



# Vintage Carriages Trust

## Members' Newsletter: September 2008

### **Royal Visit: much activity: steady progress - and Notice of our Annual General Meeting**

#### **Annual Meeting: Saturday 18<sup>th</sup> October**

The formal Notice of the Annual General Meeting should be enclosed – if not, please let us know! This will be held on **Saturday 18<sup>th</sup> October** 2008 at 2 pm at our Museum at Ingrow. This is on the same day as the Worth Valley Railway's Annual Meeting, which will take place that evening. Having the VCT and the K&WVRPS Annual Meetings on the same day allows those who wish to come for the weekend to attend both meetings. As is our custom, the Annual Meeting will be preceded by luncheon, again to be held at the Brontë Hotel, Lees Lane, Haworth, at 12.15, for 12.30 sharp. The Brontë Hotel is within about ten minutes walk (for the fit) from the Station at Haworth, and buses between Keighley and Haworth (via Ingrow) pass the door. It has ample parking, good food and good beer.

As noted on the enclosed Notice of Meeting, please let our Secretary Dave Carr know if you are joining us for lunch. He will then send you a menu from which you may make your meal choices. Dave can be contacted via e-mail at [davecarr\\_228@fsmail.net](mailto:davecarr_228@fsmail.net) or on his home telephone number of 01759 304176.

The Annual Meeting itself will be held in the upstairs room at our Museum at 2 pm. There will be plenty of time before and after the Meeting to look around the Museum. After the meeting there will no doubt be the annual celebration of what has been a remarkable year complete with a cake and suitable refreshment.

#### **The Trust: much activity!**

It is difficult to know just where to start this *Newsletter* – the months since the last edition have been packed with activity, most of which could not have been envisaged five months ago. Before we spiral verbally like a rocket on bonfire night, with tales of *Sir Berkeley*, *Bellerophon*, visiting Royalty and Mayors, High Sheriffs, Lord Lieutenants and Jolly Fishermen: it is good to remind ourselves that so much of what has happened would not have been possible without the hard work and/or support of all Members. We have been very proud to present the Trust in all its aspects during this busy time.

The 40<sup>th</sup> Anniversary Exhibition, centred on locomotive No. 72 in its "Re-Opening" livery and its attendant Metropolitan Railway Brake coach in its amazing Primrose and Oxford Blue livery, certainly stop people in their tracks as they enter the Museum.

Those working on the "Bulleid" coach, led by Robin Banner, are making good progress and the coach is now well worth Royal attention. There has been a great deal of activity in all aspects of the Trust. There has been a lot of behind-the-scenes work going on at Ingrow with display, with the library and archives and in continually up dating and expanding the web site: also off-site with the locomotive *Bellerophon*.

Fortunately our Chairman seems to be able to take on the difficult task of sorting the comings and goings of coaches and locomotives which involves juggling several important arrangements in the air at once. He even juggles gravy (but that is in a different context – you need to ask him for the details): now, that *is* clever! The stars of all this are of course the various parts of the Collection and they were ready and waiting for what have been and continue to be "interesting times".

“Museum on the Move” is a pet phrase of our Curator, Jackie Cope. She maintains that VCT is “a Museum on the Move” with a base at Ingrow in which the Collection in part is displayed and kept secure. She is

therefore very pleased with the activities which Trevor and others have set up over the past few months, which have illustrated the “Museum on the Move” extremely well.

## So: what’s happened so far this year?

We will start with **Easter Saturday, 22<sup>nd</sup> March** with the launch of the 40<sup>th</sup> Anniversary Exhibition, organised as a tribute to the Worth Valley Railway in this its 40<sup>th</sup> year of operation.

This Exhibition was declared open by the then Mayor of Keighley, Councillor Brian Hudson. It was very pleasing that so many Members had been able to take up the invitation to be present sent with the last *Newsletter*, and were able to enjoy the opportunity to view the display of Loco 72 and the Technicolor Metropolitan Brake coach, both of which formed part of the original Re-Opening train back in 1968.

