



# Vintage Carriages Trust

## Members' Newsletter: December 2009

This is the time of the year when we look back at the past year, and look forward to plans for the year ahead. This *Newsletter* is no exception as various contributors report on a wide range of activities. Top of the list must be the complete re-fit of the Visitor Welcome/Retail Department (that sounds posh doesn't it!). This was carried out professionally, with new display and lighting. In the workshop the Bulleid coach is sharing space and Chris Smith's attention with an interestingly different piece of stock.

There are reports from some of the less well-known parts of the Trust's activities. Keeping the records of the Collection in order has become Robert Harvey's task; and Paul Holroyd has taken on gathering statistics to aid successful marketing and endeavouring to keep the Trust as one of the key players in local marketing initiatives. These are examples of the sort of behind-the-scenes volunteer work vital to the Trust's well-being.



2010 marks 40 years since the filming of *The Railway Children*, which was such a milestone in the development of the Keighley & Worth Valley Railway. The anniversary will be celebrated in many ways around the Railway. Parts of the VCT Collection saw use in the film and some of our volunteers are old enough to remember the film being made and even had very minor backroom roles to play. Chairman Trevor England in his 2010 diary, which you will find enclosed, looks forward to VCT's part in these celebrations. We are particularly interested in our involvement in a Keighley Festival initiative, which will see a full sized tableau erected on the road nearest to the Balcony in the workshop. This will

depict the landslide episode in the *Railway Children* story. It is hoped that many, many children from across Keighley will visit this and other tableaux elsewhere, representing other films with local connections. The whole is in celebration of Bradford being named "UNESCO World City of Film". (*Railway Children photo: K&WVRPS Collection.*)

**But First:** it's subscription time again!

Membership Secretary Jeanette Achilles looks forward to a really busy time over the next month or so receiving subscriptions from those of you who pay yearly. We are pleased to say that the subscription stays at a very reasonable £8 for the year. A membership renewal form for those of those who pay yearly is enclosed with this *Newsletter*. Life and Honorary Members and those who pay by Standing Order should find their membership cards for 2010 enclosed.

A special plea to those who pay their subscriptions by Standing Order: please check that your Standing Order has been up-dated from the historic £6 (or in some cases the very historic £5!) if you wish to continue as a member of the Trust. Anyone who pays annually may like to consider converting to Life Membership, for which the one-off fee is currently £240.

*It is perhaps appropriate at this point to draw attention to the "WE Need YOU" flyer within this Newsletter. We are very grateful for the financial generosity of our members; it never ceases to amaze us. However, we have an even greater need: and that is PEOPLE. If you are within reach of the Museum please do consider whether you could give some time on a Saturday or a Sunday and join the team who ensure that our Museum of Rail Travel is open and welcoming visitors.*

*The Minutes of our Annual Meeting should be enclosed with this Newsletter.*

*At the Annual Meeting, we were very pleased to welcome back Philip Walton as a Trustee. Philip is to be seen regularly on working evenings around the Museum, usually up a ladder with a piece of wire in his hand. Since his retirement this has occasionally become a daytime sighting! In the distant past his activities in this direction were usually with a certain John Wallis in attendance – John now lives in the wilds of the Orkney Islands.*

*Hence the Wallis and Gromit award was born, presented each year to a volunteer who has served the Trust well. This year, much to his great amazement and delight, it went to Michael Cope for his work on gaining Accreditation for the Museum.*

*We were sorry that Paul Kirkup has decided to stand down as a Committee Member. His wise counsel on many matters will be much missed. However, we are pleased that he continues to offer his services as Safety Adviser.*

**Shop refit:** a surprise Legacy has enabled the Trust to go ahead with the refit of our Welcome area/shop, which is now almost complete. The last Newsletter included a photograph showing Keith Pitts as a volunteer sitting behind the welcome desk, ready to welcome customers. In the few months since that photo was taken, and in particular over the last three weeks, a transformation has taken place. Here you again see a photograph (by Paul Holroyd) of Keith behind our new welcome desk, with the Shop approaching completion. Trevor England and Jim Pickles are working in the background.

