

# Vintage Carriages Trust

## Members' Newsletter: August 2007

### ***Bellerophon* will steam again – can you help?**

The locomotive *Bellerophon* is owned by the VCT but is on loan to the Foxfield Railway, near Stoke on Trent. This is because we just do not have the space to keep *Bellerophon* at Ingrow, and also because this elderly (1874: Haydock Foundry) locomotive doesn't really fit into the operation of the Worth Valley Railway. The present-day Foxfield Railway is on the branch line to the former Foxfield Colliery and so is a Railway into which this colliery-built locomotive fits very well.

Those of you who have not been members since the dawn of time may not know much about this unique locomotive. It does feature in *The Guinness Book of Railway Records* as the surviving example of the first successful use of piston valves. Although this is *Bellerophon's* only real claim to fame, our locomotive has that 'certain something' with which some people and certain objects are blessed, which draws people's interest and affection. The fascinating history of this Haydock Colliery built locomotive and how it came into VCT's possession makes interesting reading. The late Vernon Smallwood's book *Bellerophon: Haydock to Haworth* (available from the Trust at £2.55, including postage) is a good place to start. Vernon, whose obituary featured in the last *Newsletter*, was very much *Bellerophon's* champion. Since its first restoration the locomotive has won praise, admiration, plaques, cups, and even a miners' lamp trophy. He/she has travelled to many different locations including Scunthorpe Steelworks, the Middleton Railway, the Museum of Science & Industry in Manchester, Drax Power Station, the Kent & East Sussex Railway, the East Anglian Railway Museum and the North Norfolk Railway: also further afield to The Netherlands and to Belgium. *Bellerophon* has also operated in passenger service on the Worth Valley Railway – but watering and other difficulties mean that our locomotive just cannot keep up to the Railway's normal timetable. Sadly this stops any present-day thoughts of operating on the Worth Valley other than in very special circumstances. Hence the move to the Foxfield Railway, where these problems do not apply – incidentally, part of the agreement with Foxfield is that VCT Members enjoy free admission when Foxfield is open to the public. (If any problem, please advise our Secretary).

*Bellerophon* does of course remain the property of our Trust and indeed is one of our most important items.

Ten year boiler overhauls are an inevitable part of locomotive ownership. For a number of reasons work in that direction had not been showing great progress. As we reported in the last *Newsletter* things were only starting to move at the beginning of this year. We are delighted to have the latest news from Foxfield's Engineer Mark Tweedy that things are moving – indeed, moving quite well.



*John Sagar's photo shows Bellerophon at Oakworth – but there's no date. Any suggestions as to when this was?*

To allow *Bellerophon* to steam again, your Trust needs your financial assistance!

**Yes, *Bellerophon* can (and will) steam again** – but the necessary payments are stretching the Trust's resources to their utmost at a time when so many other projects are coming to fruition and when plans for the future are looking so good.

Here's the list of things that still need paying for:

- Make and fit three crown stay pins: £400
- Supply and fit two copper patch screws: £250
- Repair mudhole doors: £300
- Buy 20 copper stays at £25 each: £500
- Fit the copper stays: £200
- Grind gusset brackets for Inspector: £200
- Refit regulator (etc.) and dome: £200
- Supply new boiler tubes: £1,900
- Fit these tubes: £1,400
- Hydraulic and steam tests £1,500
- Firebars and finishing: £1,500.

A daunting list! But can you help? There may be some who would like to put their name against the whole (or part) of one of the items on this list. On the other hand *any* donation would be very welcome. A special Appeal form is enclosed with the *Newsletter*. Please do look at it and if possible help us to overcome this major financial obstacle. We do not want *Bellerophon* to join the stuffed and mounted brigade of locomotives. Once restored and steaming on Foxfield and around other locations we are sure *Bellerophon* will once more be a great flagship for the Trust.

**Please give what help you can!**

## **Annual Meeting: Saturday 20<sup>th</sup> October**

The formal Notice of the Annual General Meeting should be enclosed – if not, please let us know! This will be held on **Saturday 20<sup>th</sup> October 2007** at 2 pm at our Museum at Ingrow. Please note that this date is a week earlier than in previous years. This is to fit in with the Worth Valley Railway's Annual Meeting which is also that day, in the evening. This meeting in turn has been moved from its usual slot on the last weekend in October to make way for a Beer and Music weekend on the 27<sup>th</sup> and 28<sup>th</sup>.