Original rosters and other paperwork of that day, forty years ago, are on display as is a range of archive photos. The ubiquitous cake and other refreshments were available. The Mayoral party stayed long and appeared to really enjoy their visit to the Museum. Good local contacts were established which will help on both sides in the future. We take the opportunity to thank Keighley Festival, the Worth Valley Railway Trust and Keighley Town Council for their kind and much-appreciated support for this Exhibition.

Then on **Friday 6<sup>th</sup> June** another Mayor visited – this time from Skegness on the Lincolnshire coast. He was accompanied among his party by a very famous face: “The Jolly Fisherman” of poster fame. The advertisement which became so famous is 100 years old this year.

The party travelled on the Worth Valley Railway, with the train sporting the original “Jolly Fisherman” headboard, and then dropped in to visit our Museum.

Also with the Mayor was a party of Redcoats from Butlins at Skegness. The “Buses for Butlins Camp” enamel sign which is part of the display gave the perfect opportunity for a photo shoot. Trevor pointed out to the Mayoral party that the two Great Northern coaches in our Collection are very relevant to the history of railways in Skegness, which was served by the Great Northern system. One of our visitors on finding out what all the fuss was about was thrilled as she had in her much younger days worked at Butlins. She took endless shots on her mobile of the “The Jolly Fisherman” who on this very warm June day must have found his very well-padded costume very “jolly” indeed.



Left to right: VCT Chairman Trevor England: Cllr Neil & Cllr Rita Pimperton (Town Mayor and Mayoress of Skegness), the Jolly Fisherman himself: Butlin’s Redcoat: Chris Bates (WVR and VCT): Butlin’s Redcoats

However, the Highlight of the Summer has to be **The Royal Visit**. On Thursday 10<sup>th</sup> July the Trust was honoured to be part of the Worth Valley Railway's welcome to His Royal Highness the Duke of Kent. The Duke's party also included Her Majesty's Lord Lieutenant for West Yorkshire Dr Ingrid Roscoe and Mr Roscoe, Her Majesty's High Sheriff for West Yorkshire Mr R J Bowers and Mrs Bowers and Mrs Ann Cryer MP who is of course President of the KWVRPS.

Having travelled from Keighley to Ingrow in the North Eastern Saloon owned by Chris Lawson (who was in attendance), the Duke and his party were transported down Ingrow Yard by Graham Mitchell driving Keighley Bus Museum's Halifax Corporation bus No. 119.

The visit to the VCT Collection was very successful. The Duke showed great interest in Trevor's explanation of the 40<sup>th</sup> Anniversary exhibition. He then moved into the Workshop where Michael Cope having made introductions to Chris Smith and Robin Bannier explained something of the restoration taking place on the Bulleid coach and the challenges and pleasures of preservation. His Royal Highness continued his walk down the exhibition side of the Museum.



His Royal Highness the Duke of Kent arriving at our Museum and being greeted by our Chairman, Trevor England. Others seen here from the left are: Mr Roger Bowers, High Sheriff for West Yorkshire: Dr. Ingrid Roscoe, Lord Lieutenant for West Yorkshire: Ann Cryer MP (behind, in white): Peter Eastham, Chairman, Keighley & Worth Valley Light Railway: Robin Higgins, President VCT: and Jackie Cope, Hon. Curator and Treasurer, VCT.



In the Workshop: Chris Smith is presented to the Duke of Kent. Others, from the left, are Robin Bannier: Michael Cope: Dr Ingrid Roscoe: Jackie Cope: and Trevor England.

*Photos: Kieran Pilsworth*

All too soon the Duke was on his way to the Bahamas Loco Society's "Ingrow Loco" and then to a light lunch at Ingrow Station before continuing on his tour of the Railway, being greeted by children from local schools at each station. At Oakworth he was invited to take over driving the locomotive and obviously very much enjoyed his progress to Oxenhope. Here the Duke's visit to the Railway concluded. He then travelled by car to visit the Brontë Parsonage Museum at Haworth.

