



# Vintage Carriages Trust

## Members' Newsletter: December 2008

**New Subscription Secretary (and new Subscription Rates)**  
**Looking forward to 2009 – VCT's 20<sup>th</sup> Year at Ingrow**  
**....and good progress continues!**

We would like to introduce our new Membership Secretary, **Jeanette Achilles**, elected at our recent Annual Meeting. At the same time we thank our retiring Membership Secretary, **Malcolm Clark**, for all his work not just in dealing with membership matters and welcoming new members but also in his work with special Membership initiatives on Vintage Train days and producing comprehensive membership forms for display around the Museum and elsewhere. His help in setting up the exhibition to mark the Railway's 40<sup>th</sup> anniversary is also much appreciated. Jeanette is extremely pleased that he continues to be available to help and guide her into the job at this time, when (hopefully) subscriptions are coming in thick and fast and new subscriptions rates are being introduced. Malcolm will also continue to look after the Heritage Railway Association's RailPass scheme. As agreed at the Annual Meeting, the VCT Annual Subscription is now £8 for ordinary membership, with Life membership correspondingly increased to £240. If you pay the minimum subscription by Standing Order,

you should already have had a request to set up a new mandate – if you haven't already done so, please return this to us as soon as possible. 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. As always, if you are able to add a donation to your payment, please do so!

We are making a "Special Offer" for existing members: if you would like to convert to Life Membership, you can do so NOW at the old rate of £180, so saving a full £60 – but note that this is valid only up to 31<sup>st</sup> January 2009! A copy of the Minutes of the 2008 Annual Meeting should also be enclosed with this *Newsletter*. Thanks go to VCT Vice-Chairman Mike Holmes for taking these minutes and to Hon. Secretary Dave Carr for transcribing them. Dave hasn't been too well lately and is still undergoing treatment; all at the Trust wish him a full and a speedy recovery.

If you would like a copy of the 2007/8 Annual Report please send a stamped addressed C5 envelope to VCT, c/o Haworth Station.

.... and yes, 2009 will indeed be the Trust's 20<sup>th</sup> year at Ingrow! This is not the most exciting statement but as all of us know who have been involved over those 20 years the erection of the basic shed at Ingrow (the photo shows construction well in hand) was a real turning point in the life of the Trust.



No longer was VCT a small group beavering away in odd corners of Haworth or Oxenhope yard or getting under the feet of the Worth Valley Carriage & Wagon Department in Oxenhope stone shed – we now had a building of our own.

However 20 years is a long time and the structure needs some work doing on it: indeed, Messrs Woolers of Keighley are now hard at work on this! Some is much-needed regular maintenance which just hasn't taken place in recent years – a professional clean of the roof lights, and a thorough check and where necessary clearance of the gutters and down pipes. Also, the floors in all three public toilets and especially in the Mess Room are in urgent need of attention. This involves replacing the

### **Looking back at 2008**

2008 was a very full year as our Trust helped the Worth Valley Railway celebrate 40 years since Re-Opening. We have all enjoyed being part of the Worth Valley's celebrations.

Displaying "USA" locomotive No. 72 and our Metropolitan Brake coach, both in their "WVR Re-Opening" liveries of 40 years ago, was only part of the job. There was the mounting of a considerable number of photographs of those early days and setting up an "exhibition trail" to highlight various objects around the Museum relating to the 40-year theme. Paperwork from the first day of running in 1968, notably the Responsible Officer's report book and many other small items, all helped to create interest.

### **Looking Forward to 2009**

VCT will be very pleased to celebrate 20 years in the Ingrow building, which opened to the public for the first time on 14<sup>th</sup> October 1989.

Those involved in the Trust 20 years ago remember Ingrow Yard as a wilderness of weeds and old boilers; a far cry from when it was a busy Railway Yard serving the surrounding mills and other industries. The shed which is now occupied by the Bahamas Locomotive Society was used by the WVR as an outpost to store assorted items and for some years the locomotive *Sir Berkeley*. The north end of the yard was a wilderness.