Having the VCT and the KWVRPS Annual Meetings on the same day allows those who wish to come for the weekend to attend both meetings.

As is our custom, the Annual Meeting will be preceded by luncheon, again to be held at the Brontë Hotel, Lees Lane, Haworth. This venue was very successful last year. Please gather at 12.15, for 12.30 sharp. The Brontë Hotel is within about ten minutes walk (for the

fit) from the Station at Haworth, and buses between Keighley and Haworth (via Ingrow) pass the door. It has ample parking, good food and good beer. As noted on the enclosed Notice of Meeting, please let our Secretary Dave Carr know if you are joining us for lunch. He will then send you a menu from which you may make your meal choices. Dave can be contacted via Haworth Station or on his home telephone number of 01759 304176.

The Annual Meeting itself will be held in the upstairs room at our Museum at 2 pm. There will be plenty of time both before and after the Meeting to look around the Museum. At the end of the meeting the annual celebration of some VCT anniversary will again take place, complete with a cake and liquid refreshment – only our Chairman knows what we are celebrating this year: we are all agog!!

## ***Sir Berkeley*: off to the Bluebell Railway!**

As reported in the last Newsletter, *Sir Berkeley* is “up and raring to go” thanks to the grant from the Heritage Lottery Fund and a great deal of hard work by volunteers on the Middleton Railway.

We are of course extremely grateful to the Heritage Lottery Fund for the “Your Heritage” Grant, also to the many Members and friends who supported this restoration project. We are currently in what we trust are the final stages of finalising the paperwork with the HLF. It's pleasing that whilst there was an overspend in this project the final figures show that this was only by some 4%. Most of this was accounted for by the “volunteer labour” input by our friends at the Middleton Railway being quite a bit more than was anticipated. *Sir Berkeley* received some mechanical

attention following its derailment at Middleton Park in April. This was centred on the fully-compensated spring system and was not easy, as the various suspension links were found to be all subtly different. A great deal of work selecting precisely which suspension link, and which spring, should go where did however produce the required result and *Sir Berkeley's* wheel loadings are now fine and in good order. Some work also took place on the sharp reverse curves of the Middleton Park run round loop. These two together have most definitely solved the slight problems which lead to that rather embarrassing derailment. *Sir Berkeley* has since seen a number of very successful steamings at Middleton. VCT Members are reminded that their Membership cards should allow free

admission to the Middleton Railway. For information as to when *Sir Berkeley* should be working on the Middleton, please contact them either via [info@middletonrailway.org.uk](mailto:info@middletonrailway.org.uk) or on 0113 271 0320. Please note however that *Sir Berkeley* will be away from Middleton for two events, details of which follow.

The first is a visit to the **Bluebell Railway** on the occasion of the celebration of the 125<sup>th</sup> Anniversary of the Bluebell Line, taking place from **Friday 10<sup>th</sup> to Sunday 12<sup>th</sup> August**. On the Friday evening, *Sir Berkeley* will be hauling two restored Victorian four-wheeled carriages on a leisurely "Land Cruise", departing Sheffield Park at 6 pm for Horsted Keynes and Kingscote, returning to Sheffield Park at about 9 pm. This journey will include photographic opportunities at Horsted Keynes, with *Sir Berkeley* alongside Bluebell's own Manning Wardle, 1877-built *Sharphorn*. Seats on this "Land Cruise" are £20 First Class, £15 Second Class. Places need to be booked in advance on 01825 720800 or by email at [info@bluebell-railway.co.uk](mailto:info@bluebell-railway.co.uk)

We understand that *Sir Berkeley's* duties on the Saturday and Sunday of this weekend are more modest but will include further appearances beside *Sharphorn*. From the viewpoint of VCT Members, one of the planned highlights will be the recently-restored set of four Metropolitan Railway carriages (the "Chesham Set", of 1898-1900) running behind Quainton Road's 1898-built Metropolitan Railway locomotive No.1 – a highly appropriate and authentic combination, not to be missed!

