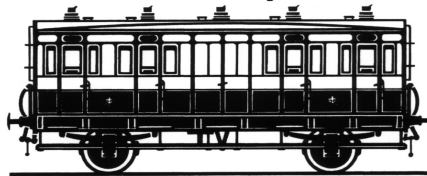


# Vintage Carriages Trust

## Members' Newsletter: July 2005

VCT: 40 years



1965-2005

Once again we open our *Newsletter* with a mention of our **Great Northern Railway carriage No. 2856**. This coach has received much praise since it was launched last year following the restoration of its interior. It was difficult to imagine that yet more honours were coming its way. However, we were delighted to learn that the Heritage Railway Association had declared the Coach "Overall Winner" of the HRA's Carriage Competition. The Award is pictured here is a fine Guard's lamp which we hold for two years. This is together with a specially-cast plaque with the details of the Award, which we can keep and will add to our already very full "gongs" display.

Apparently the competition was a very closely run thing. The National Railway Museum entered Queen Victoria's LNWR Saloon (later, LMS No. 802) which won "Best Restored Coach". Three "Highly Commended" awards came from across the preservation scene. Our GN No. 2856 however won through to the outstanding "Overall Winner". The comment from the judges was: "An excellent restoration of a vehicle which had become severely fire-damaged. The Brake end has been completely rebuilt, though one would not notice it. Of particular note is the restoration of a number of original GNR maps which were found in the vehicle during restoration and have been conserved and displayed within the VCT Museum. Interpretation is excellent and the vehicle is on view daily, with occasional use on KWVR trains."

Our Chairman Trevor England was a very proud man when he rose to collect the award at the HRA member's Weekend dinner based at the Gloucester & Warwickshire Railway. Trevor placed great emphasis in his short speech of thanks on the team of people who had worked on the coach who really should take full credit for the remarkable result of which the Trust is very proud.

*Trevor collected the Award on behalf of all Members of the Trust, especially all those who have contributed financially to this project and who actually worked on this vehicle. In the photo, our 'Project Leader', Robin Banner, is seen here with the Award and the plaque, backed by No. 2856.*

*There's still several minor things to be done on 2856, notably fitting the door blinds (now in hand, by Ray Sowerby), fitting the underframe gas gauges and some replica gas piping – and still finding the necessary two drop-down washbasins. As always, if you can help, please let us know!*



After that: a major "thank you" to those who donated so generously to allow progress on our 'Bulleid' carriage to be "sooner rather than

later". Your kindness has allowed much useful work to be done, with much more now in hand or planned. Good progress is being made, but there's a long way to go yet – so, if you have not as yet made a donation towards this project, we should be delighted to hear from you!

The other thing we must tell of is our **Annual General Meeting for 2005**. The formal notice of this meeting should be enclosed with this edition of the *Newsletter*: if it isn't, please contact the Trust's Secretary to ask for a copy. This meeting will be held at our Ingrow Museum on **Saturday 29<sup>th</sup> October, at 2 pm**. All Members are cordially invited to attend. As previously, we will be holding an informal lunch before the meeting to which all are invited. This will again be at the Toby Beeches Hotel, gathering at 12.15 for 12.30 pm (sharp!). This should give plenty of time to get back to our Museum for the Annual Meeting.

So, now for other news about the Trust. Once again there's plenty to tell you about – a lot of work on our Great Northern Railway six-wheeler as well as on the 'Bulleid': a possible visit to Manchester: Enthusiasts' Weekend, hopefully to include an outing for GNR 2856 – and Guy Henderson reminiscing on the early days of the Trust and of our restoration of our SECR 'Chatham' coach No. 2554. We will start with news of our locomotives:

## **Locomotives: progress – sometimes fitful**

**Lord Mayor** remains at the front of the Museum, looking quite presentable and welcoming a steady stream of our younger (and older!) visitors. A few oddments are yet for attention, with some boiler fittings and pipework yet to put back into position, and the two spectacle glasses to replace (one of these is cracked).