However, VCT realised this had the potential for a building in which to store and work on the collection of carriages and locomotives. The Trust agreed with the Railway a "peppercorn" rent for some of this land.

floor joists, the flooring, and the floor covering itself. Also, attention will be given to where water is getting in at the join of the "old" Museum building to the "new" section (the Workshop). Not exactly exciting work, but something that is very necessary!

The results of all this may not be obvious to the eye or make you gasp with delight but they will make an important difference to what most working members refer to affectionately as "the Shed". It will of course cost money. If you are able to add a donation to your Annual Subscription – or would like to send a separate donation – your support for our *Helping our Shed: Roof and Floor Appeal* would be most helpful and much appreciated!

Our thanks go to all those who gave so much time and effort towards making the Exhibition a success.

However, all good things come to an end. Locomotive No. 72 returned to Oxenhope Exhibition shed in time to be on show during the WVR's Beer and Music weekend. The Metropolitan Brake coach, which has caused much interest in its bright Oxford Blue and Primrose livery of the 1960s, is now in the Workshop receiving severe attention to its windows before being returned to an authentic original London Transport Metropolitan Line brown. There's more on this and other coach matters below.

Foundations were laid in Spring 1988 and the completed (very basic) shed with its two roads opened a year and half later.

Today we are amazed at the progress which has taken place since then and are very conscious that this is almost entirely due to the tremendous support of our membership.

In the *VCT News* of September 1989 the then Chairman of VCT Chris Smyth wrote "As we open the doors of the Vintage Carriages Trust's Ingrow Carriage Museum the complications of the construction period can be put behind us. But many challenges lie ahead. VCT has a collection of railway vehicles of which it is justifiably proud. How are we to present them to our visitors? We could just open the doors and let them walk round. But will they really appreciate a shed of old railway carriages if we make no effort to direct their eyes?"

Well, as anyone who visits the building today will know, there have been many changes over the intervening years. Grants from several organisations, notably the Heritage Lottery Fund, and most importantly donations from a great many Members and friends of the Trust, have allowed special walkways, disabled access and workshop facilities to be added. It is all a long way from the simple building of October 1989, but at least that did provide what was needed: secure undercover accommodation where restoration work could continue with adequate space and out of the weather. Watch this space in the next *Newsletter* to find out how we will celebrate this milestone with a special event.

*In the meantime there is a way to catch up on the history of the VCT over the last 20 years and the years previous to the Ingrow invasion, and view some fine photos of our present activities. Philip Walton explains:*

“Now that the long, dark evenings are here, we have a variety of offerings to occupy you on the VCT website. Through it you can access the three Railway Heritage Register databases – Carriages, Wagons and Horse Drawn Vehicles. If that isn’t enough, there is a selection of VCT *Newsletters* from the last twenty years. We frequently add *Newsletters*, usually at the rate of one each weekend.

There are also new Photo Pages for *Bellerophon*, GNR No. 2856 and the Bulleid, which are updated whenever we receive new images. If you have a digital photo of a VCT vehicle which you would like to see on the website, please send it to the VCT email address, with details of when and where it was taken.

For those of you with a mind for figures, the total VCT website (including Carriages, Wagon and Horse Drawn Vehicles) is used, on average, to show 4,000 pages per day.”

It must be worth a look! A reminder of the address: [www.vintagecarriagetrust.org](http://www.vintagecarriagetrust.org)

## Carriage progress reports

### ‘Bulleid’ Third Open No. S1469

The provision of a clean, dry and secure shed did of course allow massive progress to be made on the VCT collection and nowhere is this more obvious than the progress on the Bullied coach.

Before reporting further on the coach we must thank all those who so generously contributed to the “Bulleid Bellows and Moquette” Appeal. The total given to date is just under £1,800 and will go a long way towards paying for these essential items, heralding the completion of this coach.

We have good news concerning both of these. The bellows (or, we are reliably informed, more correctly the “diaphragms”) of the end corridor connectors caused us a great deal of trouble in finding someone who could source appropriate material and then sew them together for us. We should have looked much earlier towards Messrs A S Pickering of Bradford – the firm who previously dealt with GNR 2856’s upholstery for us. No problem: very similar, they said, to car folding roofs and to boat covers of which they make quite a lot. We were duly impressed when David Brown of Pickerings arrived carrying (in his right hand, in the photo) a rather small and neatly folded package. This was one of the diaphragms – the other is on the floor by his right foot. In his left hand David is holding the shambles that was the original item, now well and truly life-expired. We still have to add the metal strips round the edges, which hold the diaphragms in the correct shape – but certainly the worst is over in the saga of the bellows (or possibly diaphragms!).