Yes, it is a complete re-fit – but it is so much more than that. One of the major points in our Forward Plan, based on Richard Kilburn's recommendations, was to further consider the 'first impressions' on entering the Museum. We realise that first impressions are very important. Previously, entrance to the Museum was through an area in which ex-supermarket shelving and storeroom-type racking was used to display our (mainly) donated



books, models, railwayana and also souvenirs. In this space the visitors were welcomed and hopefully either presented us with a Day Rover free entry ticket from the Worth Valley Railway or paid entry (if possible 'Gift Aiding' their payment, of course!). Looking round, this was an interesting but far from smart environment. All this has now been replaced by smart new shelving, modern display areas and wall units, and a "state of the art" welcome desk. This has made the space much more attractive, and also easier for volunteers to manage. All visitors pass through this area on entering the Museum (which is of course open every day). Hopefully our visitors will be tempted by the railway hardware, the carefully displayed models, the souvenirs and the second-hand railway books. All are now much easier to view, within our new and pleasant "welcoming" setting – complemented by a "refreshment corner" made up of a good-quality hot drinks machine, an ice cream freezer and a soft drinks cabinet.

All this is a long way from VCT's first sales stall of 40 years ago when volunteers manned a table in the Waiting Room at Keighley Station. How many of our long-standing members remember that, or the shop at Haworth along from the Station, or the cubby-hole under the ramp at Keighley Station? We have finally moved into the 21<sup>st</sup> Century! (Not before time, some would say!)

Magazine Room regulars need have no fear: this gem is still in place, with new and very welcome (pre-owned) stock continually being donated.

*We are sorry to report that Bob Stott, who we employ to look after the Shop during the week, has due to illness been unable to be part of this new facility, and we wish him a swift recovery. At the same time we thank those who have been able to help during Bob's absence by ensuring that we continued to be open every day, despite the chaos of re-fit activities going on around them.*

*Our best wishes for a speedy recovery go also to Trevor England, temporarily incapacitated with a dislocated shoulder.*

## Carriages and the Workshop

Our "Bulleid" coach has been joined in the Workshop by a diesel multiple unit vehicle – looking rather out of place amongst our Collection, despite being only eight years younger than the Bulleid! This DMU vehicle is **Driving Motor Brake Second No. 51189** and is one half of the Railway's "new" Class 101 unit. It previously visited us in February of last year, when Chris Smith worked extensively on the metalwork of the exterior, including re-fitting side windows where needed. Since then, the Railway's Carriage & Wagon "A" team at Oxenhope has re-installed the previously-missing interior and has completed the interior paintwork. 51189 is now again at Ingrow for Chris to attend to the fit of the doors, refit the cab windows and windscreen, attend to any minor steelwork problems that may arise (they have!), and then repaint the whole vehicle.

The surface finish before Chris started work means that this repaint is a bit of a challenge! This is Contract work from the Railway and will provide the Trust with much-needed revenue. It will also allow the Railway to take a big leap forward towards getting this second DMU into operation. Jobs yet to be done (not part of the present Contract) include changing a bogie and at least one of the two engines. Whilst these tasks sound fairly spectacular they are straightforward and the spare bogie and engines are to hand – it will however be a time yet before this 101 Unit is back in operation.

As far as the Workshop itself is concerned, a recent development is that we have replaced our old grit blast cabinet with a new Draper unit (shown in Michael Cope's exciting photograph). This certainly is a very useful step forward as the previous one was never satisfactory and in any case was falling to pieces. Whilst the new cabinet is not of industrial quality it was at least affordable and is of reasonable quality – it should well serve our purposes for many years to come.

Michael came back from a visit to Sweden (sorry: no space to tell you about this!) keen to

see a considerable reduction in the dust produced by our present power-sanding methods. After an on-site demonstration, which left even Chris and Stuart impressed, a state of the art and dust-free Mirka CEROS orbital sander and vacuum extract unit has now arrived and is very much in use. This has greatly improved the dust situation and already has been found to be much quicker and more effective than the previous methods. Especial thanks go to the anonymous donor who has kindly covered the cost of this equipment – very much appreciated, thank you!