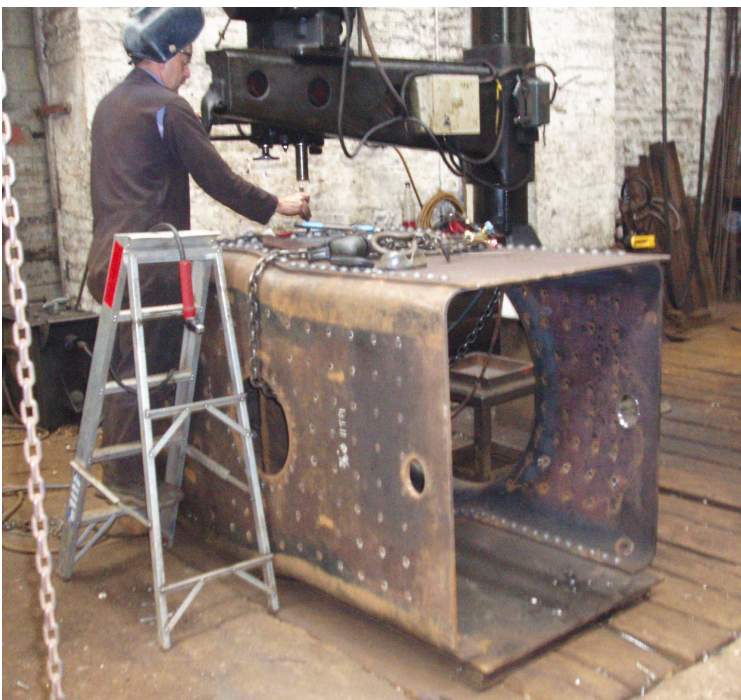
**Sir Berkeley**. Steve Roberts of the Middleton Railway reports: "Since entering the workshop [at the Middleton Railway], work has continued on the locomotive frames. Virtually all of the frames have now been cleaned down, needle-gunned and given a coat of red oxide primer. This work has not uncovered any significant problem. The axleboxes have been trial fitted in the hornguides and the extent of repair work ascertained. Two of the axleboxes have been found to be in need of repair and this work is presently being carried out.

The cab, bunker and running plate have been cleaned and needle-gunned and painting in red oxide primer is almost complete. The plating has been found to be generally

satisfactory, the only repairs necessary being to one of the coal bunker doors.

The tank has recently been removed from its storage and brought to the workshop to enable work to start on it. Consultants have examined the cylinder block and their report giving the recommended method of repair is awaited. The slide valves have been removed from the valve chests, not without difficulty. The valves are very worn and new ones will be required. A pattern will be required for these.

A specification for re-tyring of the wheelsets has been drawn up and tenders for this work have been invited. Work continues on the new boiler at Israel Newton & Sons. The firebox wrapper, throat plate and back plate have all been completed and riveted together. Work is progressing on the boiler barrel and the various scantlings. The old boiler has been inspected and the consultants report on sectioning it is awaited."



*Steve, together with Jackie and Michael Cope, recently visited Israel Newton's boiler works to talk with Gordon Newton. Progress is not as fast as we would have liked, but Gordon expects the next stage to be completed in October with the whole job by the end of the year – Steve is happy with this and that this gives the Middleton long enough to complete their part of the work before the end of the two years of this Heritage Lottery Fund-assisted project.*

*As can be seen in the photo, work on Sir Berkeley's boiler was in progress when we visited: here, the hand holes of the firebox are being machined after welding. Hopefully the Consultant's Reports will be to hand very shortly!!*

**Bellerophon.**  
*Trevor England reports:*

"Since the last *Newsletter* was produced the overhaul has progressed much more slowly than we had

hoped. Some further work on the inner firebox has been carried out and it is expected that further substantial progress should be made before the end of August. The main reason for the delay is the increasing requirements of insurance companies on paperwork to back up the practical work carried out in the past. The boiler is known to date from about 1934 but we are still trying to find out who built it. The inner copper firebox is newer than the rest of the boiler with a maker's plate attached. The record keeping is rather sketchy on work carried out before preservation, and that since had not been kept as a case history file in the format that the insurance company would like to give the boiler a clean bill of health without asking a number of questions. One example was that we could not find the paperwork for the new front tubeplate fitted at the last overhaul. After searching the FIVE files

we have on *Bellerophon* and asking a number of people it turned out that the old tubeplate was removed to check for wear with the expectation that it would need replacing. It was found to be in far better condition than was expected and after some repair work it was re-riveted to the boiler and reported that a further 20 years life could be expected. However, after the rebuild of the boiler a number of months later saw the report 'new tubeplate fitted'. So 10 years on we were looking for the paperwork for a new one that was never made. Mark Tweedy of Foxfield Railway who is carrying out the boiler repairs is now preparing a report on the boiler history and we hope to produce this as an article in a future *Newsletter*.