**The Keighley & Worth Valley Railway's 40<sup>th</sup> Anniversary Gala** held from Friday 27<sup>th</sup> to Sunday 29<sup>th</sup> June was an outstandingly successful event in which VCT played a varied and interesting part. On the Friday, our Manning Wardle saddletank *Sir Berkeley*, back from Middleton for the celebrations, joined Bahamas Locomotive Society's very recently re-commissioned Hunslet locomotive *Nunlow* on shuttles between Ingrow and Keighley with a train including the Nine-Compartment and the First Class Metropolitan Railway carriages. The South Eastern & Chatham "Matchboard" carriage worked with Pullman *Mary* and the two Lancashire & Yorkshire carriages. Later (and to be repeated on the Sunday) a special coming-together of the Chatham and the two Metropolitan carriages with Pullman *Mary* and the Railway's Brake No. 10 formed the closest possible re-enactment of the Re-Opening train of Saturday 29<sup>th</sup> June 1968.

On the Saturday an operating problem at Oxenhope meant that *Sir Berkeley* and *Nunlow* and the carriages had a chance to shine and help save the day as they were pulled into front line service to provide an interesting and definitely different Haworth/Keighley shuttle service.

The Nine Compartment Met was out on a "vintage train" on the May Day Bank Holiday Sunday and Monday. This was repeated on the Vintage Train days of June and July.

The August "Vintage Train" day saw also the South Eastern & Chatham carriage working with Pullman *Mary*, with cream teas being served in the latter. *Sir Berkeley* joined in with *Nunlow* again carrying out the Ingrow/Keighley shuttle. It was therefore possible to journey from Oxenhope to Keighley in the "Chatham" coach, with a quick change at Keighley to Platform 3 to join the Met Brake for the Ingrow/Keighley shuttle. Then a visit to both Museums at Ingrow, and catch the next train to Oxenhope. A very pleasant way to use a Day Rover ticket and experience VCT's "Museum on the Move".

## Our Locomotives...

Leaving the various visitors and celebrations on one side: we are pleased that at last we are able to report on excellent progress and indeed the **return to steam** of our locomotive *Bellerophon* – colliery-built at Haydock 134 years ago. Committee Member Ian Smith was very pleased to be able to accompany Trevor and Dave Carr to the Foxfield Railway for their Gala Weekend, to see the loco in steam and working for the first time in many years. Ian writes:

*"On Sunday 20<sup>th</sup> July Chairman Trevor, Secretary Dave Carr and I drove to the Foxfield Railway to have a look at Bellerophon, which was scheduled to make her debut at the Foxfield's annual gala. Trevor & Dave having come not only to view but also discuss the locomotive were escorted to the signal box where Foxfield Chairman Ron Whalley was working, to discuss the agreement and other "paperwork" required whilst I waited on the platform for the star turn. Up went the signal and with a great deal of noise (it's a steep incline up to the station!) the little Beyer Peacock Saddletank [No. 1879, built 1879] and her companion, Bellerophon, thundered into the station. What a surprise! We had been told that the loco had passed her steam test on the Wednesday before the big event and was therefore not fully painted. What I saw come into the station was an immaculate, fully lined out locomotive, glistening in the sunshine! The Foxfield lads had worked flat out since Wednesday to fully paint and line the old girl – but that wasn't all they'd done. The rods and motion, which were painted red, were now burnished steel, whilst the cladding linking the boiler cladding to the smokebox was now burnished copper! The engine looked superb and was a real credit to the Foxfield Railway.*

*One of my main functions on this day was to assess the loco's general condition and so I had a good look around her with the loco's driver, Nigel, as the guide.*

