

Vintage Carriages Trust

Members' Newsletter: September 2011



Firstly, a reminder of a dual success – the completion of our 'Bulleid' coach, and the successful Chairman's Day held on Saturday 9th July.

Here, our Chairman Trevor England (left) and our principal guest Steve Davies (Director, National Railway Museum) check out the windows of the Bulleid coach on Chairman's Day. This was just before the official Launch of the Bulleid, followed by it leaving our Museum for an afternoon's work on the Railway.

Photos: Paul Holroyd

Secondly, one of our next challenges! A foretaste of work to come: the Met Brake with its body now successfully separated from its underframe, as a stage towards being able to rectify the severely-corroded parts of the underframe – see the enclosed "Reaching the Unreachable" Appeal.



More news of the Chairman's Day later in this Newsletter – also more news of all our coaches, including the Met Brake. But first:

NOTICE of ANNUAL MEETING: 2 pm on Saturday October 15th 2011, at the Museum.

There should be an official "Notice of Annual Meeting" with this Newsletter. As with last year the meeting will be preceded by a free (to members) light buffet lunch at the Museum, from 12.30 pm. To help with the catering, please email, ring or write to us to advise if you will be present for this light lunch, also if you have a dietary requirement. Details of contact numbers etc for this and for nominations for the various Committee posts and apologies for absence for the AGM are all to be found on the Notice of Meeting. Please do help the Catering team and our administration by replying as soon as possible – and **by Saturday 8th October at the very latest.**

..and whilst you've got your diary out – please read on for information about a Members' Special Outing on Saturday 12th November, also of the Worth Valley Gala weekend in October, which should give the opportunity to again experience our beautifully restored "Southern" duo of coaches in action.

The Summer has not been of the most brilliant in this part of the world but that has not stopped any of the activities which the VCT had planned either at Ingrow in the Workshop or in the far flung parts which our Collection has reached.

Chairman's Day

The weather, as usual for VCT events, was fine and sunny and the Day itself was a great success. On the day, at 11 am Chairman Trevor gathered everyone together at the front of the Museum with special guests Steve Davies (Director of the National Railway Museum), and Richard Gibbon, VCT's Curatorial Adviser.

Trevor outlined some of the history of the Bulleid carriage and how it had come into the Trust's Collection. He explained that it had been purchased by the Trust to loan to the Worth Valley Railway to help overcome the severe shortage of carriages for the service trains in the early days of the WVR. It was heavily used in this capacity until by the 1980s restoration became very necessary.

Richard Gibbon took up the story, explaining the Trust's changing attitude to restoration as the years progressed, giving greater emphasis to authenticity rather than cosmetic appeal. This change of emphasis he felt is well illustrated in the restoration of the Bulleid coach which was a project which he personally championed.

Steve Davies likened the long years of restoration of the Bulleid to the major overhaul of the *Flying Scotsman*. He warned that deadlines can easily stretch and can be trebled and quadrupled... Steve emphasised the part played by all in the railway preservation movement such as the Vintage Carriage Trust and the Worth Valley Railway not just the NRM and he welcomed the Bulleid carriage back into service.

We are grateful to the Worth Valley for allowing the use of the Midland 4F 43924 and thank Driver Andy Carter, Fireman Andy Tarran and Guard Keiran Pilsworth for their work in crewing the Members' Special.

The 4F pulling the two carriages out of the Museum to start the tour of the line was closely pursued by a card table carrying the ubiquitous cake (complete with a rather fine icing photo of the Bulleid coach) which we had forgotten to cut at the launch ceremony! The cake boarded the train and was finally, on reaching Oxenhope, brought on to the platform and ceremoniously cut by Philip Walton and Chris Smith. Philip was representing his son Michael who, as a young man, spent many hours on the early restoration work

of the Bulleid coach. As he now lives in America he could not be present in person. Chris Smith as our Resident Engineer was responsible for the fantastic paint finish to both the 'Bulleid' coach and also the matching South Eastern & Chatham Railway carriage.

Steve Davies later wrote to our Chairman as follows – it looks as if he enjoyed his day!