Dependant upon the progress in the next few weeks *Bellerophon* should be ready for use either later this year or early next year."

## VCT carriages: Vintage trains and Enthusiasts' Weekend

*Again, Trevor reports:*

"On Sunday 5<sup>th</sup> June 465 (the Metropolitan Nine Compartment coach) and 427 (the Metropolitan Brake), along with 3554 (the 'Chatham' Brake) formed the Vintage train hauled by Lancashire & Yorkshire Railway 0-6-0 number 957. On Sunday 3<sup>rd</sup> July the first two joined 1474 (the L & Y Hughes Brake) and 1661 (the North Eastern saloon), again with 957. The 3<sup>rd</sup> July formation should also be operating on Sunday 7<sup>th</sup> August.

For the Autumn Enthusiasts' Weekend on Friday 14<sup>th</sup>, Saturday 15<sup>th</sup> and Sunday 16<sup>th</sup> October VCT has been asked for the use of the three Metropolitan carriages. At the present time 509, the First class carriage, is still not available for use because of delays with the replacement springs, and 3554 will be the substitute if 509 is not available. VCT has requested the use of Great Northern 2856 over the weekend as part of our 40<sup>th</sup> Anniversary celebrations, and the Railway has said that this should be possible. At the present time the final details and timetable have still to be arranged and further details will be available on our website as soon as we are made aware." Alternatively, please our Ingrow Museum on 01535 680425 or the Railway on 01535 645214 nearer the day for up to date information.

## Carriages: excellent progress

Progress with the **Bulleid** continues very steadily and very positively. As you can see in the photo, Messrs Smiths have now delivered all of the cladding for the lower half of the coach, plus that needed for the Oxenhope corridor end.

All but one piece of this is now in position. We found that actually fitting the panels was rather easier than we had anticipated, which means that (as predicted in the last issue of this *Newsletter*) Geoff Smith's budget price of £16,334, including as it did the cost of fixing the panels as well as the actual fabrication, can

indeed be significantly reduced – which is good news!

Stuart Mellin is well on with replacing the timbers for the Oxenhope end vestibule corridor connector. The connector itself will need to wait until we have two new connector bellows made, which could be quite some time yet. We

will however be able to start on the task of sorting out how the inner sliding door should be fitted, together with all the trim for this end vestibule. It's a good many years since all this was dismantled so we've something of a challenge fast

approaching. If you enjoy jigsaw puzzles, here's something for you!

Robin Bannier is now pursuing the metal frames for the curved-glass windows. The necessary former for the quarter-circle sections for each corner are in hand, via Ray Sowerby. Once these are to hand the corners can be spun and the straight sections for these window frames produced. This in itself is not a small job:

some 500 feet of this Z-section will be needed! Only then can we go ahead with the upper sections of the cladding, including as they do the window apertures. These should be fairly straightforward except for the minor detail that we still need to determine the precise location of these



window apertures. This basic information is conspicuous by its absence from the few drawings we have: assistance here would be very much appreciated – maybe our southern Members can help?

John Heaton continues his sterling work in cleaning and repainting the underframe, with occasional help from others.

The four leaf springs for the first bogie have very recently returned from Messrs Owen Springs of Sheffield, after significant rebuilding. Chris Smith has done the necessary rebushing for two of these springs, which are now back on the bogie. The other two should follow in quick time, which will fully complete this bogie. The other bogie will receive attention in what could be the fairly distant future – first, we must turn this carriage, and it's too long for the turntable!