## Sales – 1/76 scale

*The Worth Valley Railway's Sales Department used to use the slogan: 'Sales Preserve Steam'. This is also true of the preservation of our carriages and locomotives! Here, Malcolm Loukes reports on a recent purchase which as he says will certainly be of interest to our members who are 1/76 scale enthusiasts:*

"VCT has recently made an extremely large purchase of a 4 mm model railway collection. Are you short of motive power to haul your rolling stock? Do your model passengers have to travel in cramped conditions or do you turn away goods traffic due to not enough carriages or wagons? If the above is the case, do visit the Shop at the Museum now. I am sure there is something for everyone, be it locomotives, coaching or freight stock. If not, then what about lineside buildings and accessories. The locos, coaches etc. range from mint condition to those suitable to "cannibalise" for spares. Rolling stock ranges again from mint/boxed to unboxed varieties all at very attractive prices. Here are a few "snippets" just to whet the appetite... Of course we cannot guarantee they will still be there by the time you read this but it is well worth calling at the Museum or ringing Bob Stott at the Shop (01535 680425, 11 am to 4.30 pm). We can of course post your purchase to you, with the postage being charged at cost.

- B17 Limited Edition *Liverpool*, with three Gresley coaches and certificate in presentation box, mint.
- Mint "Dub-Dee", Vulcan (boxed).
- Wrenn 8F 2-8-0. Excellent (boxed).
- Class 20 (boxed).
- Superb Bachmann B1 (mint/boxed).
- Selection of Jubilees (including *Bahamas*), Royal Scots, Patriots, A3s, Princess Royal, Ivatt Class 2s, Fowler 4Fs, etc. plus a number of diesels.

Amongst rolling stock are coaches and wagons and vans galore, ranging from unboxed Triang to mint/boxed Lima/Replica/Hornby and Bachmann.

As mentioned earlier, the above is a VCT purchase and the Trust now needs to recover the outlay plus a much-needed and useful profit to further our work on the full-size stock we possess. There are locos for spares or just display from as little as £10, and unboxed wagons and coaches from £3 or £8 respectively.

So please do give us a visit and I'm sure you'll leave delighted with whatever you have purchased!"

VCT Members should obtain free admission to the Bluebell Railway over this weekend on production of their Membership Card. Please note that this does not include tickets for the "Land Cruise".

*Sir Berkeley* is expected to return from the Bluebell Railway via the **Great Central Railway (Nottingham)** – this is the Nottingham Transport Heritage Centre at Ruddington, just South of Nottingham. This is for the Bank Holiday Weekend of 25<sup>th</sup> to 27<sup>th</sup> August, and possibly the weekend before or after. At the present stage this visit is subject to confirmation, so we would suggest that before travelling you contact them either at [mailbox@nthc.co.uk](mailto:mailbox@nthc.co.uk) or by ringing 0115 940 5705. Once back at the **Middleton Railway**, the promised "Manning Wardle Double-Header" should take place on the Middleton's Gala Weekend of **22<sup>nd</sup> and 23<sup>rd</sup> September**. That should be a memorable occasion and we hope to see VCT Members there! (Bring your Membership card for what should be free admission.)

Note that the visit to Ruddington is not as yet confirmed and as always for any event involving historic rolling stock and particularly locomotives it is best to check with the Railway concerned before setting off on a visit. Our own website is kept as up to date as possible but there can always be last minute problems, which only a check on the day with the railway concerned can clarify.

Remember that VCT Members showing an up to date Membership card should expect free entry to any site where part of our Collection is working.

## Carriages

### Great Northern six-wheeler No. 589 of 1888

Against expectations, this carriage has progressed very considerably since our last report, in the April edition of this *Newsletter*. The reason for this was that a filming contract came up. This was for a documentary on behalf of Messrs BP plc, which needed footage of passing elderly carriage wheels and also appropriate interior shots for a sequence in which BP's Founder travels from London to Scotland. Our two currently-available Metropolitan carriages plus our Great Northern bogie carriage No. 2856 fitted the bill – but could they please use the Great Northern six-wheeler as well?

Fortunately we, with the cooperation of the Railway, were able to rise to the occasion and the filming should have taken place by the time you read this, on Friday 3<sup>rd</sup> August on the Railway – complete with our GN six-wheeler!

