

Vintage Carriages Trust

Members' Newsletter: January 1998

It's Membership Renewal Time!

Target for 1998: Working Weekends

Major Award for the Trust

Between them, these three items hold the keys to the immediate future of the Trust.

Firstly: Membership Renewal

The first of these three items is self-explanatory. The New Year brings with it the time to renew your Memberships, please. If you are a Life Member, a Honorary Member or if you pay your annual subscription by Bankers' Standing Order, you should find your Membership Card for 1998 enclosed with this copy of the *Newsletter*. Otherwise, if you pay your subscription annually, you should find a Renewal Notice enclosed. Your prompt attention to this would be much appreciated!

(Our apologies if we've got it wrong and enclose a Membership card when we shouldn't have done, or haven't sent one when we should have done. If this is the case, please let the Secretary know - the address is VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.)

A continuing strong Membership is vital to the future success of the Trust - which is why we look forward to receiving your Membership Renewal. Also if a member of your family, or a friend would like to join: now's the time! The subscription rate remains at the intentionally very low level of £4 per year (£2.50 for spouses and for Seniors), so as to be within the reach of everyone - but if you are able to add a donation towards the general work of the Trust, this would be very helpful!

Secondly: Working Weekends

We now have a well-equipped Workshop: what we now have to do is *to put it to good use!!* This must be our Target for 1998: and the planned 'Working Weekends' represent an important step towards this. The suggestion for these came from our Chairman Trevor England and is that we designate certain weekends as '**Working Weekends**'. The dates for these for 1998 are Saturdays and Sundays:

7th and 8th February
11th and 12th April
13th and 14th June
8th and 9th August
10th and 11th October
13th and 14th December

Please put these dates in your Diary, now! - and if you are able to join us at any time over these weekends, please do so!

You do not necessarily need skill or even muscles to join the team - ALL will be very welcome. A wide range of work is available, including working on coach restoration and general upkeep maintenance of our Collection within the Museum building. If you haven't as yet discovered the facilities of the Mess Room: as well as running hot water and means of brewing tea and coffee, these include a microwave oven and a refrigerator. There's even a shower (though not in the Mess Room!) - and there are several shops (including a chip shop) close by, though not all of these are open on Sundays.

You would of course be welcome if you can come to work at the Museum at any other time, whether midweek or other weekends. Don't hesitate to just turn up; but for preference please first ring the Museum (01535 680425) or your Secretary (01535 646472) so that we can make sure that there's plenty for you to do!

... and don't forget about the **Working Wednesday Evenings**. These are the **First** and the **Third** Wednesdays of the month, from about 6.30 pm onwards. Again, how about putting these dates into your Diary: Wednesday 21st January; Wednesday 3rd February; Wednesday 17th February; Wednesday 3rd March... and so on: the **First** and the **Third** Wednesdays of each month, all the year through. Stating the obvious: Wrap Up Well during the Winter, as there's only limited heating in our Workshop. The Mess Room gets quite warm, though!

...and Thirdly: Major Award for the Trust

Before telling you about this Award, let's reflect a moment on just what we've achieved over the last very few years - and especially over the last twelve months or so. In this time we have built a fine Extension to our Museum building at Ingrow which provides us with a fine workshop, as well as a smart new central walkway with good wheelchair access. Improved access in the wider sense includes greatly-improved display boards and an infra-red neck loop system to allow the hearing impaired to hear our "Travellers' Tales". We have been most fortunate in gaining grant money from the Heritage Lottery Fund and from the Keighley Single Regeneration Budget to complete all this construction. All of the coaches within our Collection are now under cover. This includes our Midland Railway coach, which was the last to go in - but more of this later. Meanwhile, and as has applied now for a few years past, our carriages have been used in filming as well as in 'special occasion' passenger use, and our locomotives *Bellerophon* and *Sir Berkeley* have seen action in locations across the Country.

Surely (we thought) we can now sit back and take a bit of a breather from all this successful activity?