There is of course a long way to go yet with this vehicle – roof covering, glass, and the corridor connector bellows come to mind: but good progress is now being made. Should you like to join us in this task, if you have at least some workshop skills (just the basics would be fine – no need for anything sophisticated) and in particular if you are able to join us midweek, especially on Tuesdays or Thursdays, why not call in and see what is on offer?

The **First Class Met** still awaits springs and is therefore not available for use at the present time. The two nested pairs of bolster springs for the first bogie have now been stretched and re-tempered to our specification and are ready for return. We await with some trepidation to see if our arithmetic is correct, in which case we will then repeat the exercise for the second bogie to make this coach again fully useable. There is a slight delay in their return (from Messrs Morris Springs, of Halesowen) as there is a small mystery concerning the much smaller flat-section coil axle suspension springs noted in the last issue of this *Newsletter* as being defective (but for no identified reason). Morris Springs have failed to find any defect with these springs, having shot-peened and re-tempered them. As a final check, they are now being ultrasonically crack-tested. If this final check shows no defect this would be great as it would save us quite a lot of money for the otherwise-necessary new springs.

The **Nine Compartment Met** was in service for the Railway's "Vintage Train" day of Sunday July 3<sup>rd</sup>, together with the L&Y Hughes Brake, NER 1661 and our Met Brake. One of its two brake cylinders was reported as not working – a strange circumstance as thorough testing back at our Museum failed to find any sign of any fault. This seems to be an "action replay" of a similar problem maybe two years ago, with the same locomotive (L&Y 957). 957 has a reputation for drawing some two inches or so less vacuum than the standard, but we don't see how this can have any bearing on the matter. After discussion with Paul Brown, wearing on this occasion his Worth Valley Carriage & Wagon "hat", this coach will almost certainly again be in service for the August 7<sup>th</sup> Vintage Train, where a number of people will be keeping a close eye on all aspects of this cylinder and its correct operation.

Incidentally, the reason for two of our carriages, rather than the previously-intended one, being in service on July

3<sup>rd</sup> was that authorisation for the use of the Lancashire & Yorkshire Railway Trust's just-completed six-wheeled Third No. 1507 of 1882 (now carried on the underframe of a 1938 LMS six-wheeled passenger Brake) was not available in time to allow its use as planned. In these circumstances your Committee agreed exceptionally to make two rather than one of our carriages available – in the event this was just as well because the train ran all day to near-capacity. For the same exceptional reason the 7<sup>th</sup> August Vintage Train is likely to again be made up of the L&Y Brake and our two available Met coaches. We say "exceptional" as your Committee does not wish for more than at most *one* carriage to be out of the Museum for such a train during the "daily running" period, which stretches from mid-June to the early August. During this period we particularly need for the Museum to be as complete as is possible and to minimise the inevitable dislocation of any shunting. We much prefer to see our carriages used in Vintage Trains outside this period, ideally in the "shoulder" period just before or just after. We've advised the Railway of this, but we see that the Railway's intended Vintage Train dates for 2006 follow the same pattern as for this year, with again two dates during the daily-running period. We have advised the Railway that for 2006 we can make available only one carriage during this period – and hope that L&Y No. 1507 is cleared for use before then.

This clearance for 1507 has to do with the Railway obtaining the necessary authority from the Railway Inspectorate. As we understand it, this now has to be on a vehicle-by-vehicle basis and should be completed before a known change in the overall 'Railway Inspectorate' structure takes place in the relatively near future. Again as we understand it, the Company is now considering doing this for all "non standard" vehicles on the Railway, which will include our Trust's four and six wheeled vehicles. It will be some time before we can offer any of these vehicles for passenger use, but it would be pleasant to see the overall authorisation in place as soon as is possible, rather than have to wait for what sounds to be a rather more complex procedure in the future.