Embarrassingly good news also with the moquette. VCT Member David Wigley (who is much involved with Carriage and Wagon matters on the Bluebell Railway, also with the Carriage Survey) mentioned our need for “Parentheses” pattern moquette at this year’s Carriage & Wagon Restorers’ Weekend. Very recently we received a message saying please contact the Mid Hants Railway about this. Robin Bannier, as Project Leader for the Bulleid coach, rang them: yes they had the material available and yes they could send us a roll of this pattern – it’s now arrived! And we’ve paid for it: thanks to all who contributed!

Meantime, Gordon Maslin of Railway Vehicle Preservations Ltd has located some of this moquette at the Great Central Railway (which is where RVP Ltd is based). This too is likely to be available – which transforms our position from desperation to find this moquette to being embarrassed by an excess of the material! Obviously our thanks go to both David and Gordon for their efforts on our behalf – it’s unfortunate that we can take up only one of these sources.

### **Metropolitan Railway Brake No. 427**

The end of the “Worth Valley Railway: 40 years since Re-Opening” exhibition saw our Metropolitan Brake coach shunted into the Workshop to allow it to be repainted back to its final “Metropolitan Line of London Transport” brown livery. This is prior to it joining the Nine-Compartment Metropolitan Railway carriage at the National Railway Museum’s “Family Fun Days” event, taking place on 14<sup>th</sup> to 22<sup>nd</sup> February. This is actually rather a tight timescale, not helped by



the need to replace the plate glass making up the majority of the glazing of our Brake coach by safety glass. This tight timescale has meant that work on the Bulleid has had to be put largely “on hold” for the moment, with our employee Chris Smith working almost exclusively on the Met. Brake – assisted midweek by amongst others Philip Walton. Despite landing a job best described as “boring”, Philip said how pleased he was to be able to again do things “hands on” on the carriages. This is of course the cue to say that if anyone is able to assist with this project, would they please make contact! Remember that the Workshop is now heated, so working conditions are quite good, even in Winter.

We are doing our best to ensure that we get the correct brown for this coach, being that it carried in the last few years of operation on London Transport’s Metropolitan Line. We are particularly grateful to Sam Mullins, Oliver Green and Bob Bird of the London Transport Museum for their help with this. The end product is that Bob Bird was able to locate official standard colour patterns (cards) issued by the central laboratory at Chiswick between January 1956 and June 1962 for “Metropolitan Brown”.

The shade is the same on all these cards. Bob has now sent one of these cards to Messrs Williamsons of Ripon for them to match, which means that very shortly we will order the necessary quantity of that which will now be referred to as “1956 London Transport Metropolitan Brown”. This looks to be the closest we can possibly get to the authentic final colour of the “Dreadnought” carriages. However, we can be absolutely certain that this won’t be precisely the same brown as currently carried by our Nine-Compartment Third Met.: and no, we won’t be repainting this carriage just for the moment!

We need also to establish just what “red” means as far as the Brake ends are concerned. Mike Holmes is working on this, with the present indication being that red Brake ends came in only towards the end of the working life of the “Dreadnoughts” (previously they were painted black) and that “red” should be “vermilion”. London Transport Museum has no immediately-available information about this and so would welcome a report from Mike in due course. If you have any information at all about whether these Brake ends were black or red, and if red when and just what “red” was used – Mike Holmes (c/o our Haworth Station address) would be very pleased to hear from you. Please quote your sources!

On its return from the National Railway Museum, we will need to again stop the Met. Brake so that the second bogie can be run out to allow spring overhaul and what is likely to be significant attention to that bogie and its brake gear. This will give the opportunity for further work on those compartments of this coach which have not received attention in recent years.