...However: then we heard the news:

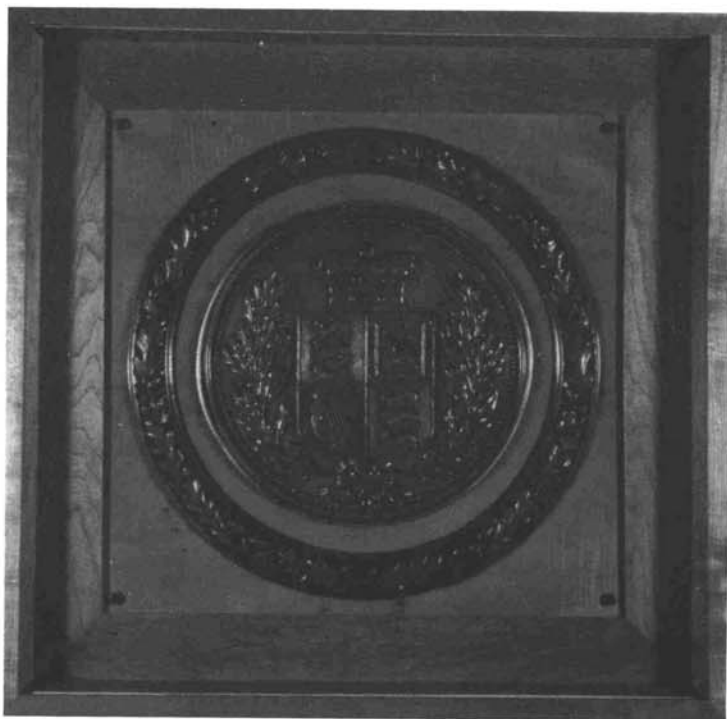
OUR TRUST WINS AIRPS SMALL GROUPS AWARD FOR 1997

Yes: the Trust has been awarded the Association of Independent Railways & Preservation Societies (AIRPS) Annual Award to Small Groups for 1997, jointly with the Leighton Buzzard Railway. We will add our Award Certificate to our display of other Awards: this and the one for Leighton Buzzard both read: '...for excellence in controlled usage and display of stock to interpret rail transport and its history' - which we feel well reflects just what our Trust has been working for over the last few years. Our friends at Leighton Buzzard will also be well pleased with these words, which reflect their similar success highlighted in particular by their demonstration narrow-gauge industrial trains. For our Trust, the Citation itself reads: 'For excellent arrangements to interpret rail transport... and to the controlled operation, minimising wear and tear, of VCT's carriages and locomotives'.

The AIRPS Awards are of course *the* Awards within the Railway Preservation Movement. That the Award is given from within the Movement makes it a special honour to us, and an especially pleasing one. We can also reflect with pride that this is the second time we have received an Award (the previous occasion was 1990, jointly with the Worth Valley Railway, for development of the whole of the Ingrow Site) - we think that this repeated success is without precedent: and are delighted with this further Award!

We will receive this Award at the AIRPS Annual Meeting in Manchester on Saturday 23rd January. Trevor England, in his capacity as our Chairman, will represent the Trust for this special occasion. Trevor will stress to all at the ceremony that the progress made by the Trust in the last thirty years "has been done by dedicated volunteers in both practical and administrative roles, and our success is thanks to them. It is very much a team effort."

As you will see from the photograph (photo: courtesy of the National Railway Museum), the Award itself is a fine one indeed. It is a beautifully-carved wooden panel which once formed part of GWR Royal Saloon No. 9001, built in 1874 for Queen Victoria's use. This panel is now very nicely mounted within a display case, and is on loan from the National Railway Museum to the AIRPS.



The Award will be on display at our Ingrow Museum building for six months of this coming year, alternating with Leighton Buzzard. Just *which* six months is yet to be resolved! - but we anticipate that it will be with us in May so that we can put it on display for the Enthusiasts' Weekend on the first weekend of that month. More importantly we would like this Award to be available on a very special day - which is **Saturday May 9th**. (Diaries, again!!)

The significance of this date - Saturday 9th May - is that this is to be the day of our THIRD OPENING CEREMONY!