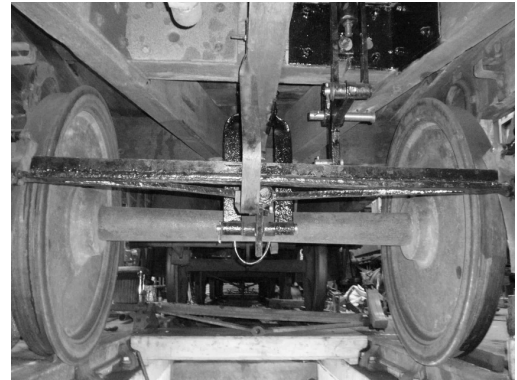
Talking of six-wheeled vehicles brings us to our **Great Northern Railway 6-wheel Brake Third No. 589 of 1888**. The first thing to say is that due to change of plans at their end this carriage after all won't be going to the National Railway Museum to help celebrate the "Railway Children" Centenary this October. In the meantime we had well started a general internal tidy-up for the occasion, together with some work on the brake gear underneath and a general clean of the chassis as a whole. Hearing that the coach won't be going to the NRM removed the "has to be ready for October" constraint and we decided that, as we were so well started, we would "do the job properly" for the underframe as a whole. This is involving, once again, many new pins and a deal of re-bushing as well as cleaning and repainting. This is going quite nicely and should be finished within the next several weeks. Apart that is from the springs: we made the decision to send all eight springs for remaking and/or re-tempering, which is likely to take rather longer than this.

So, in the foreseeable future we will have the chassis of this carriage in excellent order, so making this carriage

again available for filming duties. There's still no progress towards the necessary research before we can even think about finding funding for the necessary extensive overhaul of the body: if this is an area which is of interest to you, please let us know!

Having the springs away for what could be a few months poses an interesting logistic challenge. With no springs on the centre axle the carriage can still be moved short distances – but can't deal with the fairly sharp curve at the

front of the Museum. The obvious place to leave this vehicle is at the back of the Workshop: but this complicates getting the First Class Met into a position where we can briefly run out the first bogie to put the bolster springs back in position and then to adjust to get the buffer heights to the correct level – and then to take the bolster springs out of the other end to allow the process to be repeated. This is shaping to be a fairly advanced shunting and timing challenge!



*Left: the Great Northern six-wheeler; less buffers, drawgear, stepboards, stepboard brackets: work very much "in progress". Right: underneath this coach – handbrake linkage (complete with new pivot pins) is to the top right; elsewhere cleaning, painting and other general maintenance work is well in hand.*

## **"Riot of Steam"**

This is an event to be held at Manchester's Museum of Science & Industry from Thursday 15<sup>th</sup> September to Sunday 18<sup>th</sup> September. This is in celebration of the "175<sup>th</sup> Anniversary of the World's oldest surviving passenger railway station and goods warehouse" – Manchester Liverpool Road Station is of course an integral part of this present-day Museum. The replicas of *Rocket*, *Sans Pareil*, *Novelty* and *Planet* will be present, together with *Lion*. We hope to be present, with a Sales and Publicity stall and look forward to a successful four days at what should be an excellent event. There is one slight snag: the Saturday and Sunday coincide with the Railway's Autumn "Thomas" Weekend, this time centred around Ingrow Yard. This means that our Museum and in particular our Shop are likely to be *very* busy and we will need a *minimum* of four volunteers at Ingrow both for the Saturday and for the Sunday. So: if you live reasonably close to Manchester and would like to help at this "Riot of Steam" – or if you can get to Ingrow for the Saturday or Sunday – we would be very pleased if you could volunteer to help your Trust, either at the Manchester Museum or at Ingrow. If you can help, would you please contact your Secretary as soon as you can – Michael Cope, c/o Haworth Station: or 01535 646472: or [michaelcope@vintagecarriagestrust.org](mailto:michaelcope@vintagecarriagestrust.org) This would be very much appreciated!

## **Carriage and Wagon Convention**

The Carriage Convention was initiated by Stephen Middleton a few years ago and has now grown to be a national event. Last year it was hosted by the Worth Valley Railway, supported by our Trust and by the L&Y Trust. This was the same weekend as the 'launch' of our own GNR No. 2856. The Carriage Convention has now become the Carriage & Wagon Convention and this year will be hosted by the Isle of Wight Steam Railway, over the weekend of 24<sup>th</sup>/25<sup>th</sup> September. If you would like further details please contact Trevor England or Michael Cope.

