

Vintage Carriages Trust

Members' Newsletter: May 1999

1999 Subscriptions

Most Members needing to renew their subscriptions for 1999 have already done so – but if you haven't as yet, you will find a Reminder notice enclosed with your copy of the Newsletter. If you are yet to renew, would you please do so, as soon as is possible? Thanks!

(If we've got it wrong and have sent you a reminder note when you have already renewed: our apologies – and please let us know.)

'Bellerophon' 125 (Part One): 23rd May – your Invitation!

This is *Bellerophon's* 125th year! (Yes, 1999 take away 1874 does give 125 years old!) In this special year for our oldest locomotive, Members may have seen *Bellerophon* in action as part of the Railway's Spring Enthusiasts' Weekend, over the May Day Bank Holiday weekend. There will be another chance to see *Bellerophon* in action (with two of the Railway's service coaches) on the WVR's "Vintage Train" day of **Sunday 23rd May**. Note the date – and note especially that **there will be a special train hauled by *Bellerophon* for VCT Members only on that day, leaving Oxenhope at 5.15 pm. Please come, and enjoy!** This trip is courtesy of the Railway, so no charge – but bring your Membership cards! For those who would like to chat with fellow Members after this one 'round trip', we will be adjourning to the Lamb Inn afterwards for a glass of refreshment – good food also is available, at very reasonable prices.

(As always, with such elderly machinery we have to say "subject to availability" – you may wish to ring the Museum on 01535 680425 during normal opening hours to confirm before travelling any distance.)

'Bellerophon' 125 + 'Chatham' 75 = 200 years: Birthday Celebrations (Part Two) – 25th September

We will be celebrating *Bellerophon's* 'official' 125th Birthday and the 75th Birthday of our 'Chatham' coach No. 3554 at Ingrow Railway Centre on **Saturday 25th September**. Further details later, but you are invited to join us, *Bellerophon*, and 3554 for this Auspicious Occasion: please make a note of the date in your diary, now! We hope that it will be a joyous occasion with a real party atmosphere. This is planned for Ingrow Yard, possibly with a trip on the Railway – if the weather is not kind we will move into our Museum building. No charge for the Party – but could you please bring *Bellerophon* and/or 3554 a present of some sort? (But not a lump of coal – *Bellerophon* already has plenty of that!!) Maybe a book, or a piece of railway hardware – or possibly a cheque?

Working Weekends

A reminder that the next Working Weekends at Ingrow will be held on **12th/13th June** and **14th/15th August**. If you would like to help the Trust in a practical way, and try your hand at 'hands on' restoration, please join us any time over either (or both?) of these weekends. The last 'working weekend' went well, with those involved enjoying themselves (we think!) and a very useful contribution made to our work programme. So: see you on June 12th? (or June 13th, or in August?). Again, please make a note in your diary, now! (If you would like a 'reminder' postcard, please let John Heaton know (via VCT, c/o Haworth Station) – his activities here have proved very useful!

Working Evenings

These take place at Ingrow on the **first** and the **third Wednesday evenings of each month**. Attendance has been a little disappointing over the Winter months – though the weather and the absence of significant heating (other than over the workbenches) may have been a contributory factor. Still, we are now into the better weather – so, if you live reasonably locally to Ingrow and can get on any of these Wednesday nights, why not join (or rejoin!) us: from about 6.30 pm onwards? There is plenty to do, both for weekends and Wednesday evenings – including work with archives, or the library, or sorting magazines, or in the Shop: it's not all dirty carriage restoration!

Sales

The *new* VCT tie is now available. This is in 'Midland maroon' and has an all-over MS&L carriage motif, with the Trust's name at the bottom. It is available from the Ingrow Museum Shop at £8.50 each, or by post (VCT, c/o Haworth Station) at £8.50 plus 50p post and packing.

Jumpers, sleeveless pullovers and shirts are also available, all with the VCT MS&L carriage motif. Please write for details and prices, giving your chest or collar size as appropriate.

Keighley Shop

Keighley Shop Manager Hugh Beck writes:

"At the north end of Platform Four at Keighley during shop opening hours is a door opening outwards. Enter this door, having read the notices pinned to it, and you will find yourself in the Keighley branch of the VCT Museum shop. Stock here is supplied from Ingrow, and to a large extent the two stocks are similar. However, where Ingrow has plenty of hardware, signs, and lamps, Keighley has a small sample selection. Both shops have books and ephemera.