### **Nine Compartment Metropolitan Third**

This carriage had a rare outing in August away from the Worth Valley when it visited the Barrow Hill Roundhouse Railway Centre in Derbyshire for their "Rail Power 2008" celebrations. At Barrow Hill our carriage was paired with Metropolitan Railway 0-4-4T No. 1, visiting from the Buckinghamshire Railway Centre at Quainton Road. This was the first time since 1994 that this "Metropolitan" combination had taken place.

### **Great Northern No. 2856**

Apart from receiving much admiration from the visitors, this carriage has not seen much action of late. Hopefully at least one outing should take place in 2009.

There are still a few items needing attention. We are grateful to Tony Cox for helping progress one of these by his kind donation of a rather fine copper drop-down washbasin. After a very good clean this should be a very much more appropriate item for one of the two toilet compartments than the stainless steel washbasin

## **Membership Matters**

### ***Malcolm Clark writes his final report as he hands over to Jeanette Achilles:***

"Although recruitment of new members has been a little slower, we are still on track to have 600 members by the end of the year.

The AGM in October accepted a recommendation from your Committee to increase subscriptions from 1st January 2009. Ordinary annual membership is now £8 and Life Membership is £240 (with a special offer of Life Membership at the old rate if paid before 31<sup>st</sup> January 2009).

### ***Jeanette in her new role as Membership Secretary writes:***

"We are very pleased to welcome the following new members who have joined us in recent months: Neil Hartley, Colne; Edward Marian-Farrar, Whitby; Robin Richards, Guiseley; Rev. John Hudson, Keighley; Mike Yeadon, Solihull.

We are very sorry to report the death of member Priscilla Wade whose husband Ben was very involved with Philip Walton in the restoration of *Lord Mayor* in the early days of the WVR. Ben's interest is now in small diesels and as a chef on the Railway's "Wine & Dine" ventures. Priscilla was very supportive of VCT and all Ben's railway interests. Our thoughts and support go out to Ben.

currently in position – probably from sleeper coaches of the 1950s or 1960s. As always, it's very pleasant to see continued progress, even with "completed" restoration projects. Many small improvements combine together to make something very well worthwhile.

### **Great Northern six-wheeler No 589**

It was a pleasure to see Dave Johnson back with us at the Annual Meeting and looking well. Dave has attended the Saturdays of Working Weekends since then and has been able to resume planning for the further restoration of this vehicle.

A recent development is that the Hull & Barnsley Railway Stock Fund is about to purchase a quantity of moquette, which would be very suitable for this coach, and we (with others) have the opportunity to join this purchase. This avoids the hefty minimum charge incurred if we were to order any moquette all on our own: it's expensive to set up the looms for these special designs and this is reflected in a minimum quantity – probably sufficient for six or seven coaches the size of our GNR 6-wheeler! This will be a fairly expensive exercise, and sadly pressure on our Workshop space means that we won't be able to go ahead with the full restoration of this carriage in the near future – unless we find a champion or can access grant money! ...but at least having this moquette will very considerably ease things when we *are* able to go ahead.

At the 2007 AGM we were asked to look at ways of improving the production quality of the *Newsletter* and we hope you approve of the better quality printing and heavier paper. Although the higher costs are being subsidised by the generosity of one of our members, we feel a modest increase in subscriptions to help us to improve member services is justified, and of course we are also affected by inflation."

Also Jack Procter's wife died very suddenly recently and we are sure that all and especially those who meet Jack in his beautifully organised magazine room will want us to send our condolences.

On a much happier note: two VCT members, Julian Jones and Sakina Mir, receive our congratulations on their recent marriage. Julian is very well known on the WVR; he played a very active role in setting up the Railway's 40<sup>th</sup> Anniversary celebrations.

## Locomotive News

Each of the VCT's fleet of three locomotives has seen varied exposure this last few months.

Over the Summer and for the duration of the Exhibition "USA" locomotive No. 72 replaced **Lord Mayor** in providing an accessible locomotive footplate for our visitors young and old to experience. *Lord Mayor*, so loved by many of our smaller visitors, spent a rather dusty Summer in our Workshop. However she is now out again in her (his?) usual spot and after some tender loving care from John Stephenson and others is accessible and fulfilling the dreams of those who stand on her footplate.