## **Forty Years Ago ...**

*In the Trust's fortieth year, we continue in reminiscent mood as Guy Henderson recalls the early days, when the Trust was not held in quite the esteem it enjoys today – especially around the Worth Valley. Guy writes:*

"Forty years ago the embryo VCT was struggling to maintain an air of respectability. The presence of a collection of historic carriages (hen huts) did not exactly endear themselves to the operating elite of the Worth Valley Railway – 'taking up valuable siding space' or

'dropping to bits' were typical phrases used to describe the VCT and its collection.

The situation changed dramatically when the Worth Valley brigade, embarrassed by the condition of the 'Chatham' coach, voted to give it to the VCT for a token £1. The 'Chatham', so called by reason of its South Eastern and

Chatham Railway origins and having been constructed for that Railway Company for its Continental services, was in desperate need of love and attention. It had arrived on the WVR from an abortive preservation scheme at Westerham, Kent, and after two or three years was clearly unsuitable to operate in the inhospitable environment of Yorkshire. It was, therefore, withdrawn from traffic, not, however, before it had sported the Ian Holt experimental passenger coach livery of all time – dark blue and primrose!

One-day the telephone rang, ‘What are you doing tomorrow?’ enquired a brusque voice from Rochdale. [Richard S Greenwood]. A visit to Neasden was planned, to the shrine of London Transport steam, to view locomotive L89. The day would also take in a visit to Bishop’s Stortford to view a Bulleid coach, by now redundant on the Eastern Region. Richard ferreted around the gleaming L89, resplendent in its lined out maroon livery, declared himself satisfied with the intended purchase for the Railway and ‘Contracts were exchanged’. Proceeding to Bishop’s Stortford, the Bulleid coach was examined and declared suitable for VCT purchase at £1,200.

An interesting footnote to this visit... a few days later, L89 arrived at Haworth, still warm and was put to work immediately. On the Sunday after its arrival, before the writer of this article left for his home in North West London, the last thing he saw was the L89 departing from Haworth station, working a passenger train. A few hours later and before turning in, at about 1 am, he took his dogs for their constitutional around Kingsbury Station car park. Out of the darkness and clearly visible in the street lights L90, the last operational steam engine on London Transport, came up the Stanmore branch with a night works train – but I digress...

A short while later came another brief but to the point phone call from our man in Rochdale. ‘At the next Enthusiasts’ weekend have the Chatham coach restored and runnable’. A restoration team was hastily convened comprising Gordon Massey, Eric Ring, Graham Bentley and yours truly with Michael Cope masterminding the nuts and bolts of the operation.

The largest single job was the badly leaking roof, necessitating a complete re-build of the compartments. It was decided to strip the roof down to the woodwork, re-covering it with a membrane soaked in a plastic resin compound which, when set, became rubberised thus allowing the roof to ‘give’ with the motion of the carriage. The carriage end doors were beyond repair and were sent

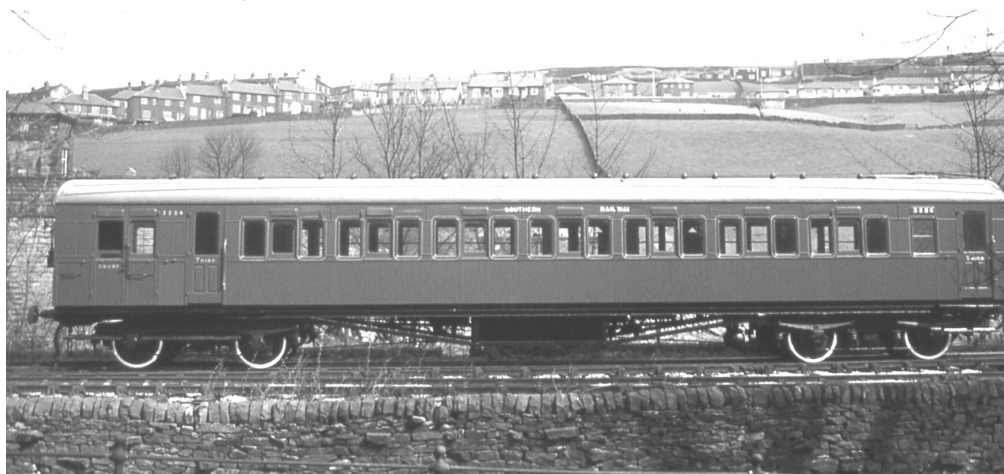
away for re-building. Many features were missing and visits to Selhurst were arranged to purchase interchangeable parts from ex Southern vehicles awaiting the torch.