Keighley keeps all stocks of slides, photographs, tickets, etc., road transport items, models and a good number of fleet books. While the vast, organised, and carefully sorted magazine stock lives in its own room at Ingrow, there are always plenty of 'overs' to be found at Keighley. Due to pressure on space, bound volumes of magazines which used to be kept at Ingrow are now available at Keighley. A large number of bound volumes of magazines and journals have arrived recently as part of a very generous donation, and we shall be pleased to provide details on receipt of a SAE.

A recent move into the last decade of the 20th century has been the provision of a telephone extension to the Keighley shop, thanks to the expertise of Adrian Rodsett. Direct communication between the two shops, and to the outside world, is proving to be a boon to all, and will hopefully increase sales by enabling us to organise the movement of stock between shops, by train or messenger, at short notice. Young Sam Dilworth, our recent recruit to Keighley shop staff, may well be looking forward to such trips down and up the line.

Lastly, a plea: to raise funds for the Trust's aims, the restoration and display of vintage coaches, we need donations of any type of transport-related publications, hardware, tickets, models, ephemera. Small items will be welcome at either shop but we would really prefer books and larger quantities of magazines to go direct to Ingrow."

VCT Trustee Paul Holroyd adds:

"I was amazed at how much bigger Keighley shop now is inside, following the facelift given to it by Hugh Beck and his team of volunteers. Changing the door to open outwards, and the improved shelving, has created a much more spacious environment. The fact that the door opens outwards should also act as an advertisement for our shop and result in more people browsing."

Shops and Library – our thanks; and help needed!

Thank you – to all who have recently donated magazines or other items to the Trust's Shops, and have so very much helped the work of our Trust! Here we thank in particular the London Underground Railway Society for their kind donation of surplus magazines from their recently-disbanded library; together with Mrs Yvonne Tovell for her generous donation of items from the collection of the late Mr J L Tovell.

Under the heading of 'help needed' – are there Members out there with knowledge of cigarette cards (all varieties, not just railway subjects), also of railway tickets? From time to time these items come our way for resale in the Shops, and we just haven't the expertise to make sure we put a fair price on them. If you are able to help by advising about this, could you please contact the Trust's Secretary as soon as is convenient?

Also, unfortunately we've not been able to open Keighley Shop as often as we would have liked, owing to a shortage of volunteers – why not give it a try? You can see the trains passing by on the main Leeds to Skipton line and of course you are allowed to read the stock!

Aluminium cans: no more, thank you!

Aluminium cans have served us well over the past few years and have made us quite a bit of money. However, times change.... Sadly, the price given for aluminium cans has gone down quite a long way, and we have found that the amount of time and work involved in sorting, crushing and bagging aluminium cans is now out of all proportion to the income so generated.

The result of this is that reluctantly we have had to make the decision to withdraw from this particular activity. So, with thanks to all those who have so positively supported us by bringing us their aluminium cans, reluctantly we have now said "thank you, but *no* more cans, thank you!"

Museum

Opening of the Edward Exley display. The week before Easter we were delighted to welcome Edward Exley's daughter, Mrs Joan Smith, to our Museum building where she viewed our display of Edward Exley coaches and formally handed over the Exley models to us in a very pleasant ceremony.

The Exley coaches are displayed in conjunction with a selection of our Frank Newbould posters – both were of course Bradford men, making this dual display of especial consequence to our Museum.

We are delighted that once again the **Yorkshire & Humberside Museums Council** has been able to support our work with Grant Aid – this year, towards improving our closed-circuit television security arrangements and also towards the cost of improved staging to allow safe access to the upper parts and the roofs of our coaches. We are very grateful for this continued support, especially as it underlines the recognition given to our 'Museums' activities.

A section of the display cases within the Museum building now contains Dennis Jagger's display of "**Locomotives of the Worth Valley Railway**", being models of all the KWVR's locomotives, past and present, and of all locomotives known to have visited the Railway since Re-Opening. Dennis has not only kindly loaned the various items, but has provided a stepped scenic display, with push-button control of a working demonstration train. Our thanks go to Dennis for all this – also to Frank Needham for helping Dennis list the items and for providing an identification chart for the benefit of our visitors.