All members and friends will of course receive an invitation nearer the time to what should be a really good day. Please make a special note of this day in your diary, and look out for your invitation.

Do you remember when the yard at Ingrow looked like this?



*Were you around when we finished **Phase One** of our buildings and ended up with a nice new Shed looking like this?*

Photo: Martin Bairstow

This was with financial support from the Museums & Galleries Commission, the English Tourist Board's now defunct 'Section 4' Grant Scheme, and Bradford Council's Economic Development Unit - plus of course fantastic support from our members and other friends. Perhaps you were at the opening when Councillor Barry Thorne cut the cake and the sun shone on a very pleasant day. That was **Opening Ceremony Number 1**.

Were you still around when we started to build sideways with grant help from the Museums & Galleries Commission, a number of other Trusts (the Esmée Fairburn Trust, the Mercers Foundation, the Pilgrim Trust, the Leopold de Rothschild Charitable Trust) and again with Members and friends rising to the financial challenge? This enabled us to build a fine Shop, an upstairs room, and most importantly store-rooms and new toilets, including facilities for the disabled. You may have been at that Opening - again, a lovely fine day - when Sam Jennings, Jack Rowell and Graham Holroyd represented the two ends of our working membership's age spectrum as they cut the opening day cake. **That was Opening Ceremony Number 2.**

Let's hope the weather makes it a sunny hat-trick. **Remember the date: Saturday 9th May 1998.** See you there?

Now for the rest of the Trust's News...

Shops

Just for a change we will start the News with **Shops**. A vital part of the Trust's activity - but sometimes they get overlooked in among the activities focused on our carriages and locomotives.

As you may remember from the last *Newsletter*, **Haworth Shop** is destined to close during this coming year. It has sudden flashes of good trading, but not enough to warrant keeping this as one of at present three shops active with all the implications of stock movement, staffing, shop management and overheads. We thank those who have faithfully helped in Haworth over the years and we hope that they can transfer their dedication reasonably smoothly to Ingrow or to Keighley, where they will be very much welcomed.

Ingrow Shop continues to grow from strength to strength. Bob Stott's efforts mid-week and sometimes at week-ends along with those of other volunteers continue to be much appreciated. Please do tell your friends that the Shop is at *Ingrow* and that the entire stock of magazine back numbers is now there. It is a joy to be able to take people into the magazine room in the museum and let them browse. Our thanks to Dave Hemingway for starting the organisation of this room, and to those who are continuing in this task. (Dave has now left us as a mid-week volunteer, having gained full-time employment.) This is an on-going process - magazines continually are donated, and we need people to sort and stack them. Brian Mennie is one of our members who happily drives from Doncaster to do this occasionally. It is not a physically hard job, it just needs patience - and you can also read the stock! Is this something YOU could take on occasionally??

Keighley Shop has taken on a new lease of life under the caring eye of Dave Brooke. Dave is a relatively new member of the Trust, but is certainly working hard for its interests. He is certainly an example of someone who has come in and found his niche. It is now possible to find Keighley shop **open** on both days of practically every weekend. It is well-stocked and a pleasure to browse around. The continuing up-turn in its fortunes is we are sure the result of his work; our thanks go to Dave and the others who help to man Keighley shop. Again, if *you* would like to try your hand at this activity, please let us know.

Of course the shops can only continue to show this progress if we receive books, magazines and hardware to sell, so keep them coming in, please!

Sometimes we get requests to collect goods from far away. Sometimes we can arrange this, but not always. Please do bear with us: if we can find someone near you who is willing to collect a car boot full of hardware or magazines or whatever, we will do so.

If you hear nothing from us, give us a reminder - it has been known for things to get lost under the piles of paperwork! Obviously, we will be very grateful if you can get any such items to Ingrow Museum yourself.

Coaches

First a story about a coach which isn't in the VCT Collection, but bits of it soon will be!