*He was clearly pleased with the old girl, but he was also very direct and honest where there were still a few things needing attention – a not unusual situation after a major overhaul. Perhaps one of the most important items needing correction is the steam brake, which currently doesn't! The loco's vacuum brakes work fine, as does the handbrake, so Bellerophon was allowed to take part in the gala, permanently coupled to the Beyer Peacock as "insurance"!*

*By this time, our two bureaucrats had emerged from the signal box and of course they were most impressed by the engine. An offer of a footplate ride was made, so it was decided to test Bellerophon's springing by having Trevor on board for the journey! Dave Carr rode on the Beyer Peacock whilst I rode in the train. (Rank has its privileges, you know!). The loco ran down Foxfield bank and then assisted another Foxfield loco, "Florence", up the infamous bank with eight mineral wagons. The broad smile on Trevor's face indicated that the engine had performed up to standard! There is no doubt that Bellerophon has been overhauled to a high standard and that she is regarded very much as a "High Status" engine at Foxfield. She now has her own Caretaker and is being steamed on special occasions only, rather than being a "common user" engine. The loco looks and sounds superb and is a credit to Foxfield – and a good advertisement for VCT."*

*Bellerophon*  
in operation at  
Foxfield:  
20th July 2008.

Photo: Ian Smith



*Sir Berkeley* – by comparison with *Bellerophon*, a mere youngster at 118 years old – has been taking further excursions from its base at the Middleton Railway following the trip to the Bluebell Railway earlier in the year. In early May the locomotive went off to the Midland Railway Centre to take part in one of their “Vintage Train” events. The loco’s next outing was to the National Railway Museum for “1968 And All That”, a special gathering of locomotives remembering the end of steam in 1968. *Sir Berkeley* was in good company being alongside such famous names as *The Great Marquess*, *45593 Kolahpur*, *7029 Clun Castle* and *92220 Evening Star*. After returning to the Middleton, it was not long before *Sir Berkeley* was off again, this time coming home to take part in the Worth Valley Railway’s 40<sup>th</sup> anniversary celebrations as reported above. We trust that the loco will continue its travels in the future and so will continue to bring much pleasure to many.



The loco crew for *Sir Berkeley*'s evening “Special”: Driver John Morris (right), Fireman Andy Tarran (left) plus Travelling Fitter/Trainee Steam Festoon Chris Smith.

Your Committee felt it appropriate that whilst here in the Valley the loco deserved a special outing for the benefit of those VCT members who have supported him over the years. A special train using *Sir Berkeley* and two Metropolitan Railway carriages (the Nine-Compartment Third and the Brake) was arranged for Saturday evening 5<sup>th</sup> July and a good number of members were able to respond to the invitation to travel on what turned out to be shuttles between Ingrow and Keighley. We were pleased to welcome Roger Crombleholme who had the forethought to save *Sir Berkeley* from the scrap heap many years ago and in due course delivered it into VCT’s safe keeping. He managed not to be showered with *Sir Berkeley*'s sooty love quite as much as he was at the Middleton Railway Opening – but it was a close run thing! Folk met and chatted in a way that compartment coaches allow, the Worth Valley personnel opened the buffet at Keighley and all enjoyed a very pleasant evening.

## Carriages

Restoration work has recently been concentrated on just one carriage – our ‘Bulleid’ Open Third, No. 1469S. Much has been done here, both as a “steady slog” and as rapid and visible progress. The steady slog has been in completing window frames, lots of interior varnishing, repeated filling, priming and rubbing down the exterior steel panelling. By contrast very visible progress has been achieved with lighting and with the roof. Philip Walton has now installed a transformer to energise the carriage’s internal lighting, which when lit looks superb and will very much help with the interpretation of this vehicle when eventually it is on display. With the roof, the canvas is in position and has been bedded down and secured. It has now received three coats of undercoat (which should be sufficient) and awaits one or possibly two coats of gloss to the authentic colour, which is British Standard Dark Grey BS4800 A 11. We are very grateful to Tony Filby of the National Railway Museum for his help with this and other paint information.