The **pillar box** has now been moved to be close by the front doors of the Museum building – not without difficulty: it's *heavy!* In due course it will be joined by a display telling something of the story of how moving mail was so closely linked with passenger railways. The questions asked about pillar boxes on railway station platforms prompted replies from Peter Spilsbury and from Malcolm Clark. Peter sent photographs taken by a friend of wall boxes at both Penrith and



Mrs Joan Smith (daughter of the late Mr Edward Exley) views the display of Exley coaches and Frank Newbould posters

Photo: Jim Pike

Machynlleth Stations but did not know of any *pillar* boxes on station platforms. Malcolm Clark sent the photo which we show here, showing a pillar box within Harrogate Station – but with the note that it probably was originally just outside the station itself. However, he has recently noted a 'George VI' pillar box which most definitely is within the platform area of Carlisle Station. Our thanks to these two members and to others for their interest: we will add the photographs to the Trust's formal Collection.

No-one has as yet come back to us about wheels for the rather fine (but wheel-less!) **Post Office platform trolley**. Maybe pursuing this one would make a good project for someone not able to visit Ingrow very often but wishing to contribute to the work of the Trust. If so: we'd be very pleased to hear from you!



The Harrogate Station pillar box

Photo: Malcolm Clark

Locomotives

Bellerophon was in action over the May Day holiday weekend, which was the Railway's Spring Enthusiasts' Weekend. We were pleased to see several VCT Members over that weekend – including Ken Turner (who will be taking our best wishes to Vernon Smallwood) and Chas Meredith, over from Dublin – and certainly *Bellerophon* acquitted himself well.

As already noted, the plans are to use *Bellerophon* on the Worth Valley's Vintage Train day of 23rd May (as mentioned above, it's after this day's operation that we will enjoy our VCT Evening Special).

Bellerophon will then be due for the annual boiler examination.

Subject to successfully passing this, *Bellerophon* should then visit the Foxfield Railway for their Gala Weekend, which takes place on July 24th/25th. This follows the success of last year's visit to Foxfield by *Sir Berkeley*.

The Foxfield Railway is at Blythe Bridge, near Stoke on Trent, Staffordshire. They have had up to nine locomotives in steam at previous Galas, and for this one will be operating both freight and passenger trains on both days. Trains will operate from approximately 9.30 am to 5 pm on both days. There will be a free connecting bus on the Saturday from Blythe Bridge Railtrack Station to Foxfield's site at Blythe Bridge (Caverswall Road).

Further information is available from the Foxfield Railway, telephone 01782 396210 (weekends) or 01270 874959 (weekdays).

Sir Berkeley recently underwent his annual boiler examination and now has a clean bill of health until May 2000. So far, we have been fortunate in that none of *Sir Berkeley's* boiler tubes have had to be replaced, but if there is one thing we've learnt about operating vintage locomotives, it's to expect the unexpected! At any event, *Sir Berkeley* will have to be withdrawn no later than March 2001 when his 10-year overhaul becomes due. It's a wise man (or maybe a foolish man?) who will tell you how long it will be before *Sir Berkeley* will again steam after this date. The moral has to be - catch *Sir Berkeley* in steam while you can!

It seems likely that *Sir Berkeley* will be used perhaps once a month at the Middleton Railway, but there is always a possibility that he may travel elsewhere at short notice. To check the latest situation, phone our Museum on 01535 680425 or the Middleton Railway on 0113 271 0320. On the Middleton Railway passengers are able to have an excellent (and unusual) view of the locomotive footplate from their carriage, as the locomotive works hard up a steep gradient. This is because of the two converted wagons used to carry passengers one has observation windows which are immediately behind the locomotive's bunker on uphill journeys, whilst the other has an open veranda which is adjacent to the locomotive's chimney on the downhill return.

The Middleton Railway is very easy to get to by public transport, being just a five minute walk from the main A653 Dewsbury Road which is used by numerous buses between Leeds City centre and the White Rose Shopping Centre. Alight from the bus at the stop nearest to Tunstall Road.