**Sir Berkeley** has now returned to the Middleton Railway and is in service there from time to time. Those with a special interest in this little locomotive are advised to visit the Middleton website [www.middletonrailway.org.uk](http://www.middletonrailway.org.uk) or ring the Middleton Railway (0113 271 0320) before venturing forth.

**Bellerophon** (recently described as "The Thinking Man's Industrial") enjoyed a very successful end of year. Our locomotive is well looked after at the Foxfield Railway and was very much in the right place at their Victorian Weekend back in July. A number of the Foxfield volunteers dressed for the occasion, and it was a pleasure to see the family of the late Vernon Smallwood present, with young David looking very smart in his tailcoat and neat cravat. VCT Chairman Trevor England took the opportunity for David to be part of a brief re-dedication ceremony following the successful completion of the locomotive's ten-year boiler overhaul.

## Body Parts

The Carriage survey is the usual place for news of bodies in fields – the police have not investigated this yet... but... Now we to report bodies in carriages! As we endeavour to tell the story of passenger rail travel it is useful to have a few passengers standing around. The "Guard" mannequin and the lady honeymooner in the Chatham coach have scared many a visitors over the years. A recent school party member was heard to dare his friend to "go and sit next to the dummy in the Guard's van". "What's different?" was the reply "I sit next to a dummy every day". This child will go far, we think! Soon he will have many Guards and other "dummies" to sit or stand next to. The National Railway Museum has kindly donated to the Trust a whole

Later in the Summer, *Bellerophon* joined up with the Furness Railway Trust's 1863-built Furness Railway No. 20 in a tour that covered three major sites in the North East.

**Tanfield Railway** was the first to receive *Bellerophon*, as a star of their "Legends of Industry" weekend. Chairman Trevor with Ken Cook and Chris Smyth visited Tanfield for this occasion and were very pleased to see not only *Bellerophon* in action but also the smart new shed in which the running coaches are housed. They had a very friendly welcome to what was a successful weekend. The following weekend at **Locomotion** the loco was seen in action by Jackie and Michael Cope, VCT and WVR volunteers Sara and Roger North and again by Trevor. The event celebrated Locomotion's fourth year in operation and was very well attended with lots of families. No. 71000 *Duke of Gloucester* was in light steam on the museum's forecourt as *Bellerophon* and Furness No. 20 offered extremely popular brake van rides to a reported nearly 8,000 visitors. The next weekend at **Beamish** the two locomotives met up again with two of Tanfield's vintage coaches at Rowley Station to form a fine vintage train.

Revenue earned by the carriages and in particular the locomotives at these and other events must be put on one side for their long-term upkeep. It is with this in mind that the agreements which have been drawn up with Foxfield (for *Bellerophon*) and Middleton (for *Sir Berkeley*) make provision for these monies to be identified and kept for this purpose.



collection of mannequin bodies, heads and other spare body parts surplus to their requirements. These piled together make a rather gruesome sight so have been hidden away in a Guard's van until they can be sorted.

We would ask *your* help in dressing these figures as authentically as possible. We require railway

## Guest Exhibitor

We have received a number of requests from people with railway-interest collections asking if they can display these on short-term loan in the museum. Providing they fit into the theme of passenger travel or have some connection with our Collection, we are very happy to add them to the waiting list.

## Yet another surprise award

Jackie and Michael Cope were puzzled but delighted to receive a letter from the Nationwide Building Society in early summer to say that they had been nominated for the "Heritage Heroes" section of the joint Nationwide Building Society/Heritage Lottery Fund Community and Heritage Awards, for their work in the field of railway carriage restoration and the development of the Museum. Although very pleased to receive the award, they are mystified as to who nominated them, and insist that they work as part

## Books and Magazines

Once again a reminder that the Trust relies for much of its income on the sale of second-hand books, railway magazines, models and hardware. We have to adhere very strictly to the "railway-related items only" policy but within that parameter welcome anything and everything! At the moment we are rather shy of model railway items – and, following recent excellent sales, railway magazines. Your donations especially of these items would be very much welcomed. Sales via the internet continue to be very steady. Those visiting our magazine room have commented that it is so much easier to use than the random piles of magazines to be found at

## 2009 dates for your Diary

Please note that these events are subject to change. Please check before travelling.