When the German army occupied Poland at the start of the Second World War an Estonian named Clem Chevonka was forced by the Nazis to work and fight for them. He managed to escape however and arrived in Britain as a refugee. During the war he was very unhappy, speaking little English and did at one time contemplate suicide. However he met and married another Estonian refugee called Vera and after the war they along with a Polish couple acquired some land in the small village of Kirton, Nottinghamshire, together with the body of Great Northern Railway suburban coach No. 3021 which they converted into a home for the four of them. Eventually they split the land between them and built two bungalows. The coach also was split into two and Clem used his half as a garden shed and later as a workshop in which to enjoy his hobby of maintaining motor cycles.

Over the years, the half-coach lost all its interior partitions and fittings. However the exterior remained in much the same condition as when it was taken out of traffic, being protected over the years by several coats of paint.

Vera and Clem both died in the early 1990's and the bungalow eventually was acquired by a Mr Kimberley, who is in the process of refurbishing it and is about to build a garage just where this old half coach body is situated.

Fortunately he is a man who rather than just breaking up the body made efforts to find out if any of the railway preservation groups could make use of it. He approached the Midland Railway Centre at Butterley who realised that it was ex Great Northern Railway and suggested that VCT may have an interest. VCT certainly had an interest and as it was not possible to remove the vehicle as a complete unit - even in its abbreviated form - decided to dismantle it.

A reasonably bright day in early November saw Trust Secretary Michael Cope driving a large van down the A1 in company with Committee member John Heaton, soon to be joined on site by Chairman Trevor England and Vice Chairman Paul Kirkup, who also happens to be the Caretaker of Great Northern coach No. 2856. He of course was very pleased to see four doors' worth of Great Northern door fittings - hinges, handles, 'budget' locks: all in surprisingly good order - as well as metal angle brackets, teak panels, trim strips and glazing securing strips, all of which will help very usefully towards the authentic restoration of 'big brother', Great Northern coach No. 2856. The gang removed the roof in two sections and the sides were cut into two unequal portions for subsequent dismantling in our workshop. Also carefully saved was the only surviving item of interior trim, the lined out panel stretching the full width of the end compartment on to which the luggage racks had



Demolition team at Kirton: the half-body of GN Suburban No. 3021 approaches the final stages of dismantling

previously been secured. The van returned to Ingrow very well laden! Photographs taken included a record of the surviving floor panelling of this coach, as it may help in the detailed survey and assessment of No. 2856. The floor itself was however one of the very few items left on site. The various pieces of this jigsaw are now in our Workshop at Ingrow, where more details will be noted and further useful components recovered.

We take the opportunity to express our thanks to Mr Kimberley for his thought and his kindness in making all this available to us.

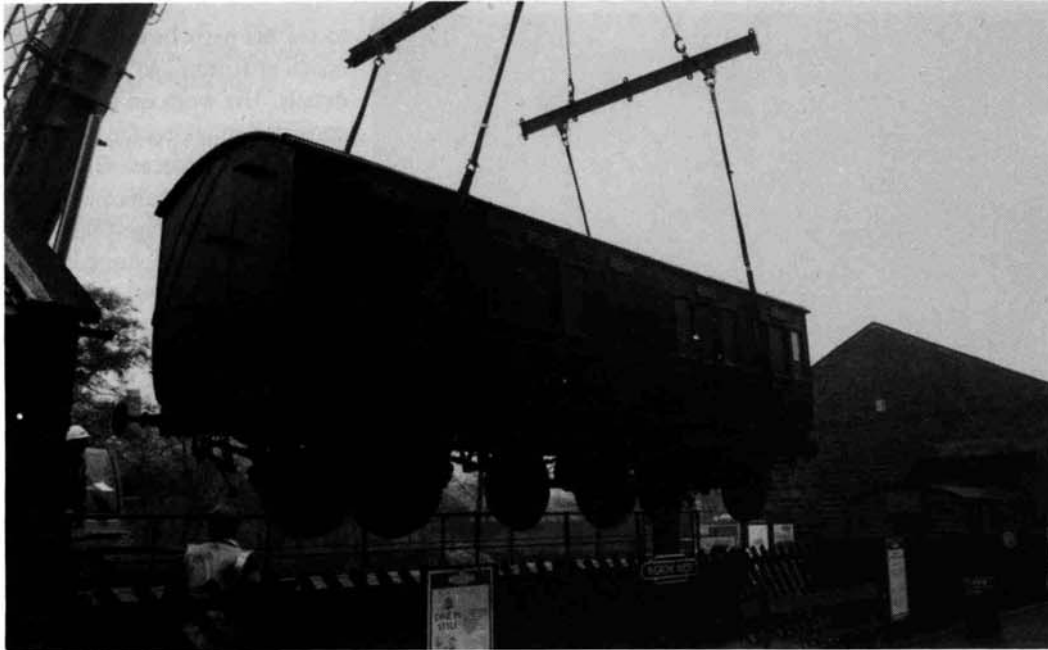
Meanwhile - and as illustrated below - Stuart Mellin has started the work on the fire damaged Guard's compartment of GN Coach No. 2856. Stuart was pleased