Coaches

As we've previously noted, our '**Chatham**' coach celebrates its 75th birthday this year and will commemorate this occasion by being at the least well and truly "on show" on Saturday 25th September, and all being well will be in passenger service on that day. It *may* also be in use during the Railway's Autumn Enthusiasts' Weekend of October 9th & 10th, but please note that this is yet to be confirmed.

Two of our **Metropolitan Railway** coaches will again see service as "Annie" and "Clarabel" on the Railway's two "Thomas" weekends this year, being 5th & 6th June and 18th & 19th September. At least the first weekend will be preceded by "Annie" and "Clarabel" being in passenger use as a shuttle between Ingrow and Keighley on the Friday (4th June). Timings for this are not confirmed as yet; so should you wish details please ring the Railway (24 hour information line: 01535 647777) nearer the time.

These two coaches – possibly to be joined by the First Class Met, to make up the full rake of three coaches – *may* also be in use over the Autumn Enthusiasts' Weekend. Again, please ring the Railway for further information nearer the time.

For most of our Collection, all we can report is the very satisfactory state that all is well within our Museum building and that 'care and maintenance' continues as ever, with our Collection being well-received by our visitors and otherwise pleasingly little happening.

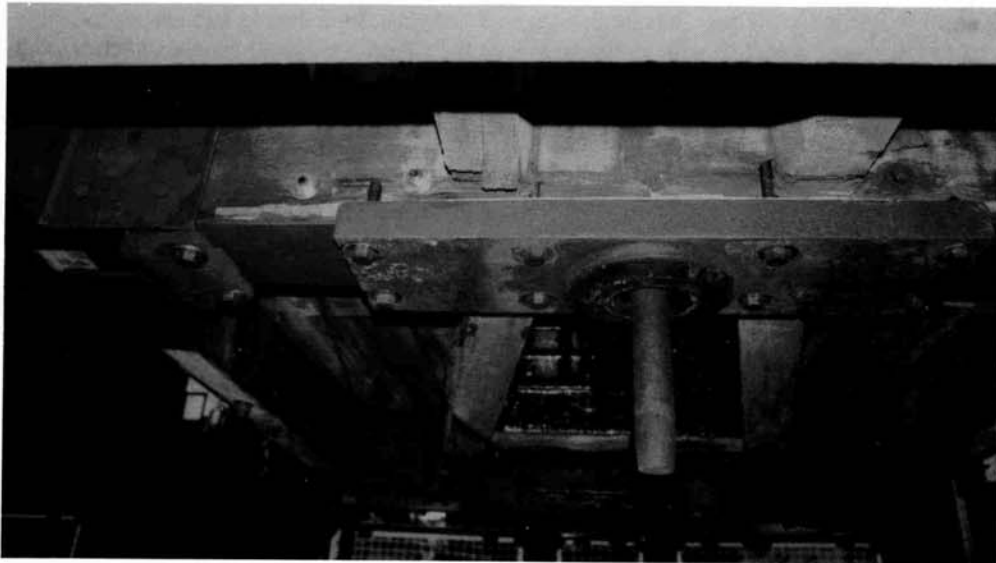
There has however been some progress with the further work on the ceiling of our '**Bulleid**' coach – and a great deal of progress with **Great Northern Railway** coach No. 2856, the restoration of which is being supported by a much-appreciated Science Museum PRISM Grant. (Incidentally, it's the structure and exterior that we are dealing with at present – dealing with the interior furnishings will come later, as a separate project.)

2856's Caretaker, Paul Kirkup, is co-ordinating this restoration work. He writes:

“Work on 2856 has concentrated mainly on the brake end bogie and underframe. One wheelset was removed from the bogie (space restrictions meant that the other had to remain in place) to allow it to be properly cleaned and painted. Many other parts were also taken off the bogie to allow thorough cleaning and these included the bolster, axleboxes, brake hangers and all the leaf springs. The springs, both leaf type from the axleboxes and coil type from the bolster, were sent away to a spring specialist for examination and repair where necessary and the leaf springs have now been returned with most of the leaves replaced, as considerable corrosion and wastage was found on the old leaves. These were stored awaiting re-assembly. Other parts removed have been wire brushed and painted, firstly with a phosphate wash to neutralise rust, then primed with corrosion resistant primer and painted BR underframe black. Cleaning the wheelset took some considerable time as many layers of bituminous paint had been applied to the steel axle, rim, tyre and also to the teak block inserts between the rim and hub. That on the timber eventually succumbed to paint stripper and wire wool to leave a surface ready to receive several coats of varnish. The steel parts have been given the same paint treatment as the bogie except that the inner axle and tyre rim have been painted white. The authority for this was found in “Railway Liveries 1923-1947” by Brian Haresnape, and represents LNER practice. Following partial re-assembly of the cleaned wheelset it was refitted into the bogie frame and the other set removed. This has since been cleaned and painted and re-assembly of the complete bogie is now virtually complete.