That twentieth century outpost of the Southern Railway – the Bluebell – came to our rescue with bi-lingual carriage signs pointing out the danger of leaning out of the windows, as an example. Also authenticity was obtained with their loan of original drawings and plans of the paint and the lettering schemes of the period.

The discovery of Southern Railway picture cards behind the seat panels, together with sepia pictures of delightful locations in Kent and Sussex and system maps added interest as restoration work proceeded. The correct green colour for the 1924 period was obtained from Williamson’s of Ripon. For anyone interested in worldwide railway company liveries a visit to this company would-be very rewarding. The firm prides itself on being able to turn up information regarding railway liveries from well into the nineteenth century.

The toilet and the brake compartment were also given the period treatment.

Time being at a premium, working lights were rigged up from Haworth shed to allow work to continue throughout the night. Following a frantic work schedule, No. 3554 was declared ready to roll and after white-walling the wheels was taken up Haworth loop for an ex-works photo ‘in the country’. “Very good”, declared our friend from



The “picture in the country”. Photo: Michael Cope (1973)

Rochdale. The once forlorn Chatham coach enjoyed star status for the targeted enthusiasts’ weekend.

As a postscript, No. 3554 was subsequently invited to the Bluebell Railway for a summer visit and whilst there received new replacement moquette for the seats. Later it became part of the Worth Valley Railway special train coupled to the Pullman as a brake vehicle.

The VCT had arrived!”



Most of the restoration team: Graham Bentley, Gordon Massey and Guy Henderson with the late Hubert Foster: Michael Cope to the right. Guy's two Lancashire Heelers, Bertie and Freddie are just visible in the doorway.  
(Photo, Eric Ring; camera, Michael Cope: 1973).

### More filming: *Where the Heart Is* and *Booze Cruise 3*

Since the last *Newsletter*, your Trust has been involved in two further filming projects. Keep an eye on the 7<sup>th</sup> and 14<sup>th</sup> August episodes of Granada TV's *Where the Heart Is*. You won't see any VCT carriages though – our involvement was providing lamps, signs, pictures, books, timetables etc as set dressing for the home of one of the characters in the programme. We still have some of the items for sale in the VCT shop, so now's your chance to buy a genuine television prop! Granada TV also borrowed the O gauge Runswick Bay layout from our friends at Keighley Model Railway Club. Actress Denise Van Outen was filmed at Haworth using the KWVR's Mark 1 carriages.

*Booze Cruise 3* was filmed by Yorkshire Television on 6<sup>th</sup> May at Oakworth, featuring VCT's 'Chatham' carriage, along with some of the KWVR's Mark 1s, hauled by Lancashire & Yorkshire Railway No. 957. Our sequence is only about 2 minutes of a 1½ hour programme, which, unusually for VCT involvement, is set in the present day. The human stars are Brian Murphy (of *Last of the Summer Wine* and *George and Mildred* fame), Mark Benton (*Doctor Who* and *Ballykissangel*) and Neil Pearson (*Drop the Dead Donkey*).

During a break in filming, Brian Murphy commented on the Grandma Wild's Biscuits van in the bay at Oakworth. Charles Hall then arranged for Wild's Bakery to send a supply of biscuits to the station, resulting in an excellent photo feature in the *Telegraph & Argus*. Further details of the filming are available at [www.vintagecarriagestrust.org](http://www.vintagecarriagestrust.org) or our new alternative website address of [www.museumofrailtravel.co.uk](http://www.museumofrailtravel.co.uk)



*Booze Cruise 3*: Mark Benton (left) and Brian Murphy flank VCT Trustee Paul Holroyd.

Photo: Vincent Fahy (First Assistant Director, *Booze Cruise*).

