under) it and should now be available for many years to come.

The **First Class Met** is currently in the Workshop, awaiting the return of its bogie leaf springs from Sheffield, where they are being checked and renovated. It is therefore at present not available for use. John Heaton, who now seems to specialise in carriage underframes, has taken the opportunity to catch up with the several smallish outstanding cleaning and painting jobs underneath, with only a very little yet to be dealt with. Chris Smith has finish-painted the underframe trusses and repainted the footboards. Thanks to John and Chris, the work on this carriage is now complete, and it's looking particularly fine! (Well, perhaps I should say "very

nearly fully complete" as the springs will need replacing when they eventually return from Sheffield – and we are still short of the battery box covers: volunteers, please?!).

The other carriage currently in the Workshop is our 'Bulleid' carriage. We had hoped to be able to order at least the first section of external cladding sheet from Messrs Smiths Fabrications of Elvington, but

unfortunately this has not been possible. The reason is that we first need special stepped sections, straight and curved, to make up the window surrounds, which need to be fastened to the cladding sheets before they are put in position. We had difficulty in locating the firm which has supplied these sections to the Bluebell Railway in the past. We now know that the firm in question has gone out of business, being taken over by a second firm which also has gone out of business, with the goodwill of this firm being passed by Administrators to a further firm. We do hope this third firm manages to continue trading. Unfortunately, somewhere along the line the necessary patterns to make these sections have been lost or misplaced, which is not helpful. However, the Bluebell Railway is concerned about the availability of

these special sections and is pursuing this matter – their fleet of Bulleid carriages is rather more extensive than VCT's! So, all we can do for the moment is to await developments.

There is however plenty to do on our Bulleid, particularly as we have now run out the first of the two bogies. This now gives us a bogie overhaul task, very similar to the several we have seen in recent years, except that this Bulleid bogie is BIG. Once again the tyres will need turning and we will be sending all the springs (four leaf springs, four bolster coil springs for each bogie) for checking and renovation as then found necessary. More expense looms! Although the Bulleid bogie is much larger and much heavier than the Metropolitan Railway bogies, it is rather simpler and should be easier to clean and to repaint. Its general condition is quite good and we do not anticipate any significant problems.

Having the bogie out means that we can start work on cleaning inspecting and repainting the underframe. There are "vacancies in all Departments" – so, if you would like to help in this rather dirty but essential work on bogies and underframe, we would be delighted to hear from you.

Meantime, the **Met Brake**, the **Manchester, Sheffield & Lincolnshire Railway** four-wheeler and the **Great Northern** and **Midland** six-wheeled carriages remain in the Museum and are much as before. Some minor maintenance work has taken place and the first two are available for filming or any other use.

Autumn Steam Gala Weekend: 9th/10th October

The Worth Valley Railway's Autumn Gala Weekend should bring the opportunity to see our 'Chatham' coach and hopefully two 'Mets' behind LBSCR No. 473 *Birch Grove*, visiting from the Bluebell Railway. Other visiting locomotives expected that weekend are 'Black Five' No. 45407 and BR Standard Four No. 76079. With the Railway's resident fleet these should make an interesting weekend.

The VCT Shop and Magazine Room will be open and will be ready for the rush!

Fourth extension... and Workshop heating

"The Fourth Extension" would make a good title for the next James Bond movie. However, it's nothing so exotic in the VCT context. It is the latest building work carried out by the Trust, to allow a fire escape route from our upstairs room. It is a modest building, albeit in the event not modestly priced. Having this fire escape route means that we can now quite properly use our upstairs room for meetings of more than the previous maximum of five or six people.

This gives a great deal more flexibility as to how we can use this room and so is good news. As far as VCT is concerned, we will be christening the room at the Annual Meeting, to be held on Saturday 30th October. As you will read elsewhere in this *Newsletter*, the now traditional pre-Meeting lunch will be held at the Toby Beeches Hotel in Keighley. However, the Annual Meeting itself will take place in our upstairs room at the Museum and will also allow members to enjoy an after-lunch cup of tea or coffee and a chance to look around at what we have achieved over the past year.