31<sup>st</sup> January to 1<sup>st</sup> February: the Heritage Railway Association's Annual Meeting; Severn Valley Railway.  
Friday 13<sup>th</sup> February to Sunday 15<sup>th</sup> February: Worth Valley Railway's Spring Gala. The intended visiting locomotive is No. 70013 *Oliver Cromwell*.

Saturday 14<sup>th</sup> to Sunday 22<sup>nd</sup> February: "Family Fun Days" at the National Railway Museum. Our Nine-Compartment and Brake Metropolitan Railway carriages will be present.

23<sup>rd</sup> April to 30<sup>th</sup> April: FEDECRAIL meeting, based in Luxembourg.

Sunday and Monday 3<sup>rd</sup> & 4<sup>th</sup> May (May Day Bank Holiday): Worth Valley Railway Vintage Trains.

First Sundays of June, July and August: Vintage Train Days on the WVR. VCT carriages are expected to be in passenger service.

Friday 26<sup>th</sup> June to Sunday 28<sup>th</sup> June: Worth Valley Railway Steam Gala.

uniforms from the past – even from the recent past. Also clothing from the late 1800s or the 1920s (flappers) to the 1950s (new look) – drain pipes to bell-bottoms. The ever-growing collection of interesting trunks and suitcases will then have owners standing by, waiting endlessly for the train to leave the station!

In the meantime, the first of these "Guest Exhibitors" is WVR Archivist Paul Brunt with his collection of handbills. These include for excursions from Keighley and other West Yorkshire towns. Some of the Trust's own handbill collection has been added to the display.

of a team of volunteers. The Regional Award was a beautiful engraved rock glass tablet – and a £500 cheque, which has gone to VCT funds. They are still debating on what to spend the further £250 of shopping vouchers!

They attended the national finals held at the Tower of London on 11<sup>th</sup> November and met the 200 plus others regional finalists in the various categories. The National "Heritage Heroes" Award winner was Don Bearcroft, the volunteer curator of Abertillery and District Museum.

most preserved railway sites. Jack Procter together with all those who help in the magazine room have made something which is pleasant to browse, is time saving if you are in a hurry – and is a very important part of our sales activities. At the Annual Meeting, Jack was proud to receive the coveted "Wallis and Grommit" award, given annually to an individual who has given time and effort to uphold and improve the Trust over the previous year. The history of the award is lost in the mist of time: if you have the time and are really interested ask Philip Walton or Chairman Trevor England and they will spin you a yarn. Believe it if you will!



The shunt to move the Met. Brake back into the Workshop necessitated moving the now-completed second bogie for the 'Bulleid' coach. Motive power was provided by (L to R) John Boddy, Ray Sowerby and Michael Cope.

**Finally: to all our members A Happy Christmas and we look forward to a Good New Year for you all and for the Vintage Carriages Trust.**

## Other Notices

Our twinned French body is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". Opening times for their depot at Longueville and railtour information is on their website [www.ajecta.org](http://www.ajecta.org). Longueville is close to Provins, at the outer extremity of the Paris suburban rail network.

Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail [contact@ajecta.org](mailto:contact@ajecta.org). Tel: (00 33) 1 64 08 60 62, or try the Provins Tourist Office on (00 33) 1 64 60 26 26.

**VCT Working Weekends** take place on the second full weekend of each month. So: dates for the next few months are: **December 13<sup>th</sup>/14<sup>th</sup>: January 10<sup>th</sup>/11<sup>th</sup>: February 14<sup>th</sup>/15<sup>th</sup> and March 14<sup>th</sup>/15<sup>th</sup>.**

(Normally there's more happening on the Saturdays.)

**Working Evenings** take place on the first and third Wednesday of each month. If you are able to join us to work at other times including midweek (any day, but Tuesdays for preference) please ring – normally we can find something you might like to tackle!

**Every Saturday and Sunday** we need volunteers to look after our sales counter, and our visitors.

If you can help even if it is only occasionally do get in touch: please ring 01535 680425 or email us on [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)

**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.

**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 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.

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

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