That this was possible is due primarily to Chris Smith, who did further work to bring the over-high buffer height down to be quite close to the official maximum value: to WVR Society Chairman (and VCT Member) Paul Brown who formally inspected the vehicle on behalf of the Railway: to Stuart Mellin, whose work included making good the footboards: and to Keith Smith, Mike Holmes and Michael Cope, who assisted generally. After a minor false start when we misinterpreted the Railway's requirements, we also checked the torsional stiffness of the carriage to the satisfaction of John Reddyhoff (also a VCT Member, but this is *not* relevant in the present case!) who looks after this sort of thing on behalf of the Railway. This torsional stiffness testing is to ensure that the suspension of the vehicle in question can take care of the twisting which can happen in poor track conditions,

### Metropolitan Brake carriage No. 427 of 1910

Chris Smith has continued to make steady and very satisfactory progress with the first of the two bogies. No significant problems have been found, other than general wear which has necessitated making a considerable number of new pins and bushes. There's now not a great deal to be done before the wheelsets can be sent away for very necessary turning.

### British Railways Bulleid designed Third Open No. S1469 of 1950

Progress here continues steady rather than spectacular. With the remaining window frames now delivered, Robin Bannier now has completed the glazing of twelve of the windows, leaving only four to go! It is a slow, very steady and very tedious job – but progress is being made. The coach remains on one of its own bogies (fully restored) at one end and a spare bogie kindly loaned by the Railway at the other. The second bogie is sheeted and outside, complete as far as is possible before the eventual return of the springs from Sheffield. Putting these back into position on the bogie will be straightforward, albeit hard work – after which

to be sure that sufficient weight remains on all wheels at all times to ensure that they don't lift off the rail and so cause a derailment.

With the Railway's agreement, Chris Smith as diesel locomotive Driver and Michael Cope as Second Man, with recently-qualified Worth Valley Railway Guard Mark Astley on duty in the six-wheeler's Brake compartment, took this coach on an evening trip between Keighley and Damems. As anticipated, this "shake down" trip had the desired effect of allowing the (new) springs to settle into their mountings. As a result the previously over-high buffer height is now only very marginally above the official maximum figure. We are hopeful that this coming filming will allow further settlement and so further reduce the buffer height towards (or even to be within) the official figure. However, we don't want to overdo this as we expect that the added weight as we eventually replace in particular the compartment ceilings, the roof covering and the seating will further reduce the buffer height. What now? The impetus of having this coach now examined, tested and approved for non-passenger use on the Railway has given encouragement for thinking towards replacing the compartment interiors and doing everything else needed for this vehicle to be fit for passenger use. It certainly would well complement our Great Northern bogie coach, with which it shares so many features. An immediate challenge is to establish just what was the detailed construction of the compartment ceilings. Hopefully this and many other questions will be answered by a planned near-future visit to Quanton Road to look in some detail at their three Great Northern six-wheelers.

After this the bogie frame may be turned over to allow convenient cleaning and painting of its underside. We then will await the return of the wheelsets, also of the coil and leaf springs, before the relatively quick job of putting everything back together again. Then there's the other bogie... and a difficult question as to whether we start on this immediately or wait until next year.

we can think about putting the bogie back under the carriage. A fairly major shunt will be needed to allow this!

Recent moves towards making the Stores more effective have resulted in the kit of many parts representing the seating from the Keighley-end saloon now being (fairly) neatly stacked in the previously-completed (Oxenhope) end of this coach. With Robin now approaching the end of the glazing exercise it shouldn't be too long before we can start putting all this back into position.

Putting the seating back in position isn't the end of the story. There's still the toilets to deal with, also the corridor connector bellows to replace, and roof canvas to purchase and to put in position. These are all modest-sized tasks between us and the completion of the carriage – and all will need some money! Fortunately all these fall within the remit of the Restoration Grant Scheme run by the Transport Trust, which gives relatively modest but very useful grants to allow completion of projects which have been under way for quite some time. We certainly fall into this category – we prefer not to think just how long the Bulleid restoration project has been under way: and at last we are within sight of completion! Having this in mind we made a total of three applications to the Transport Trust

under this scheme: for the toilets, for the connector bellows, and for the roof covering and the associated bedding compound etc. We are hopeful that the Transport Trust may be able again to help us towards actually completing this project by assisting us with one (or maybe more?!) of these items – as they did when supporting the provision of the footboards for the Great Northern bogie coach No. 2856 when that project was at a similar stage. In the meantime Ray Sowerby, Stuart Mellin and others have researched the laminate needed to replace that within the toilets. The present wall surfaces etc are now definitely time-expired and need replacing. After a false start or two it looks as if we have now found not only a suitable laminate but also someone prepared to supply it.