The other very worthwhile improvement to the building has been the installation of background heating in the workshop. This will considerably improve the midweek working conditions during the winter months for our employees Chris Smith and John Heaton – and of course for our midweek and weekend volunteers!

Museum Visitors and Sales

In the surge of news about the excellent progress of our carriage and locomotive restoration work it is so easy to forget that but for the continuing hard work in the 'Sales and Visitor Welcome' department this work just would not take place. Our Shop Manager, Bob Stott, reports that in spite of the poor weather shop sales and the number of visitors to our Museum have been quite healthy. As reported elsewhere, RailFest was of course a major boost, but it is in the day-to-day activities in the 'Welcome and Shop' area that we see most of our income. One particular area of success continues to be the Magazine Room. Its fame is spreading via the website and old-fashioned word of mouth and we get a steady stream of requests for back-number magazines from all over the Country and from around the globe by email, letter, fax and even in person. Magazines range from the very early – for example, we currently have available copies of *The Locomotive* for June 1906, and *Model Railway News* for April 1931 – to much more recent issues of every UK railway and railway modelling magazine, together with a selection of American magazines and a wide range of UK railway society magazines, all very competitively priced. We cannot always oblige but we do keep a note of your requests as

magazines are donated regularly and there is a steady turnover of the stock.

If you've never been along to Ingrow, why not come along and browse? Better still come along for a couple of hours and help to sort the incoming stock. Where else will you get free tea or coffee and a very comprehensive railway magazine collection at your fingertips. One VCT friend, Jack Procter, who normally comes along at special weekends with his amateur radio kit, has found the magazine room sorting exercise a most interesting way to spend a couple of his holiday days and will certainly come again.

The Shop continues to carry a wide range of railway hardware and a good selection of second-hand railway books, paperwork, slides, postcards and tickets etc. Christmas is approaching so bear us in mind; contact addresses are at the end of this *Newsletter*.

Small items that would make good stocking fillers are new **fridge magnets** and **key fobs** showing *Sir Berkeley* and the Manchester, Sheffield & Lincolnshire Railway coach in Ingrow yard. These are priced at £1.10 each, plus 28p postage. Cheques etc. should be made payable to "VCT".

Website improvements: www.vintagecarriagetrust.org

Have you looked at our web site recently? In March we launched an improved version of the Carriage Database search engine. The Carriage Database is continually being updated and now includes lots of grounded carriage bodies further to those owned by preservation organisations. Why not take a look? There are over 4,450 entries to look at! The Carriage Database is also available from our Shop as a CD-ROM at the price of £12.50. If you would like a copy posted to you, please add a further 60p for UK post and packing. Those who have versions of this CD-ROM up to version 1.04 (possibly also version 1.05) may should they wish exchange their CD with the current version 1.06 at the price of £5, again plus 60p for UK post and packing.

Impressive though the Carriage Database is, it is just one section of the VCT website. Our 'links' page includes links to various railway search engines and portals that provide a gateway to around 7,400 websites, so there's bound to be something of interest to you.

Our website also features updated details of the hardware (bridge plates, builders' plates, trespass signs, lamps etc.) which we have for sale in our shop at Ingrow.

Our coaches (and VCT people) star again

We are delighted that once again we have been involved in another filming assignment. Keep your eyes on the BBC TV schedules in November for a four-part adaptation of *North and South*, taken from the book of the same name by Elizabeth Gaskell written in 1855. *North and South* tells the story of clergyman's daughter Margaret Hale, a privileged, middle class southerner who is forced to leave rural Hampshire for a new life in the northern industrial town of Milton. We should be featured in the first sequence of the first programme (aerial shots taken from a helicopter), and the last sequence of the final programme (interiors). Filming took place on Friday July 23rd and involved Lancashire & Yorkshire Railway 'Ironclad' 0-6-0 No. 957 leaving Haworth at 5.50 am to fetch the carriages from Ingrow. The carriages used were the Manchester, Sheffield & Lincolnshire four-wheeler, our Great Northern six-wheeler and Great Northern Brake Composite No. 2856. The human stars are Daniela Denby-Ashe, who has appeared in *My Family* and *East Enders*; and Richard Armitage, who has appeared in *Cold Feet* and *Sparkhouse*.