Whilst work on the bogie was carried out a Structural Engineer was employed to assess the weakened and damaged timber underframe above the bogie pivot pin and behind the brake end buffers. He prepared a scheme for introducing steel reinforcement in critical areas to transfer loading away from weakened members and for sandwiching together damaged timber, this to be carried out in conjunction with resin injection of fractured timbers. The scheme was devised so as to require as little alteration or damage to existing members as possible, and after careful consideration by the project team, and by Richard Gibbon of the National Railway Museum, was given the go-ahead. The contract for the work was given to a Keighley firm, Powerrun Ltd, who sub-contracted it to the Keighley firm of John S Feather and Sons.

Work commenced in December 1998 with the removal of several items of steel bracing and gussets, before careful measuring up for replacement items could be done. Meanwhile resin injection took place. Our resident joiner, Stuart Mellin, who is also Station Master at Ingrow (West), fabricated an unusually shaped piece of hardwood to square up the permanently bent pivot pin cross member before the steel reinforcing was introduced. Stuart also recommenced work inside the carriage and has replaced ceilings, remade partitions where these were cut through to form an internal corridor when the carriage was converted for departmental use, and has replaced a small number of rot damaged floorboards.



Where the money has been spent! This is a view below the brake end of the coach, looking upwards and outwards. The pivot pin on its casting drops into a corresponding hole in the bogie and carries the weight of the coach. Overloading had severely distorted the wooden cross-member carrying this pivot pin, running left to right as seen. Hence the accurately-cut wooden packing piece (immediately above the casting carrying the pivot pin) and the steel plates around the wooden structural members – which have also corrected impact damage sustained at some time in the past to the wooden framing behind one buffer (far left in the photo). Yet to fit: the drawbar spring (which fits horizontally just this side of the buffer beam, just beyond the lower end of the pivot pin in the photo), the drawgear – and of course the bogie itself!

All the reinforcing steelwork has now been fitted and cleaning down of the timber underframe members has been carried out for approximately one third the coach length. The cleaned timbers are then being painted with a couple of coats of timber preservative. Whilst this has been

happening Andy Hoyle assisted by Paul Garnett kindly took time off from their KWVR Locomotive Department volunteer work to remove the rotten vacuum brake pipe which is fitted to one of the solebars and have fabricated a replacement. Removal of the pipe also allowed us to

thoroughly clean and paint the outer metal face of the solebar. After further scrutiny of Brian Haresnape's book the decision was taken to paint it "imitation teak", which he describes as "a burnt sienna shade (with a small admixture of white to give it opacity)". We settled for BS 08C49 as an "off the shelf" colour.

Enjoying the luxury of several pairs of willing hands during a Working Weekend, the opportunity was taken to remove some heavy items from the underframe, namely the two gas tanks and vacuum brake cylinders. The tanks had been painted with thick coats of bitumen and this is slowly being removed to allow new paint to be applied. Work to refurbish the brake cylinders has also commenced.

We now have only fifteen months left to complete the restoration of the carriage exterior. This timescale was set as a condition of the PRISM grant. Whilst this seems a long time, work during the colder winter months progressed slowly and much of the warmer months of next year will have to be allocated to the coach painter and final fitting of door handles, glass etc. Additional willing volunteers, either skilled or novice, will be made very welcome any time the Museum is open. A list of presently

pressing tasks, graded by difficulty and skill level, will be found on the 2856 tasksheet notice board, together with guidance as to the most suitable method to be employed to carry them out, and, of course, any safety guidance necessary."