### Clocking on

Dave Carr writes:

Whilst we tend to lavish a great deal of time and attention on our large exhibits at the Museum of Rail Travel, we never under-estimate the pleasure and enjoyment given by the wealth of artefacts around the walls of the Museum and in the

display cases. We know too – from Visitors’ comments – that interactive exhibits are appreciated by people of all ages. The clocking-on machine, dedicated to the memory of Eric Wright, always has the potential to be an attention grabber. So many older visitors remember the system that ruled their every working day!

Unfortunately, as people tried to demonstrate their dutiful punctuality to grandchildren, they were thwarted by the simple fact that the machine was not in full working order. The obvious response was to have the mechanism overhauled: and this has now been done. Kenneth Hobson, a Pocklington watchmaker and jeweller, undertook the task of cleaning and restoring the exhibit to pristine condition, which just leaves VCT with the task of designing a card for our visitors to clock in and clock out, just like railway workers of the past.

Now then... Bob! Chris! John! We’ve just had an idea.....!

## Sales news

Not a lot to report this time: except to say that the “40 Years” VCT Commemorative tee-shirts are now available, price £7 plus P&P. These are in addition to the 40<sup>th</sup> Anniversary Souvenir Hi-Ball glasses available (but not by post) at £2.50 each. Also at the time of writing we have just one *original* copy of Volume 1 Number 1 of “Push & Pull”, £12 to the first comer. Also if you are interested in carriage destination papers, we have a few hundred dating mainly from the mid-1950s: contact Michael Cope if you are interested in any of these.

## Other Notices

**Working Weekends** take place at our Museum on the **second full weekend of each month**. So: dates for the rest of the year are: **August 13<sup>th</sup>/14<sup>th</sup>, September 10<sup>th</sup>/11<sup>th</sup>, October 8<sup>th</sup>/9<sup>th</sup>, November 12<sup>th</sup>/13<sup>th</sup> and December 10<sup>th</sup>/11<sup>th</sup>.**

We also hold **Working Evenings** on the **First and Third Wednesday** evening of each month, from about 6.30 pm onwards. You are invited to join us for any of these. There are jobs of all sorts, not just in the Workshop. There’s always work for everyone: no special skills needed – so how about joining us for an hour or so (or more) on one (or more!) of these dates?

**Jet “Big Smile” Promotion.** Continued thanks go to those Members who use their VCT “Smile” cards when purchasing fuel from Jet garages. The 1p given to the Trust for each litre of fuel purchased continues to represent a steady source of extra income to the Trust – please keep it up!

If you buy petrol or diesel from Jet fuel stations, please consider joining this scheme. It’s now much easier to join (at least in theory – if you have a problem, please contact the Secretary). In principle, all that is necessary is to pick up a “Smile” card when next you visit a Jet station, complete Part 1 of the form and in the section “Big Smile Account name” on Part 2 write the VCT’s Smile number, which is: 02 0169 3975.

**Gift Aid.** If you haven’t as yet completed a Gift Aid form in favour of the Trust and if you pay United Kingdom Income Tax, would you please consider doing so (using the form which should be enclosed with this copy of the *Newsletter*)? This will allow the Trust to recover Income

Tax you have already paid, so increasing the value of your Membership Subscription and of any donations you may make by 28 pence in the pound, at *no* extra cost to you. If you do not pay Income Tax or if you do not wish to take part in the Gift Aid scheme, would you please write “I do not wish to participate” across this form and return it to the Trust.

If you have already completed a Gift Aid form in favour of the Trust: please remember to let us know if your circumstances change and for any reason you stop paying United Kingdom Income Tax.

**Data Protection Act.** VCT is registered under the Data Protection Act. The Trust’s membership records are included within this registration. VCT Membership records are not made available to any outside bodies.

**CAF ‘Give as You Earn’ Scheme.** Those taking part in this Charities Aid Foundation scheme can make one-off or regular gifts to the Trust by quoting ‘Vintage Carriages Trust’ and our Registration Number 00230500 on your Choice Form or Coupon. Your support in this way is much appreciated!

**Giving through your Self-Assessment Income Tax Return.** If you pay Income Tax through the Individual Self Assessment scheme, you may now nominate a Charity to receive any tax repayments as a donation. Should you wish to support Vintage Carriages Trust in this way (and also presumably if you have any tax repayments due!) 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.

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