It is not only our coaches that get the chance of TV stardom. Watch out for an episode of *Bargain Hunt* some time in September. VCT Chairman Trevor England and Committee Member Dave Carr represented the Worth Valley Railway in an episode filmed on various dates in late June and early July. Their efforts at buying antique items for later sale through an auction house was an

interesting experience and the episode should bring some good publicity to the Railway and possibly to the Trust. They are both no strangers to assessing railway antiques, but it remains to be seen whether they are equally successful in the wider field.

Meanwhile our Treasurer Jackie Cope has to her own great amazement gained her Master of Arts in Railway Studies from the University of York Institute of Railway Studies. This was the culmination of two years of interesting part time study and a dissertation on changing volunteer attitudes in railway preservation. The research for this took place on the Worth Valley Railway. As usual Paul Holroyd as our press officer lost no time in sending out the information of this momentous event. Jackie suddenly became the Page 3 girl in the *Bradford Telegraph & Argos* (fully clothed? – you bet!).

A further development was an approach to Jackie from the BBC Video Nation initiative to make a short video on her life since retirement, her move to Haworth, and the links she now has in the railway preservation movement particularly her interest in carriage restoration. The result is available along with many other cameos from across the country on the Video Nation website. Just for the record, Jackie's two minutes can be found at http://www0.bbc.co.uk/bradford/videoNation/bradford_trains.shtml Perhaps more usefully, there's also a link to this from the "Events" page of www.vintagecarriagestrust.org, the VCT website You will need RealPlayer to view this.

Locomotive News: *Bellerophon*

Our Patron Chris Smyth attended the Saturday of Foxfield Railway's Annual Gala in July, and our Chairman Trevor England attended on the Sunday, with the Agreement regarding our locomotive *Bellerophon* being finalised on that day. *Bellerophon* was on static display at the Gala, which was hailed as a great success.

Our thanks go to Chris Smyth, who has taken his old friend *Bellerophon* under his wing once again. Chris visited the Richard Evans School at Haydock prior to the whole School visiting Foxfield to see *Bellerophon*, which has such historic links with their School. Chris spoke to the children at Assembly as part of his visit to the School, where he was made very aware of the modern child's complete lack of understanding of "coal" and its uses. At the end of his talk each Class took a small lump of coal back to their Classroom – it really has become "black gold"!

As you can see in the photograph, the whole School made a great effort to enter into the Victorian spirit during their visit to Foxfield. This included the Staff, with the Headmaster looking every inch the Victorian man of means!



Sir Berkeley

In our last *Newsletter* we were delighted to report the £50,000 grant from the Heritage Lottery Fund towards the restoration of this interesting Leeds-built locomotive. This work is being carried out in co-operation with the Middleton Railway in Leeds, where the locomotive has been on a series of loans over the last few years. The contract for the boiler work has been placed with Messrs Israel Newton & Sons Ltd of Bradford. Newton's have started work on the Contract to the extent that the first two of the five staged payments have now been made. To date this work has included modifications to the existing flanging blocks and cutting and flanging of the throatplate and back plate, with work to start shortly on manufacture of the wrapper plate. Meanwhile the Volunteers at Middleton are working towards clearing other projects to give space to allow the frames of the locomotive to move into the workshop. Some work has started on dismantling, degreasing and checking coupling rods and checking for damage and wear and tear elsewhere. Steve Roberts, the volunteer Chief Mechanical Engineer on the Middleton Railway, has now taken early retirement from his 'day job' and is confident of seeing good progress over the next few months during his newly acquired spare time. We haven't the heart to tell him that this 'spare time' is just a dream, which never materialises!

Lord Mayor

Progress on this locomotive is slow due to the many other commitments of our Volunteers. Suffice to say that the rubbing down is the most tedious and long-winded part of the process. The majority of the brass work is now detached and ready for cleaning and it is hoped that things will progress during the coming months. In the meantime children continue to love the old engine and its footplate is still the place of dreams to them.