We take the opportunity to thank all those who have so kindly contributed to this restoration project. This is particularly appreciated as some things have turned out to be rather more expensive than anticipated (and budgeted for!). In particular, the strengthening works under the Guard's Brake compartment were a great deal more time-demanding than we had thought; and we are having to have made some very strange (to present-day eyes) securing clips for the brake rigging on the bogies. Fortunately, apart from these items, we seem to be keeping reasonably close to budget: but between them just these two items mean that our extra financial needs are very comfortably into four figures - which is why we are so grateful for your support! ...and of course any further contributions would be most gratefully received!

'The Times' and Channel 4 Teletext feature VCT Website

The VCT website - <http://www.neotek.demon.co.uk/vct/> - continues to evolve, with further pages added and more in the pipeline. Recent additions include details of facilities for film producers, together with a full list of VCT's film credits.

As noted in the last *Newsletter*, the Railway Heritage Register Carriage Survey Project may now be accessed via the VCT website, and we were pleased to hear from Audrey Baxendale that she had found a whole page about our website on Channel 4 Teletext. This page was on the screen for at least three days in late February. At the beginning of March we had a half page, complete with a photograph, in the Computer Supplement of *The Times*. This publicity resulted in over 2,800 visitors to our website in the first week of March.

We see the *Keighley News* and the monthly railway glossies, but we don't see every local newspaper, or even every national newspaper, so if you do come across a press cutting which mentions VCT, we would be delighted to see a copy of it - and to know which newspaper or magazine it was in.

Your presence is requested

If you can possibly assist, are you able to spare the Trust a few hours over the Railway's Thomas Weekend on June 5th/6th? The Thomas event is undoubtedly our busiest weekend of the year, and you certainly won't get bored!

AJECTA

We have recently received the 1999 excursion programme of our French twinned body AJECTA (Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois). This present *Newsletter* will be too late to advertise AJECTA's excursion to Briare, on Sunday 9th May - Briare is on the Loire, and plays an important part in the canal history of France. The other steam-hauled excursions planned for 1999 are from Paris to Rouen and return on Sunday 6th June; to Amboise, Sunday 10th October; and the annual 'Champagne Special' to Epernay, on Sunday 21st November (complete with "repas gastronomique et raffiné" at Epernay). Other events include the annual "Steam Day" at the Longueville depot (at the end of the suburban service from the Gare de l'Est, just before the train reverses for Provins), on Sunday 19th September; and (subject to confirmation) a celebratory tour from Paris to Provins on Friday 31st December, to see in the new millennium in 1930's style (and dress!) in Provins. It's not immediately clear how or when the return to Paris is planned - presumably some time on January 1st 2000!.

AJECTA's address is PO Box No. 1, F-77650 Longueville, France. Their telephone number is 00 33 1 64 08 60 62; and their fax number is 00 33 1 64 08 68 56. Alternatively for railtour and other information contact the Provins Tourist Office on 00 33 1 64 60 26 26 (telephone) or 00 33 1 42 72 68 51 (fax). Or look at their Heritage Railway Association's internet page, which is <http://www.uel.ac.uk/pers/1278/Rly-Pres/ajecta/ajecta.html>

Remember that as formal 'twins', VCT Members qualify for AJECTA Members' prices for the railtours.

VCT: visit to the NRM

Richard Gibbon, our Curatorial Adviser and the Curator of Engineering at the National Railway Museum, has kindly offered to show us around the NRM on **Saturday 7th August**. This visit is limited to a maximum of **25 VCT Members** (regret, members only on this occasion). Pre-booking is essential – so if you would like to join this visit, please write to Jackie Cope, VCT, c/o the Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ *by May 30th* (or ring her on 01535 646472).

We will meet at the Museum main entrance (the one nearer the railway station, to the left as you walk from the Station) at **10.30 am**. A group lunch somewhere near the Museum is planned for after this visit, which will include a guided tour of the Museum and hopefully of some of its ‘back room’ areas. Pre-booking for the lunch (if required) is essential: please indicate to Jackie whether you would like lunch after the visit.

Lunch will represent the only cost of the visit – other than getting there. Train travel to York is recommended (especially on a Summer Saturday): the Museum is a short walk from York Station. If you need to take your car, finding a parking space (and paying for it!) is your responsibility – the NRM’s car park is an obvious possibility. (This is close by the *other* entrance – just beyond the Museum as you travel from the direction of the railway station, to the right.) As noted, please let Jackie know if you are interested *by May 30th*: “first come, first served”!