to see the parts brought back from the coach at Kirton and to note construction details. His work on the GN initially consisted in taking the burnt sections completely to pieces. One day there was the charred skeleton of a guard's compartment; the next there was just the floor! Initial shock turned to pleasure at the progress being made with the assembly of the replacement framework, which is taking place in Stuart's workshop. The new teak panels for this coach are reported to have arrived in this country; but all we've seen so far is the bill! There is of course no desperate hurry here, as it will be several weeks before Stuart will need material to deal with re-cladding the fire-damaged section, and it could be quite a bit longer before we will need these teak panels for

restoring the rest of the coach. In the meantime, Paul Kirkup is continuing with a meticulous assessment of the coach as a preliminary to finalising proposals for a possible PRISM Grant (this is the Museums & Galleries Commission's Fund for the Preservation and Restoration of Industrial and Scientific Material, administered by the Science Museum). It may be some time before we are able to go ahead - but at least when we do, it will be right!

Work starting on the GN reminded us of the perils of coaches in outside storage and it was therefore a great and joyful day at the beginning of December when the last of the Trust's Collection of coaches was shunted into the Museum Workshop. The **Midland six wheeled Composite** has up to now been trapped in the Shoddy Manure Dock Road at Ingrow Station. It was quite obvious that the Bahamas Locomotive Society would not be in a position to allow the coach to come out through their shed for quite some time. The only way was up, up and away. The distance from the running line and the presence of Ingrow Station platform made the use of the Railway's (or BLS's) rail-mounted crane impossible. We approached the nearby firm of Powerrun. Their speciality is moving machinery, but they willingly undertook this unusual (to them!) task. The Worth Valley Railway required a very considerable amount of Method Statement safety paperwork completed before the job could be done. We would like to thank Eric Cooper of Powerrun not only for organising and carrying out the job, but also for his cheerful acceptance of all the various requests made of him in the planning process. In the end it was a very large and very new computerised crane, in 'showroom' condition and on only its second assignment, which picked up our 111 year old coach as effortlessly as the proverbial feather, carefully placing it on a low loader to be trundled the short distance down the yard, before lifting again and placing it on the rails. This whole operation was preceded by a similar one dealing with our well over 100 year old Midland Railway tank wagon. The crane crew showed great interest not only in the operation



Our Midland Railway six-wheeler takes to the air - leaving the 'Shoddy Manure Dock Road' at Ingrow

but also in the Museum, and then left, leaving us with a lot of dirty tea and coffee mugs and empty Kit Kat wrappers. The necessary shunt to get the two vehicles safely into the Museum and the Workshop was immediately carried out. This was thanks to Worth Valley Railway's Chairman of Management (and VCT member) Brian Baker driving one of the Railway's diesel locomotives - thanks to which 'all was safely gathered in'. It was a triumphant moment when the Midland coach was safely in the workshop and the tank wagon was in position behind *Lord Mayor*. The wagon looks a little out of place alongside its varnished and painted friends, but no doubt its Caretaker Trevor England will soon have it looking a little less sorry for itself. It certainly looks right behind our little Contractors' loco *Lord Mayor*.