Robin Bannier has now started putting the cover strip into position – this is the narrow wooden strip covering where the canvas on the wooden roof meets the steel of the side panels. There’s only 130 feet of it: we haven’t dared to count how many securing screws there are! Thanks also to David Wigley of the Bluebell Railway for sending us a sample section of this cover strip, and to Stuart Mellin for cutting timber to this rather awkward profile.

All this leaves Chris Smith able to start the long job of preparing and then painting the exterior. Even now, with quite a bit of the priming and filling done, the carriage looks very presentable – it should look superb once completed. Other outstanding tasks are to get the second, near-completed, bogie back under the carriage: to find someone who can make the two sets of end connector bellows: and to find a further (fairly small) supply of moquette of the same pattern already in use in this carriage. We have real problems here – can you help, please? As you will see from the enclosed leaflet we would welcome help in locating someone to do the stitching work on the bellows, or a source of this moquette, or indeed financially: we do need your help to finish this major restoration project!



## Scammell

Other activities have included the final departure of the Scammell Mechanical Horse to the Midland Railway Centre. Midland Railway Chairman Chris Deeth writes:

*“As I drove out of the Swanwick site yesterday I saw the vehicle. I was also with John Peck last night and I must pass on our thanks to all involved in arranging for and achieving the transfer of the vehicle.”*

*John and his team are thrilled and it has taken pride of place by the door [of the Motor Museum] so is well on public view. The group have their rally in the next few weeks and I am sure it will be paraded then”.*

## Membership Matters

Welcome to the following new Members who have joined us recently:

Phil McGowan, London; Robert Green, Denholme; Mr H G Collyer, Stockport; Julian Maxim, Ipswich; Gillian Smallwood, Newton-le-Willows; Ethan Hearn, Oakworth; Michael Kibbart, Ipswich; Steve Day, Keighley; Ian Wild, Huddersfield; Simon Oldfield, Keighley; John Moorhouse, Keighley; Mrs M Sheehan, Baildon; Vivien Goodall, Hellifield; Richard Rossall, Blackpool; Steve Hardman, Roberttown; Christopher Carter, Oswestry; Nigel Bridge, Blackburn; John

Hadley, Leeds; Diane Cooper, Wetherby; Mr R A Harman, London; Christine Cashman, Haworth.

Membership is steady with a number joining via the web and through leafleting and stewarding the Vintage Trains. We are pleased also that new names are beginning to be seen on the volunteer lists. Graham Collett and Keith Wilson are helping occasionally on the Museum/Shop roster and David Carr (not to be confused with our Secretary, Dave Carr) has made a start on researching the restoration of the Great Northern six wheeler. If you feel you can help the Trust in any way please do get in touch!

## The Library

Robert Harvey has spent an afternoon most weeks working on our Reference Library and Archives. He writes:

*After many months of work the Trust's Reference Library is complete and up to date. The new catalogue is held on a Microsoft Access database on one of the computers in the Museum office. Each entry lists information such as Title, Author, Publisher and Date, etc. Perhaps most importantly we have tried to indicate why it is in the library by adding a field called 'Area of VCT interest'. This can indicate, for example, that a*

*particular book has a connection with the locomotive "Lord Mayor", or maybe the SE&CR carriage. By using the various sort and find facilities of Access the catalogue may be used to find those all important publications on for example exactly what colour a certain Met. coach is supposed to be! A user guide is currently in preparation.*

Thanks Robert – it is hoped to have the library list on the web in the fairly near future. This reference facility will however only be useable on site. Watch this space for more news in this area.