Stephen Middleton – strawberry teas

VCT Member Stephen Middleton writes offering VCT Members a special travel concession on the Embsay & Bolton Abbey Steam Railway “Strawberry Specials”. This applies on selected Saturday evenings. These “Specials” will depart Embsay at 6.30 pm, with strawberries and cream served during the journey, with wine and cordials on arrival at Bolton Abbey. Stephen’s Award-winning Great Eastern Engineers’ Saloon No. 14 will be in use, together with six-wheel GER Saloon No. 37 of 1897 – one of very few (and possibly the only) Third Class Saloons in preservation. Stephen is very kindly offering this to VCT Members at the special price of £8 per head, reduced from the advertised price of £9.50. This must however be booked in advance – so please phone Stephen on 01423 561965 should you like to take part in this interesting venture!

Incidentally (and *not* subject to a VCT discount!): if you decide you can’t afford to get to Paris to take AJECTA’s Millennium train to Provins, Stephen is offering “time travel to the Millennium”, setting off from Embsay in 1999 for a champagne buffet party at Bolton Abbey Station, with (it says here) “return to Embsay in 2000”. We do hope this is earlyish on 1st January 2000, and not somewhat later in the year! The inclusive fare is £99: again, enquiries to Stephen on 01423 561965.

The late Brian Willington

We were saddened to hear of the sudden death, just before Christmas, of Brian Willington. Older Members of the Trust, and of the Railway, will remember Brian as being very active in the early days of the Railway. Memories include Brian leading the construction of the Railway’s first water tower at Oxenhope (at the far (Keighley) end of the platform, composed entirely of concrete sleepers), and his activities as a Guard. Whilst we had not seen Brian in recent years, he kept in touch and remained a very supportive Member of the Trust. We will miss him.

Where do our visitors come from?

One of the interesting things about speaking with our customers at the Museum is discovering where our visitors have come from and how they found out about us. On Easter Monday Mark Astley (one of our volunteers, on duty that day) chatted to a number of our customers and discovered that we had a family from New Zealand, along with visitors from Guildford in Surrey, Liphook in Hampshire, Peterborough, Ross-On-Wye, Coventry, Durham, Delph in Lancashire, Liverpool, Manchester, East Keswick, Morecambe, Warrington, Barnsley, Bradford, Bingley, Halifax, Leeds, Liversedge, Sheffield, and South Elmsall.

A number of people stated that the Museum had been recommended by KWVR staff, others picked up a leaflet on the Railway, whilst others picked up leaflets in various other towns. This information is helpful and does assist in deciding where to target our limited advertising resources.

If you are able to display a VCT poster or leaflets in a shop, café, dentist’s waiting room or hairdressers, please do collect a poster and/or some leaflets from the Museum. It shouldn’t be a huge quantity – even giving a one-inch pile of leaflets to one location once a year is a great help to the Trust, since we do not wish to pay for professional distribution of leaflets. One of our visitors had picked up a leaflet from Leeds bus station. These had just been delivered by seven year old Graham Holroyd, so this is something where all the family can help!

If you fancy chatting to our customers, why not give us a call? We do find that talking with our customers does add to their enjoyment and they tend to go away much more impressed by what we have in the Museum. If this appeals to you, why not get in touch? Whether you can manage just a few odd days of your annual holiday, or one day every month, you will be very welcome to join the team at the Museum. As has been said before, the more volunteers we have the easier it is for everyone, and it does mean that volunteers are able to have more breaks.

Incidentally, we do have excellent tea and coffee making facilities!



Trail run at Ingrow. Not this time of a carriage or of a locomotive – but of the Museum's new baby changing table. Monica Holroyd (left) was well pleased with this new facility: Katie (right) wasn't impressed.

.....which leaves just space enough for a reminder:

Sunday 23rd May.

Oxenhope.

5.15 pm.

Bellerophon.

Optional meal afterwards.see you there?

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.

Subscription Rates:

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.

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Owners of the Vintage Carriages Trust Museum, Ingrow Railway Centre, Keighley

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Website: <http://www.neotek.demon.co.uk/vct/> email: trust@mwjdjcope.demon.co.uk

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