The Midland coach has joined GN 2856 and the Bulleid coach in the workshop. Tom Povialatis has returned from a short time living in his Florida homeland is back in sunny Keighley and with the mid-week team. He has returned to pick up where Dave Hemingway has had to leave off in working on fitting endless bits and pieces in the interior of **Bulleid coach No. S1469S**. These include the seat numbers: has anyone a spare '4' or '19', please, as we are short of these? Here is perhaps a good place to mention the work which is carried out by the mid-week team. Dave Hemingway as we have said has now found employment somewhere in Bradford, and he was followed into full time employment shortly afterwards by Peter Butcher. Peter is still very much around at weekend and will continued to bring together our reference library and archives.

Over the past few years both Peter and Dave have made an invaluable contribution to the Trust in many areas and we do thank them for this. We wish them both well and indeed hope to welcome them as 'weekend' volunteers. Meanwhile Bob and Tom and of course Dennis our indispensable running board cleaner continue to hold the mid-week fort.

Locomotives

On the locomotive front things continue to be interesting. *Sir Berkeley* has graced with his presence the East Anglian Railway Museum at Chappel & Wakes Colne since early October. His Lordship has been used on passenger trains including an Halloween Special. No doubt an eerie experience for all concerned!

The EARM is helping VCT by giving 'Sir B' a spruce new paint job, stated to be as authentic as they come. This means that 'Sir B' now sports a whole new livery which should startle many into colour photography. It is officially called 'Grass Green', but we are told by Paul Holroyd who made a special visit to view the loco that it looks more like a light apple green, causing one member not too far from this computer to re-christen the loco 'Sir Kermit'!

The loco will probably return to the Middleton Railway in February for its annual insurance examination. As for the rest of the summer: 'Sir B' has an open diary at present, though there is a provisional booking for September 19th and 20th which could be interesting if it comes to fruition. As always, the best way to find out what is happening is to enquire at the Museum (01535 680425).

Bellerophon is far from well at the moment. The locomotive is currently stored outside at Haworth, adjacent to the main running line, whilst Terry Sykes and others decide how and when things can be done to rectify various problems which arose during and after the visit to the Kent & East Sussex Railway. It was unfortunate that the anticipated steaming of *Bellerophon* on the Annual Meetings weekend, specially arranged by our Chairman, was not possible. however our MS&L and ECJS coaches looked well behind the 1920-built Midland Railway 'Jinty' No. 47279, and a good day was had by all who came along. Many thanks to the Worth Valley Railway for supplying a suitable replacement at short notice.

The late Nigel (Fred) Crowther

It was with sadness that we heard of Fred's untimely death in November.

Fred had started working in Haworth Yard while still at school, in the mid-sixties. His Grandfather had been a Driver at Ardsley Shed and he was pleased to be able to follow him. As a good worker he would turn his hand to most jobs in the Worth Valley Locomotive Department, where he also progressed through the ranks from Cleaner to Driver. In more recent years due to personal circumstances he was not able to continue with his volunteer work for the Railway. However, with his involvement with the Middleton Railway at Leeds he was to come across many old friends when *Sir Berkeley* first visited, two years ago. He had been involved with the early restoration carried out by the VCT in the stone shed at Ingrow in the 1980's and he was pleased to take *Sir Berkeley* under his wing at the Middleton over the last two years. Fred will be remembered by all who knew him for being hardworking, and a good humoured easy-going friend. [TRE]

Minutes of the Trust's 1997 AGM

These are included as the centre four pages of this *Newsletter* as the customary record of our Annual Meeting. Any Member wishing a copy of the formal Annual Report and (Audited) Annual Accounts should send a large sae to the Secretary, c/o Haworth Station.

The Overseas Connection: AJECTA

Our twinned body AJECTA, based at Longueville, to the West of and just outside greater Paris, has sent us information about their steam excursions for 1998. The programme starts on **26th April** with a 220 mile round trip from Paris-Nord to Noyelles and return, for the metre-gauge Baie de la Somme Railway's Steam Fair. This will feature the return to steam of its 2-6-0T No. 15. This is followed on **14th June** by an excursion from Paris-Nord to Le Tréport, again hauled by AJECTA's 140C.