The bogie of the **Metropolitan Railway Brake** coach has now been completed and is back in position. Putting the bogie back went very smoothly, with just Chris and Ian Gibbs doing the work – Robin arrived just in time to help with the finishing touches. Whilst there is further work to be done on this carriage, it is now back in the Museum and should be available for what promises to be a busy time in 2010.

The **Chatham** coach has been temporarily displaced to Oxenhope pending completion of work on the diesel unit.

Progress with the **Bulleid** coach has been mainly positive. However, "positive" maybe is not the correct word for progress with the end corridor bellows. Here all seemed well until we realised that these had been made with the folds the wrong way round – zag zig rather than

zig zag! This was rectified, only for Caretaker Robin Bannier to find that the whole assembly is three or four inches too wide. Rectification of this is now in hand – we can but hope for good success "third time round"! Elsewhere, the necessary metal spinning for the toilet vents is in hand (this will include a number for the Bluebell Railway); the roof is now complete; and Ray Sowerby has progressed very nicely with work in the toilets. This still leaves rather a lot of relatively small items to progress, centred on the internal and the external doors. A slight

setback is that we will need to have made special-section rubber mouldings to secure the glass in the oval toplights of the doors. This has the air of being expensive, and will take time!



## Membership News

*Our Membership Secretary, Jeanette Achilles, writes:*

"December brings a chance to reflect on a busy and interesting membership year. I met some of our members as they renewed their annual subscriptions, or joined us for Chairman's Day in early May, or waved a hello on the 'Vintage Trains' days in Spring and Summer, and of course at the AGM in October.

It was very fitting that the first customers in our refurbished shop were some of the more familiar members who regularly pop in for a browse! (One commented on the 'lovely smell of fresh paint.')

This year we have made efforts to recruit members at newer events – such as a 'Go Local Sunday' in April designed to publicise the VCT as an attraction in its home town, and a weekend of evening openings in May as part of a 'Museums at Night' initiative.

31 new members have joined this year, including some who have become working

## Loans

A further piece of financial good news included the decision by a member with a long-standing substantial loan to the Trust changing it into a donation, thereby clearing our need to keep this amount on the books. This generous act brought about a move to pay off two other

## Visitor Survey

There are members of VCT in most parts of the Country and several abroad. Visitors are however more transitory but some research using our Visitors Book will we hope yield some useful information which can be used when endeavouring to successfully market the Trust.

Paul Holroyd has begun this work and here sets out some of his findings:

"Where do our visitors come from?' That is a very interesting question – so, at the beginning of June we decided to re-vamp our visitors' book and start collating figures on a weekly basis. Of course, not all of our visitors sign the visitor's book, but here are some of the findings so far:

Top of the list is the Blackburn postal area, with 98 entries. Next is the Bradford postal area, which has provided 24 entries. Overseas visitors have accounted for 16 entries. Other visitors have come from as far afield as Dundee in Scotland, Truro in Cornwall, Portsmouth in Hampshire, Brighton in Sussex, Maidstone and Tunbridge Wells in Kent, Chelmsford and Southend on Sea in Essex.

members. We continue to welcome anyone who would like to get involved at the Museum in whatever capacity. We can find you something that makes use of your skills. A special welcome to young Jack (Grandson of our magazine room volunteer, Jack) to be found helping his Grandfather re-organise the shelf space in the magazine room for the 2010 display boxes to be added.

Our new members include: John Crossley, Adam Hills and Jack Marsden. We say 'welcome back' to Mr & Mrs M Marchant.

We are also very grateful for the response we get from members when we appeal for funds. In the current economic climate, we are careful to spend donations wisely and plan the tasks in the workshop accordingly. Jackie, our Treasurer, notes that we have raised £1,000+ as the result of the appeal with the last *Newsletter*."

lesser but still quite substantial loans to the Trust. In both cases part of the repaid loan was donated back to the Trust. Thus in a stroke a financial constraint was turned into money which could be freely used. Our thanks to those involved for your continuing generous support.