Dear Trevor

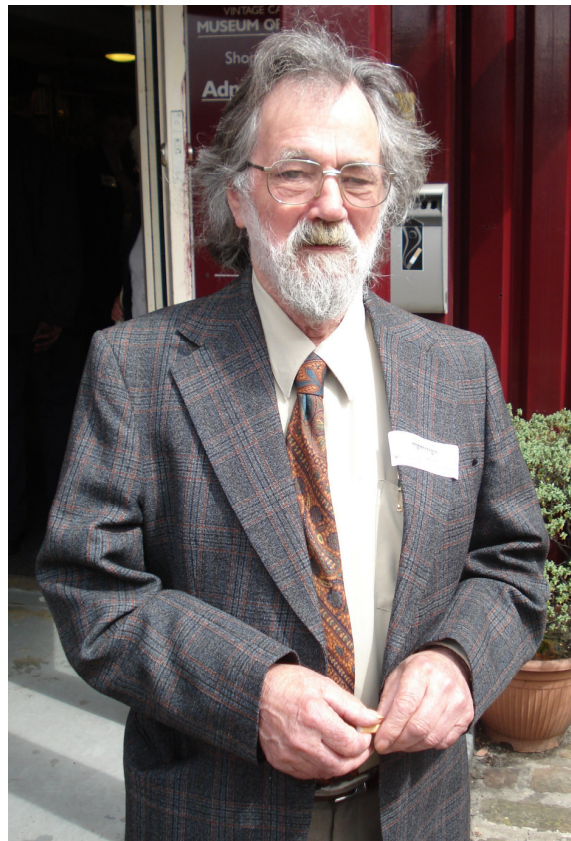
A very big thank you to you and all your members, and of course the KWVR, for looking after me so royally at Saturday's Bulleid coach re-launch.

I was made to feel most welcome, and all in all I sensed the occasion to be a huge success – the 4F was an added bonus! I could see with my own eyes the quality of the work which is the hallmark of the VCT and I was much impressed.

Best Wishes

Steve.

No narrative on the restoration of the Bulleid carriage can be closed without reference to volunteer Robin Bannier. We are sure he was a proud man as he saw his many hours of work on the coach displayed for all to see. He was present at Ingrow – immaculately dressed, as shown in the photo – for the launch ceremony but unfortunately was not able to join the train. Over



the many years past one did not ask at the Museum "where's Robin?" because the answer was always "in the Bulleid". Where else could he be? There are still some minor details to sort on both carriages but our Trust as a whole – working volunteers, and also those many members who have given their support – should be proud of the results we saw on Chairman's Day 2011.

High Days are good, but they demand a lot of hard work! We need to remember those who did not take a ride on the train on Chairman's Day because they were "looking after the shop", or dispensing tea and biscuits, or washing up (thanks, Hazel!) or helping generally.

*Jeanette was one of these. Now she dons another hat and writes, as our **Membership Secretary**:*

"Welcome back to everyone who renewed their membership after the reminder in the Spring Newsletter. The recent "Vintage Train" season on the Worth Valley (which included our Metropolitan Railway nine-compartment carriage together with two L&Y coaches) ran for seven Sundays. It was lovely to have the support of some regular attendees from the membership. We welcome also the following new Members to the Trust: Wayne Gearing (Keighley), Ms Vicki

Markwell (Bradford), Martin Hill (Derbyshire), Mrs J Dixon (Doncaster), Ted Taylor (Hunstanton), Jeff Darnbrook (Bradford), Mark Warr (New Milton, Hants), David Greenwood (London), and Stewart Reid (Oxenhope)."

Our thanks are due to Jeanette who for every Vintage Train looked after our carriage, leafleting and generally being our ambassador.

Jeanette was also busy on the Chairman's Day and remarks "meeting members at our events often serves to reveal their very diverse interests, apart from heritage railways and carriage restoration. I am always struck by what a knowledgeable bunch our members can be, with detailed memories and reminiscences and a cheerful willingness to share these with others. It is often the 'networking' aspect of our events that is the most enjoyable, just listening to new connections being made."

More dates for your Diary:

Sir Berkeley at NRM Shildon

Sir Berkeley will be celebrating his 120th Birthday at NRM Shildon on Sunday 2nd October. See below for further details – but in the meantime put this date into your diary!

Worth Valley Railway Autumn Gala: Friday to Sunday 7th to 9th October

The VCT's newly restored Bulleid and South East & Chatham carriages have been invited to take part in the Railway's Autumn Gala. It is anticipated that they will be out on an Ingrow to Keighley shuttle. Please check the Railway's or VCT's websites or phone the Museum nearer the time to confirm this. We do look forward to this as the two coaches make a fine sight in their fresh early BR livery. If you didn't manage to get to the Chairman's Day please take this opportunity to view and ride in them. They are a marvellous sight.

VCT Members' Outing to the NRM, York: "Familiar Objects – Hidden Stories"

On Saturday 12th November our Curatorial Adviser Richard Gibbon OBE (former Head of Engineering at the National Railway Museum) will lead a Members' afternoon tour unlocking the magic stories behind familiar objects. Pre-booking for this tour and/or a light lunch in York is essential – see the leaflet enclosed with this issue of this *Newsletter* for full details.