AJECTA's Depot at Longueville will be open over the mid-September weekend of the French National Heritage Day 'Open Doors Weekend'. As 1998 sees AJECTA's 30th Anniversary, quite a show will be put on - including steam shuttles between Longueville and Provins, and hopefully visits from 4-8-2 No. 241 A 65, based in Switzerland, and from 2-8-2 No. 141 R 840, based near Nevers.

The long-standing 'Champagne Express' is begin replaced for two or three years, with this year's replacement being a two-day excursion on **3rd and 4th October** from Paris-Lyon to Beaune, via Dijon. Food and wine feature prominently over this weekend! More details are available from AJECTA, PO Box No. 1, F-77650 Longueville, France: or by fax from 00 33 1 42 72 68 51. Please note that this fax number replaces that previously advised. The Depot's phone number remains 00 33 1 64 08 60 62; but it is unclear whether or not this is a source of tour information. Alternatively you could try AJECTA's address on

AIRPS' Internet pages: this is:
<http://www.uel.ac.uk/pers/1278/Rly-Pres/ajecta/ajecta.html>

As formal 'twins', VCT Members qualify for AJECTA Members' prices.

And Still More Dates for Your Diary...

2nd & 3rd May: The Worth Valley Railway's **Enthusiasts Weekend** - all being well, our Nine Compartment and Brake Metropolitan Railway coaches will be in use; and there may be a special display in our Ingrow Museum.

9th May Opening Number 3. (This is a reminder!)

19th & 20th September: the Railway celebrates its first 30 years of running. During this weekend's celebrations practically all of the VCT Collection is expected to be out and about on the Railway!

'Mets at the Grand Hotel'

Our film buff and statistics collector, Trustee Paul Holroyd, tells us that the 33rd filming assignment featuring the Trust's Collection has just taken place. All three Metropolitan coaches were in use at Keighley for the filming of an episode of Granada TV's series 'The Grand', which stars Susan Hampshire and concerns the goings-on at the hotel of that name in Manchester. The three carriages were taken to Keighley for shots involving the actress boarding and alighting from the train, and being arrested (complete with very small baby). There was a very high VCT presence during the day as our Secretary Michael Cope was the Railway's Responsible Officer, our President Robin Higgins was driving the locomotive, Vice President Bill Black was the Guard. For those who have the same fascination with statistics as Paul Holroyd, the Met Brake (No. 427) has been used in films eighteen times, coach 465 sixteen times, and coach 509 nine times - so now you know!

The Trust also managed to creep into a fairly high profile position at the prestigious Annual Lecture of the Association of Independent Museums. About one hundred and fifty people including very senior people from the Science, National Railway and London Transport Museums gathered to hear an address by Lord Rothschild, Chairman of the Heritage Lottery Fund. Your representative present (Paul Holroyd, no less!) was very pleased to see a slide of our Ingrow Museum interior flashed onto the screen, chosen for Lord Rothschild as an example of a dynamic independent museum!

Mayfield Clock

This clock was entered for the Ian Allan National Railway Heritage Awards. We did not win, but the judges' comments were very positive, including: 'The VCT has a reputation for the high quality of their pre-restoration research and for the standard of the work itself... the quality of the restoration throughout this restoration... is first class; I commend all who were concerned and particularly Peter Butcher whose project this was': 'The Trust and particularly the volunteer mainly involved can take pride in a job well done'. So although not winners we are well pleased.