3<sup>rd</sup> June 2007 and the Railway's first 'Vintage Train' day of the year – our two Mets. and GNR No. 2856 in the loop at Oxenhope, awaiting attachment of the North Eastern Saloon to complete the train. Photo: Keith Preston.

### ...and everything else:

For the other coaches it's very much a matter of "continuing as before". The Chatham, the First Class Met, the Nine-Compartment Met, GN bogie No. 2856, Manchester, Sheffield & Lincolnshire No. 143 and the Midland coach (and the Scammell) are very much as previously reported. With the exception of the Midland (needing as it does a great deal of work before it can

run again) all of these are available for use as and when required. In the very near future this use will be for the filming as previously mentioned (involving the two Mets and the two Great Northern carriages): also (as mentioned in the previous edition of this *Newsletter*) the Railway's again-imminent August "Vintage Train" will include the nine-compartment Third Met. carriage.

## Membership Matters

*Membership Secretary Malcolm Clark writes:*

"A final thank-you to everyone who has renewed their membership for this year. Every year we lose some members but new members continue to replace those who leave us and we're pleased to welcome the following new members:

Richard Alsopp (Harrogate), Jack Collins (Bingley), Samuel Farris (Woodbridge), Nicki Goddard (Bingley), Stephen Halstead (Huddersfield), Mr J S L Horsfall (Hebden Bridge), David Humphries (Dundalk), Peter James (Wakefield), David Kilner

(Worcester), Sir William McAlpine (Henley-on-Thames), Adele McGuinness (Leeds), Paul Miller (Bingley), Tom Wilding (Kirkheaton), John Wood (Royton) and Mr L Galloway (Nelson).

Your membership is very welcome in itself, but, if you would like even more satisfaction from being a part of VCT by helping in a practical way, please get in touch with us (01535 680425) – we can find jobs to suit everyone and there's no obligation in having a chat with us about what you might like to do."

## Join VCT and Meet the World

*The BP documentary is not the only filming activity of late. For example our latest filming assignment is, as Paul Holroyd explains, one which may bring back memories for some:*

“Members of a certain age may remember that back in 1981 our "Chatham" carriage visited the North Yorkshire Moors Railway for sequences in Granada TV's adaptation of the Evelyn Waugh novel, *Brideshead Revisited*, which starred Jeremy Irons and Anthony Andrews. Brideshead has now been revisiting VCT, as we have provided three carriages for the new feature film version starring Matthew Goode and Hayley Atwell.”

As shown in Paul's photo (right), sequences were shot at Oakworth using GNR 2856 and Metropolitans 465 and 509, together with the privately-owned North Eastern Railway inspection saloon.



It is not just filming that brings people to the Museum. Early June saw the Railway, VCT and BLS playing host to the **Heritage Railway Association's** summer meeting. Delegates included the President of the Association, Dame Margaret Weston (formerly head of the Science Museum), and Chairman David Morgan MBE – seen here in Chris Smyth's photo with our Membership Secretary, Malcolm Clark (Malcolm is under the lighter hat). It was fortuitous that it was also Vintage Train Sunday. The full rake of VCT coaches including the Great Northern 2856 was much admired and there was much competition among delegates to be seen riding in its splendid First Class accommodation.

Fast on the heels of this visit came another even more far-flung set of delegates, this time of IATM – the **International Association of Transport and Communications Museums**, of which Vintage Carriages Trust is a member. The delegates came from across the globe. Paul Holroyd had conversation with a Canadian who owns one and half Lancaster bombers. Where the other half is one can only surmise! Another delegate hailed from Sodertalje in Sweden, the home of Scania, which Paul got to know when he visited as the VCT representative when we won the Scania Award in 1994. So if you really would like to meet the world come along and see for yourself, visit our website [www.vintagecarriagetrust.org](http://www.vintagecarriagetrust.org) Join as a volunteer and help to welcome our visitors – or perhaps you are the one with a story to tell which goes into our archives for future generations to wonder about!