Sales News

One area which is vital to the continued health of the Trust is the retail side of our activities. Our employee Keith Pitts works hard during the week to ensure that visitors are welcomed and the shop is well stocked. He informs Michael (Cope) when stocks of confectionery, ice cream, soft drinks and coffee machine items are running low so that Michael can do a "cash and carry run" or make the relevant ordering phone call. We also are fortunate that Mike Halcrow covers the shop as a volunteer on Keith's day off. Paul Holroyd and Mike Halcrow are books and magazine orientated with Malcolm Loukes, Jim Pickles and John Stephenson all involved in pricing and accepting donations. We welcome any who would like to join them even if like Keith Taylorson it is by popping in to do a bit of magazine sorting. Small tasks: which add up to a useful whole.

Donations

Please keep your donations of railway-related items, books and magazines coming. They are one of our main sources of income and certainly the projects in the Workshop are going to need your support - note the "Reaching the Unreachable" Metropolitan Brake appeal in this issue of the *Newsletter*.

Did you know? The Metropolitan Brake along with the other two Metropolitan Railway coaches this month celebrates the 50th anniversary of being withdrawn from passenger service and sold into preservation.

Where Paul Holroyd finds these interesting snippets of information we do not know; we do know that he is not getting three cakes to celebrate the occasion!

Workshop News

The day the Bulleid coach left the workshop was quite momentous. It had lived there so long it had come to be regarded as a permanent fixture. Yet suddenly it and the Chatham coach were gone! There was definitely a feel of Spring in the air as a period of frantic activity took place. The general clutter from several years of restoration work was sorted and tidied and a new reasonably clean picture emerged ready for the next residents. Three new and very different challenges are now in place in the Workshop. The Metropolitan Railway Brake; the 1888-built Great Northern Third Class six-wheeler No. 539 and the Midland Railway coach No. 358, built in 1886. So the whole process of examination, research and restoration work begins again.

Before this, the Railway's **diesel railbus M79964** was briefly in our Workshop for attention to corrosion damage to all four of the corner posts – the photo shows Chris Smith doing some preliminary cleaning. As always, Chris made an excellent job of this project, including making good and then repainting the metal cladding.



Completion of work on the railbus and on the Bulleid coach, also the return from Oxenhope of the nine-compartment Metropolitan Railway coach, all happened at much the same time. This meant significant shunting during July and August. The result is that the Metropolitan Brake is now in the Workshop on the “metalwork” (left hand) side, with the Midland and the Great Northern six-wheelers on the “superior woodwork” side (the right hand side, adjacent to Stuart Mellin’s benches).

As far as the **Metropolitan Brake** is concerned: with professional assistance of Messrs Powerrun – machinery handling and steelwork specialists, handily located very close by – the body has now been separated from the underframe and is at present supported on the underframe by a number of steel beams positioned cross-wise. This is as shown on the two photographs on the front page of this *Newsletter*. The next stage will be to lift the body a further two or three inches, still supported by the cross members but now free of the underframe. The design and construction of the necessary supports to hold these cross members in position will again need professional input. Once these supports are in position, we will run out the underframe and will have enough

space to be able to work on just over half of it. Working on the other half will need a trip to the turntable at Keighley, to be followed by a second such trip once all is completed.

Chris Smith has taken advantage of the seven inches or so of free space now between the body and the underframe to do further investigation and some preliminary work. The problem is with the outer, horizontal, upper web of the L-sections making up the outer longitudinal members of the underframe. For quite a lot of their length these webs are seriously corroded, with much build-up of scale. Chris has been able to confirm that the main vertical sections of these longitudinals are in good order. It should be relatively straightforward to weld in new steel bar to replace these web sections, which should be all that is needed. It’s also now even more evident that the steel sheet that formerly covered the whole of the underframe is very severely corroded and in parts is completely non-existent. There has been much discussion as to just what this steel sheet was for – was it as a precaution against sparks thrown up by the electrical collector shoes originally on this vehicle, or was it to give extra strength as an anti-lozenging measure? We now know that the original thickness of this sheet was fairly low at 3/16 inch, which suggests the former rather than the latter. Regardless, we will replace it as part of this work.

Recent work by VCT’s Vice Chairman Mike Holmes gives further insight into the construction of this particular underframe. He writes:

“The underframe of this vehicle has an interesting history as it is older than the body which sits upon it. The first batch of Dreadnought coaches (as our type of Metropolitan vehicles were commonly known) were built on salvaged and reused underframes which explains why 427’s frame has constructional features very different from our other two Dreadnought vehicles.

The frame of 427 was originally under 1905-built Driving Trailer First No. 42. When built No. 42 was an open saloon vehicle with two pairs of sliding doors per side, a Driver’s compartment at one end and a clerestory roof which sloped down in a curved manner at each end. Additionally the vehicle also had a centre buffer and automatic coupling arrangements.