How our visitors found out about us is another interesting question. This is an area in which you can help – please mention us to anyone who you think may be interested. At present, the honours are pretty evenly shared between friends and family; the Internet; leaflets; and KWVR information. The BBC TV drama *North and South* has also provided us with a number of visitors.

We're also asking our visitors which KWVR station they have purchased their KWVR ticket from. Currently Keighley is in the lead, followed by Oxenhope, then Haworth, Ingrow and Oakworth. Tiny Damems has yet to provide us with a visitor who has signed the book.

Finally, we are asking our visitors for any comments or suggestions. They seem well pleased with the contents of our museum. We have a separate log of constructive comments and suggestions and this log is reviewed at each committee meeting.

We continue this research, which can now be considered when looking at leaflet distribution and advertising – more in our next..."

## Locomotives

Returning to our Collection: we have news relating to all three of our locomotives:

### **Sir Berkeley**

*Andy Hardy, a Volunteer on the Middleton Railway and the Caretaker of this locomotive, writes:*

"*Sir Berkeley* has run without any major problems. The locomotive took part in the Middleton Railway's successful September Gala, and looked especially good hauling the Railway's newly restored 5-plank wagon, out-shopped in Middleton Colliery Livery. The locomotive was used extensively over the Summer season, and has been kept very clean and tidy, something I know the VCT Chairman was pleased with when I last saw him. The locomotive has no planned running

*Sir Berkeley* also visited the Midland Railway Centre for their August Vintage Train Weekend. The photo (by David Carr, of Wakefield) shows *Sir Berkeley* heading MRC's Vintage Train, at Swanwick.

dates over our Santa season, as Manchester Ship Canal locomotive No. 67 normally hauls these trains. *Sir Berkeley* is currently on display in the Engine House."



### **Bellerophon**

*Matthew Healey, a Volunteer on the Foxfield Railway and Bellerophon's Caretaker, writes:*

"Starting from the beginning of the year with filming for the BBC, *Bellerophon* performed faultlessly for six long days and was hardly out of steam. There then followed a prolonged battle to adjust the rear transverse spring which involved making a spanner to get at the adjusting nut and lock nut and several weekends trapped between the back axle and the rear well tank. The result of this is that the back of the loco is now at a much better height and she has lost the downward droop on the rear left hand corner.

Gala Weekend went well with an appearance on the front of the 18-wagon freight on the

Saturday evening, with suitable sound effects from the chimney. There then followed her boiler inspection, which she passed with no problem apart from some leaking foundation ring mud lids. She was next in steam over the Bank Holiday weekend, where the vertical mud lids in the foundation ring were giving problems.

I currently have the valves and pistons out for examination and myself and Mark Tweedy are doing some investigations into the design of the doors for the foundation ring mud lids and to see if we can find a more suitable jointing material than the one we are currently using."

Meanwhile, in *Bellerophon's* homeland at Haydock, near Saint Helens, there is an interesting initiative in promoting local history. *Bellerophon* was built and spent all its working life at Haydock Foundry, which in 1947 with the coming of the National Coal Board became Central Works. Local man Bob Massingham was keen to ensure that the history of the Central Works was not lost as the site was redeveloped, including for a new Tesco supermarket. He persuaded the developer to name one of the roads on the new site *Bellerophon Way*, and gleaned information from Vernon Smallwood's book "*Bellerophon - Haydock to Haworth*" for two information boards now on display in the supermarket. (Vernon's booklet remains available from VCT, price £1.95 plus 50p P&P).

## **Lord Mayor**

Plans are in hand to re-instate the interpretative sound presentation for the locomotive. This is always referred to in-house as "Nay Lad". It is a short conversation between the old and experienced driver and the young trainee on preparing a steam locomotive for service. This of course ends with the inevitable tea in a "mash can". "You don't know what a mash can is? – Nay, Lad!"

We hope that most of our readers know what a mash can is!