## Our Library – can you help?

Is there anyone among our Membership who could offer their services in cataloguing our Reference library? It is quite small and is specific to railway carriages and to our Collection. In order for it to be of use it needs to be put on a simple database so that information can more easily be drawn from it. Knowledge of railway procedures would be helpful but definitely is *not* necessary.

## “Review of Structure and Organisation”, and “Retail Review”

You will remember that the Trust was fortunate to obtain a grant from the Esmée Fairbairn Foundation through the Association of Independent Museums for a study to look at the sustainability of the Trust.

Richard Kilburn, as ‘White Horse Consultancy’, has now completed a review of our structure and organisation. This includes also a review of our retail activities carried out by Graham Bancroft of ‘Heritage Retailing’. Trevor England and Malcolm Clark have seen the study through all its various stages. They met with Richard on many occasions, with Richard also attending two of our Committee meetings.

The Report was due at the end of July and with perfect timing Trevor was very pleased to receive a copy from Richard on 14<sup>th</sup> July, which allowed him to present it to our Committee meeting that evening. Malcolm’s photo shows the moment of hand-over of the Review.

Richard has carried out a very comprehensive study. Coupled with Graham Bancroft’s report, this will provide a very good basis on which to base our aims,



objectives and actions for the future. We thank Richard for this and particularly for his continuing personal interest in the Trust. We look forward to reporting in subsequent issues of the *Newsletter* on the ways in which the Reports have helped in moving us into the next phase of the Trust’s development.

## AJECTA

Our French twinned Association AJECTA has a new address and a new website – and now has regular hours of opening. The old “Boite Postale” address has been replaced by: AJECTA, Dépôt des Machines, 3 rue Louis Patriez, 77650 LONGUEVILLE, France. The website is now [www.ajecta.org](http://www.ajecta.org) and the email address is [trains@ajecta.org](mailto:trains@ajecta.org). They now are “The Roundhouse of Longueville – a Living Museum of the Steam Train” and their opening hours are 10.30 am to 6.30 pm on Saturdays and Sundays (also fete days) during July and August. Any VCT Member would find a visit there of great interest. The easiest way to reach Longueville is using the Paris suburban trains from Paris Est towards Provins: it’s about a one-hour journey. There will be special events at Longueville on the French “Heritage Days” in September (we think this must be September 15<sup>th</sup> and 16<sup>th</sup> – but please check first), including a steam shuttle to Provins on the Sunday.

AJECTA’s coming main-line steam excursion, using their locomotive 141 TB407 and their own carriages, will take place on Saturday 6<sup>th</sup> October and will be from Paris Est via Longueville to Troyes and return. VCT Members benefit from AJECTA Members’ fares, which are 80€ Second Class, 100€ First Class and 234€ Pullman (which includes lunch and dinner). Any enquiries direct to AJECTA please, by post or preferably by email.

## Dates for your Diary: Ingrow and the Worth Valley:

**Saturday and Sunday 15<sup>th</sup> & 16<sup>th</sup> September:** The Railway’s “Day Out with Thomas” will be centred on Ingrow. If you are able to volunteer to help look after the Shop and Museum on one or other of these two days, we would be very grateful – as many adult helpers as possible are needed on that weekend.

**Friday, Saturday and Sunday 12<sup>th</sup> to 14<sup>th</sup> October:** the Railway’s **Autumn Steam Gala** – which will hopefully feature some of our carriages in action.

As previously mentioned, our own and the Railway’s **Annual Meetings** will take place at **2 pm** and **7.30 pm** respectively on **Saturday 20<sup>th</sup> October**.

The **Aire Valley Vintage Machinery Club** will be holding a “Crank-Up” in Ingrow Yard on **Sunday 21<sup>st</sup> October**, with interesting displays of antiques and curios.

The Railway will hold its **Beer & Music Weekend** from **Friday 26<sup>th</sup> to Sunday 28<sup>th</sup> October**, centred on Oxenhope Exhibition Building.