## The VCT Web site

This is growing apace and thanks to Philip Walton now contains a number of downloadable files of our back number *Newsletters*. A measure of the success of the web site is the figure for pages downloaded, now

running at just over 224,000 per year. If you haven't as yet looked at it, why not do so: it is [www.vintagecarriagestrust.org](http://www.vintagecarriagestrust.org)

## Filming and TV

*Activities here have not been as extensive as sometimes but have included a TV contract, as Paul Holroyd reports:*

*"On June 25<sup>th</sup> link sequences were filmed using a number of backgrounds within the Museum for a programme in the BBC 3 Timeshift series, titled Between the Lines.*

*BBC TV also filmed in Haworth yard with presenter of the series Andrew Martin, author of several books including Death on a Branch Line and The Lost Luggage Porter."*

Paul also reports that the media launch of the remake of *Brideshead Revisited* has just taken place at Castle Howard. The very first shots for the new film were taken at Oakworth Station in June 2007, and used two of our Metropolitan Railway carriages (the Brake and the Nine-Compartment Third) together with Great Northern Railway Brake Composite No. 2856.

## Display improvements

These have included commissioning an interactive display showing aspects of railway carriage construction and identifying the various components. This was put together by our Curatorial Adviser Richard Gibbon, assisted on the "electrical knitting" side by Philip Walton. This display has been well received and well used by our visitors, who after using this interactive are now fully *au fait* with such things as carlines, flitch plates and solebars.

Also, our "video" corner has been updated thanks to Martyn Cleaver and Philip Walton's efforts. Martyn kindly replaced the life-expired video player with a DVD player, which has given a very considerable improvement. It has allowed us to show Richard Greenwood's personal DVD, compiled from his historic film footage from the early days of the Worth Valley Railway in preservation. Many thanks to Richard: it has generated much interest.

## Woolly Jumpers and other items of VCT clothing

*Dave Carr writes:*

*"You may well recall being offered the opportunity to purchase items of clothing in VCT colours. The response from members has been so successful that we have now made a second order to our suppliers. I am willing to maintain this service to members, with the proviso that postage costs incurred by VCT for smaller orders must be shared by the members purchasing items*

*at that time. Whilst polo shirts and sweatshirts have remained popular, our newly introduced fleeces have had a very favourable response, being both warm to wear and relatively inexpensive.*

To make an order, please contact me at the usual address or on the telephone at 01759 304176 or by e-mail at [davecarr\\_228@fsmail.net](mailto:davecarr_228@fsmail.net)

## Dates for your Diary:

**20<sup>th</sup> & 21<sup>st</sup> September: Middleton Railway Autumn Gala.** *Sir Berkeley* is likely to be in use.

### **Bellerophon's North East Tour:**

**Saturday 13<sup>th</sup> & Sunday 14<sup>th</sup> September: Tanfield Railway**

**Saturday 20<sup>th</sup> & Sunday 21<sup>st</sup> September: NRM "Locomotion" at Shildon**

**Saturday 27<sup>th</sup> & Sunday 28<sup>th</sup> September: Beamish Open Air Museum.**

*As always, please check with the venue in question before travelling. We do have to remember that we are dealing with venerable old objects (particularly the locomotives) and aches and pains can strike at any time, as many of us well know from personal experience!*

**Friday 10<sup>th</sup> October to Sunday 12<sup>th</sup> October: Worth Valley Railway Autumn Gala.** Some of our carriages are likely to be in use.

**Saturday 18<sup>th</sup> October: VCT Annual General Meeting** at the Museum at 2 pm: preceded by lunch at the Bronte Hotel, 12.15 for 12.30 pm.

**Sunday 19<sup>th</sup> October: Aire Valley Vintage Machinery Club "Crank Up" in Ingrow Railway Yard.**

## Other Notices

Our twinned French body AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois" celebrate *their* 40<sup>th</sup> Anniversary this year. Opening times for their depot at Longueville and information about their 2008 railtours 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: **October 11<sup>th</sup>/12<sup>th</sup>: November 8<sup>th</sup>/9<sup>th</sup>: December 13<sup>th</sup>/14<sup>th</sup>.**

**Working Evenings** take place on the first and third Wednesday of each month.

This doesn't mean that there is nothing to do at other times but these are times when someone is bound to be around. If you are able to work at other times including midweek (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, and our visitors.

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

**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.

**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.

**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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