## **Mobile Marketing**

*Paul Holroyd reports an interesting piece of tourist marketing, featuring a contemporary DMU:*

"On September 21<sup>st</sup> there was the unusual sight of a Northern Rail Class 158 DMU in platform 4 of Keighley station, immediately outside the former VCT shop.

Thanks to the Keighley Town Centre Association and the Brontë Country Partnership, Unit 158 860 has been out-shopped with exterior vinyls promoting Keighley and the Brontë Country. The unit is named after local historian Ian Dewhurst. The

The project to take *Lord Mayor* towards working order, as reported in our last *Newsletter*, has continued to move ahead. The member primarily involved in this project is keen to obtain two new injectors for the locomotive, and the Committee has agreed to this. He is now working on an overall plan to return the locomotive to operation. The Committee will of course have to then consider this plan. Obviously, finance will be an important consideration.

exterior images include the Worth Valley Railway's Taff Vale tank locomotive at Oakworth as well as a portrait of the Brontë Sisters. Internally, the unit carries three A2-sized maps featuring Brontë Country's attractions, including the Museum of Rail Travel and Ingrow Loco. The unit is an excellent mobile advertisement for the area, and visited Blackpool, Carlisle, Leeds and York within 48 hours of the naming ceremony."

## **The Collection: Documentation**

*We write a great deal in Newsletters and elsewhere about our Collection. Indeed, the Newsletters themselves form a very useful archive. Philip Walton has entered quite a number of these on to the website and they make interesting reading. Here, one sees the Trust developing from a small restoration group into a fully-fledged Accredited Museum. With this status come responsibilities, one of which is documentation of the Collection. Robert Harvey has taken on this task. Below, he explains that the Trust's museum objects come in all shapes and sizes – carriages, posters, signs, etc. Some objects are on display, some are stored away and some may be on loan to other organisations. If we don't have proper documentation, it is very difficult to know what is in the Trust's care and where it is. So museum documentation ties the knowledge about the object to the object itself. It is one of the basic tools of any museum, and an essential part of museum Accreditation.*

"All objects donated to the Trust are recorded. As soon as an object is accepted into the Permanent Collection we assign it a unique number. This is called an Accession number. We may write it in pencil on the back of posters, or in ink on the underside of furniture. Some 'objects' already have numbers, for example, Metropolitan carriage No. 427.

Museums have a duty to record information about the Collection. The basic facts are hand-written into the Accessions Register. This may be old technology, but it will provide basic information about the object for years to come, whatever happens. However, it is much more convenient to also keep this information on a computer database, which we can search and sort, and most museums use both systems. We currently use two different databases, called 'Cardbox' and 'Adlib' software.

All museums must keep enough information to find each object in their care. For each object this means its unique accession number, a 'simple' name (poster, cap, carriage, basket) and its location. We also need to record information that will identify each object separately. This includes for example when the object was acquired, how it was acquired and from whom, its size and what it is made of. We can add a photograph, a drawing, or a reference to a book in the Trust's library. We can attach other useful information too. When has the object been on display? Who has borrowed it and when? What conservation has it received? This all helps us manage the use of the object, and preserve it for future generations.

A good database lets us do more than record lots of information about each object. We can search the whole collection and sort out

common themes. Our database will for example answer the following types of questions: What have we got from the 1920s? What have we got from the Midland Railway? How many objects has someone given us over the years?

Cardbox, as its name implies, is the computer equivalent of a card index. As such, we can define the format and put whatever we like on to it. The records are like a flat piece of paper, which means there is a certain amount of duplication. For example if we had a number of objects given to us by 'Fred', each of the Cardbox records would record all of Fred's details. Cardbox also has limited search facilities, which brings us to our recently acquired database, Adlib.