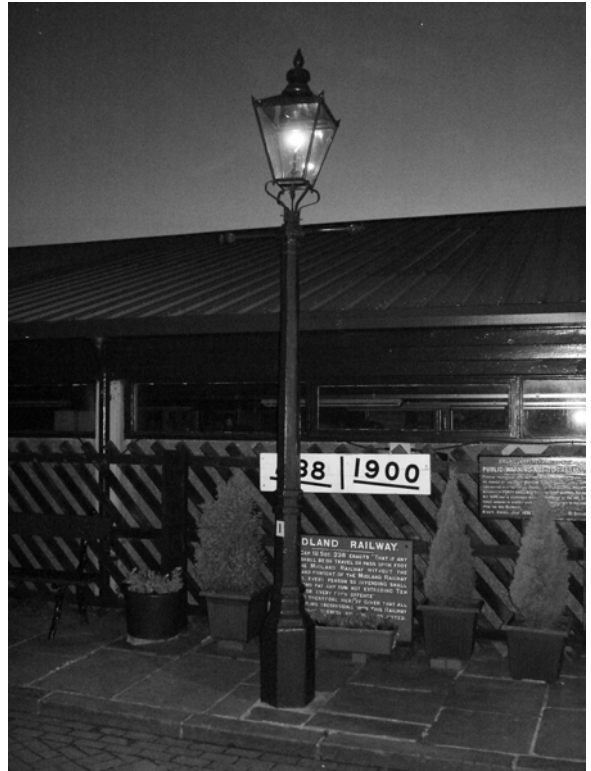
## ... and away from the Valley:

The **Heritage Railway Association’s Autumn Meeting** takes place over the weekend of **15<sup>th</sup> and 16<sup>th</sup> September**. This will be based in Derby and will include a visit to the Midland Railway Centre at Butterley.

The now well-established **Carriage Restorers’ Weekend** will take place at the Buckinghamshire Railway Centre at Quanton Road in Buckinghamshire on **Saturday and Sunday 29<sup>th</sup> & 30<sup>th</sup> September**. If you are interested in attending, please contact Tony Lyster at the Buckinghamshire Railway Centre.

## Light at the End ....

There is a well-known saying that there is “always light at the end of the tunnel”. Well, there is certainly light at the end of Ingrow Yard these days. We are very indebted to Dorren Harper, the Worth Valley Railway's volunteer "gas man", for “gassing up” via the Museum's gas supply the first (No. 1) gas lamp – the one nearest to the Museum. Bob Stott has now learnt the art of winding the timing mechanism once a week. Other smaller and feathery friends obviously liked it as some blue tits chose the hole in the top to build a nest and rear a family. There is something about gas that sheds a softer and yet bright light. Our thanks again to Dorren for lighting up the Museum end of the Yard and we look forward to his further illuminations from No. 2.



## Other Notices

**Why not try a different way of filling your time!**

**Working Weekends take place on the second full weekend of each month.** So: dates for the next six months are: **August 11<sup>th</sup>/12<sup>th</sup>: September 8<sup>th</sup>/9<sup>th</sup>: October 13<sup>th</sup>/14<sup>th</sup> November 10<sup>th</sup>/11<sup>th</sup>: December 8<sup>th</sup>/9<sup>th</sup> and January 12<sup>th</sup>/13<sup>th</sup>.** Don't forget that the Workshop now has the luxury of heating – so keep on coming over the whole of the Winter!

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

This doesn't mean that there is nothing to do at other times but these are times when someone is bound to be around. If you are able to visit at other times please ring – normally we can find something you might like doing!

**Every Saturday and Sunday** we need volunteers to look after our sales, and our visitors.

If you can help even if it is only occasionally do get in touch ring 01535 680425 or e mail on

[admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)

**Donations:** Please keep your donations coming: as well as financial contributions we welcome items either for the Museum or for sale – everything that's “railways” is of interest. This includes railway magazines, books and other items for selling through our shop and the web site. There is no doubt that our reputation in the world of back number railway magazines is considerable and is growing. Paul Holroyd deals with a steady stream of enquiries through the web site, most of which we are able to fulfil.

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

**Gift Aid.** If you haven't as yet completed a Gift Aid form in favour of the Trust and if you pay United Kingdom Income Tax, would you please consider doing so, using the form that should be enclosed with this copy of the *Newsletter*? If you do not pay Income Tax or if you do not

wish to take part in the Gift Aid scheme, would you please write “I do not wish to participate” across this form and return it to the Trust.

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

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