Our thanks to VCT member David Page for his donation of interesting photographs which he shot way back in July 1970. These include this one of *Lord Mayor*, on show at Ingrow during the Worth Valley Gala Weekend of that year. The view is also of interest in showing what is now the Bahamas Workshop and Museum building. The Bahamas Locomotive Society, like the VCT, has come a long way in recent years. We take the opportunity to congratulate them on gaining a Lottery grant for the restoration of the National Trust locomotive in their care, London & North Western Railway 'Coal Tank' No. 1054.

We welcome donations of photographs, written materials and any other items having relevance to our Collection. All are kept carefully for the future. They provide useful evidence for use in our restoration work in years to come.

Notice of the Trust's Annual General Meeting for 2004

Confirming the date and time mentioned in earlier editions of the *Newsletter*: this year's Annual General Meeting will be held in the "Upstairs Room" at our Museum, on Saturday 30th October 2004, at 2 pm. You should find a copy of the Agenda etc. enclosed with the present *Newsletter*: if not, please contact the Trust by letter, phone, fax or email and ask the Secretary to send you a copy.

As previously, we will be holding an informal lunch before the meeting, once again at the Toby Beeches Hotel, and once again gathering at 12.15 pm for 12.30 pm (sharp!). This should give plenty of time to get back to our Museum for the 2 pm Annual Meeting.

AJECTA

AJECTA is our French twinned body, the Association des Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois. AJECTA is based at Longueville, close to Provins, at the outermost extreme of the Paris suburban rail network. Their website is www.ajecta.org, their email address is trains@ajecta.org and their postal address is: Dépôt des Machines, B.P. No. 1, 77650 Longueville, France. Information about their railtours is available from the website or from the Provins Tourist Office: telephone (00 33) 1 64 60 26 26; fax (00 33) 1 64 08 68 56. Please note that their Autumn railtour this year takes place on Saturday 16th October. The train will leave Paris Austerlitz at a provisional time of 7.45 am, headed by locomotive 140 C 231, and will travel via Melun, Sens and Auxerre to Cravant for road connection to the hill-town of Vézelay. Return to Paris is expected to be at about 10.15 pm.

Caption Competition result

The photo of Mark Astley taking part in the new Olympic sport of toilet wrestling brought in many suggestions for the caption competition, most of them printable. We particularly selected as prize-winners David and Joseph Freeman's "*Not all our volunteers have to start at the bottom*" and trustee Philip Walton's "*If you hold this to your ear, you can hear the sea*". Amazingly inexpensive prizes are on their way.

Jet "Big Smile" promotion

Continued thanks go to those Members who use their VCT "Smile" cards when purchasing fuel from Jet garages. The 1p given to the Trust for each litre of fuel purchased continues to represent a steady source of extra income to the Trust – please keep it up! If you buy petrol or diesel from Jet fuel stations, please consider joining this scheme. It's now much easier join: all that is necessary is to pick up a "Smile" card when next you visit a Jet station, complete Part 1 of the form and in the section "Big Smile Account name" on Part 2 write the VCT's Smile number, which is: 02 0169 3975.

The "Usual Notices":

Working Weekends take place at our Museum on the **second full weekend of each month**. So; dates for the remainder of 2004 are: **September 11th/12th; October 9th/10th; November 13th/14th; and December 11th/12th**. There's always work for everyone: no special skills needed – so how about joining us for an hour or so (or more) on one (or more!) of these dates?

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 are jobs of all sorts, not just in the Workshop. Let us know your interests and we will try to find you a niche. We look forward to welcoming you!

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 which should be enclosed with this copy of the *Newsletter*)? This will allow the Trust to recover Income Tax you have already paid, so increasing the value of your Membership Subscription and of any donations you may make by 28 pence in the pound, at *no* extra cost to you. 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.

If you have already completed a Gift Aid form in favour of the Trust: please remember to let us know if your circumstances change and for any reason you stop paying United Kingdom Income Tax.

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

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 much appreciated!

Giving through your Self Assessment Income Tax Return. If you pay Income Tax through the Individual Self Assessment scheme, you will be aware that for the 2003/2004 returns onwards (these were issued in April of this year) you may 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.

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Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Museum telephone 01535 680425; fax 01535 610796. Hon Secretary telephone/daytime fax 01535 646472.

Website: www.vintagecarriagestrust.org Email: admin@vintagecarriagestrust.org

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