*If you would like to see the systems in action please get in touch: Robert would be pleased to hear from you.*

## **The Collection: the future?**

*As you have just read, the Collection is being well documented. However, as the Trust develops we need to give some thought as to whether it may be improved. "How can you improve perfection?" I hear you cry! No, we did not hear you cry this – our Collection came together as a matter of "happenstance" rather than by specific planning. Certainly in order to tell the story of passenger travel there could be many additions and changes. Ian Smith returns to this in his article, which follows that in the September edition of the Newsletter:*

"My first attempt at stimulating a debate seems to have worked, with replies being equally split between those who want to leave the collection alone and those who agree that we should be looking at change. That's fine – the article has worked by stimulating debate, which is where VCT should be going in order to secure our future.

So, as promised, here's a few of my ideas for new exhibits should we ever get the extra space...

I believe that if we are to tell the story of rail travel, then a very early coach would be most welcome in the collection. By "early", I am talking about Stockton & Darlington style early! There are very few really early vehicles, all of which are very much spoken for, but if NRM were ever to consider out-stationing one of theirs, I would love it to end up at Ingrow! This would allow us to tell the story of the very early travellers and the transformation from stagecoach to the carriages we know today.

On the same theme, a "self propelled" vehicle would also round out the collection, particularly nowadays when the vast majority of train journeys are made by diesel multiple unit or by electric multiple unit. An exhibit that allows us to tell this story is, I believe, a priority for VCT to acquire. The Worth Valley Railway's non-working diesel railbus could of course be that vehicle – with good interpretation it would serve us well. Another possibility, perhaps on a temporary basis, might be to use one of the Railway's current DMU vehicles when its twin is under overhaul (as is taking place at the present time).

Adlib is built on what is called the relational model, and this means we only need to record for example Fred's details once and all the records for all of the objects donated by 'Fred' will contain a reference to the (separate) record for Fred. Adlib is an extremely flexible system and has extensive searching and sorting facilities. It also has the advantage that it meets the minimum 'Spectrum' standards required by the Museum Accreditation process; something that Cardbox does not. Currently all of the 'permanent' Collection has been entered on to Adlib; and we are debating whether we need to put the remainder of the objects, as used for set dressing and to help with interpretation etc., on to Adlib or leave them recorded on Cardbox."

Of course, being located on a Midland Railway branch, at least one more MR/LMS vehicle would be very nice indeed. KWVR has two suitable candidates, with the "Padiham" vehicle being an obvious choice. Another good reason for having such a coach is that the difference between a "Big Four" vehicle and BR ones is much more marked than it is with our Bullied, which is very similar in appearance to the current Mark 1 fleet – indeed I wonder how many visitors will actually be able to tell the difference once it's in service!

Any "passenger rated" non-passenger carrying vehicle would also enhance the collection, telling the story of mail and parcels traffic by rail. Lots of tales could be told with something along the lines of a BG, preferably an early version. A GWR "Syphon G" or similar would also do the trick. Then we come to the "prestige" vehicles. Would it not be wonderful to have a "Royal train" vehicle in our collection? Such a vehicle would not only tell the story of Royal travels by rail, but would be a wonderful "marketing tool" to hopefully attract more visitors!

And of course there are the "saloons", of which the NER "Old Gentleman's" is a classic example. This vehicle has been in the museum before, but only on a temporary basis. One of the saloons as a permanent exhibit would indeed be nice to see. So, that's *my* personal wish list. What do other members wish to see us add to the collection if we are ever able to do so?"

This *Newsletter* seems to be very up-beat in its content with lots of things accomplished or about to be accomplished: and, as you will see on the enclosed sheet, some interesting outings for our Collection in the coming year. Let's end with the happy news of the marriage of two of our well known volunteers, Mark Astley & Sarah Steers, who tied the knot at the Methodist Church in Bingley on 9<sup>th</sup> October. A lovely wedding which all enjoyed, especially young Robert and even younger John – the latter still holds the title of the youngest VCT member.



## 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 Saturdays** take place on the Saturday of the *second full* weekend of each month. (Please note that the arrangements for Working Sundays have now been discontinued).

**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@vintagecarriagetrust.org](mailto:admin@vintagecarriagetrust.org)

**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!

**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 – please contact our Membership Secretary, Jeanette Achilles, for the necessary form.

**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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