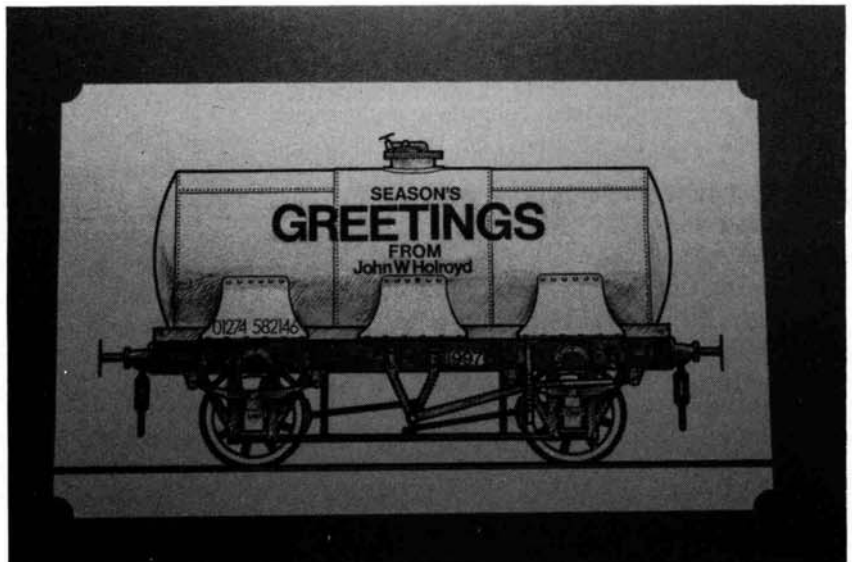
Toilet Doors

Bob Stott will long remember - and certainly will long be reminded of - his appearance, in full colour, on quite a lot of the front page of Bradford's 'Telegraph & Argus'. He is holding in one hand one of the toilet doors from GN No. 2856, with its LNER 'The Route of the Flying Scotsman' map prominently displayed. This is as carefully recovered by Ray Sowerby from under the general debris and smoke damage on what turns out to be a very fine door. Fairly predictably, Bob is holding a toilet roll in his other hand, and the legend is: 'Carriage repairers on a roll!'. Our Curator, Jackie Cope, is quoted as saying: 'I suppose people using the loo could see where they were going and where they had come from.' We are reminded of the two guiding principles concerning publicity. The first is: 'There's No Such Thing As Bad Publicity'; and the second is: 'Never Let The Facts Stand In The Way Of A Good Story!' The Trust has enjoyed an impressive amount of Press publicity over the past several months, much of which has been due to the activities of Paul Holroyd. It's pleasing to report also that Messrs Greatrex Professional Imaging of Bradford have kindly offered to produce a computer-

enhanced reproduction of this (now fairly well worn) map, which will be a very useful addition to the information we are gathering concerning Coach GN 2856. It's evident that there are a further two route maps under the one at present visible: we are investigating the possibilities of Grant assistance towards the cost of a professional Paper Conservator taking the top two off in sequence, so that we can see and record those underneath. We may then wish to talk nicely to Greatrex Professional Imaging, as it looks as if there could be *three* rather than just the one photograph which would benefit from computer enhancement!

Christmassy Oil Tank Wagon?

We are very honoured (we think) to find that part of our Collection has been used as a Christmas Card. As shown below, John Holroyd's Christmas Card features our Midland Railway oil tank wagon. On the card, the white tank shows well against a festive green background with red greetings - the colour scheme is perhaps not fully authentic, but it is very smart. Our thanks to John, whose artistic work graces many of our leaflets and new display boards, for allowing us to show his seasonal masterpiece!



The 'Usual Notices'

Charities Aid Foundation (CAF) 'Give as You Earn' Scheme: those who take part in this 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.

Multiple copies of this Newsletter: normally just one copy is sent to two or more Members residing at the same address. If however you would like further copies, please let the Secretary know.

It has been suggested that we should mention the current **Subscription Rates** within this section. These are still held at the intentionally low figure of £4, or £2.50 for Members' spouses and for Seniors, or £120 for Life Membership. Those who are in full-time employment or who otherwise can afford a donation above these annual figures are invited so to do! Those wishing to join the Trust as Members should contact VCT at the usual correspondence address (see below).

Data Protection Act: VCT Membership records are kept on a Computer. These are *not* made available to any outside bodies. If nevertheless any member does not wish their records to be kept in this way, please contact the Secretary.

'The Ingrow Can Crushers Club' continues to need *aluminium* (not steel, please) cans not just to crush but also to use as a valuable source of revenue. Keep them coming!

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