In 1910 No. 42 had its body removed and along with nine sister vehicles was fitted with normal side buffers, centre draw hooks and screw couplings. Two eighteen inch vacuum cylinders were fitted to replace the original Westinghouse air brake equipment. New bodies, the first of the Dreadnought pattern, were fitted on to the frames by carriage builder Metropolitan Carriage & Wagon at their Saltley works in 1910. As originally built, 427 retained its Fox pattern pressed steel bogies and these were also fitted to all new vehicles built from 1912 onwards. These bogies began to suffer increasingly from cracked frames during the late 1940s and so were replaced by K2 type bogies from withdrawn District Railway stock. These plate framed bogies were in good condition and capable of further service under the Dreadnought fleet (including our three vehicles) until withdrawal in 1960-61."

Of the Midland and the Great Northern six-wheelers, the **Midland** is very much the longer-term project. There's a tremendous amount of work to be done both on the body and on the underframe. Whilst waiting for the Met Brake to be available, Chris has however made a start here. This was by dismantling the brake rigging for one axle set, making new pins and bushes for this as needed. He has also cleaned and repainted this axle set, and has removed two of the six axle springs. All six will need remaking in due course. John Heaton has started the task of needle-gunning the side flitch plates: a very necessary but tedious (and noisy) activity.

The **Great Northern six-wheeler** has the advantage that we completed work on the underframe a year or three ago, and previously Dave Johnson completed the restoration of the Guard's Brake compartment. The body framing of this vehicle is in good order, but there is no seating and just about everything else needs attention.

Stuart Mellin has now started work on this carriage and is making excellent progress. Thus far his work has been mainly with replacing the ceilings. This has involved fitting cross members between the roof spars, providing spacers for the vents and for the gas lamps, as well as putting the new ceiling panels into position. He is also currently replacing surfacing for the partitions and where necessary replacement side panels. Thanks go to him, for all this: also to Ian Wild, who is heavily into ceiling and panel painting: and to Robin Banner, looking for things to do following completion of the Bulleid and now busily rebuilding gas lamps and thinking towards seating and other upholstery: also to Mike Holmes for ongoing research and with several oddments, including the ceiling vents. There's still a lot to do

(notably sorting out the seating, which will be expensive!), but very good progress is being made.

Our **Manchester, Sheffield & Lincolnshire Railway** coach is currently undergoing a restoration re-think. This carriage is our flagship. It appears on our official stationery heading, also on our postcards and souvenirs. Restoration was carried out in the late 1970s and 1980s and the carriage was in 1989 a joint winner of the (then) Association of Railway Preservation Societies carriage competition. We display it in the Museum with pride and we are sure that most members who have visited will have sat in one of the two basic wooden-seated Third Class compartments. They will also have looked from the Museum's central walkway through the windows into the First and Second Class compartments where the voices of the 'Duke of Keighley' and 'Mr Grey the Butler' grudgingly greet visitors.

The restored external livery reflects the fact that the MS&LR changed its name in 1897 to the Great Central Railway as part of its grand idea of reaching London. (There's a piece elsewhere in this *Newsletter* on the recent grant-aided conservation of a Great Central Railway map from our Collection).

So, if the restoration has taken place, why are we re-visiting this coach? There is an expression "we're a lot further down the line than we used to be..." and this is certainly true of the VCT in the years since the MS&L was restored. Long standing Members have travelled with us along that line. We now talk of conservation, restoration and preservation and of Museum Registration and Accreditation. The Trust is now a fully Accredited Museum, and there is probably as much time spent in initial investigation of restoration procedures as there is in actual hands-on work. We look at the beautiful *nylon* plush of the First Class compartment and examine the somewhat lack-lustre linen curtains. Should the padding in the seats be horsehair? Is it possible to obtain fabrics, decorative braiding and brocade of similar appearance to materials of the 1870s?

We know that some Third Class compartments were upholstered: did this apply to this coach? The modern fabrics used in the Second Class have to remain as the material originally used (we think a form of Rexine) would not pass current fire regulations, but even here there is much that needs a rethink.

Jackie Cope is working on this. If any Member has information which will help answer these questions she asks you please to get in touch, for example via the Trust's e mail address of admin@vintagecarriage Trust.org .

Backward extension plans

W H (Bill) Black continues to progress plans to extend backwards on the small area of land behind the Museum. The idea is to create more much-needed Workshop space. One of the first moves was contact with the Worth Valley Railway to extend our lease to cover this piece of land. Bill is working hard in contacting our neighbours British Thornton and discussing the project with an Architect and

Locomotive News

Sir Berkeley

Our historic Manning Wardle 0-6-0 saddletank is at present spending the summer at NRM Shildon. This year *Sir Berkeley* is 120 years old. VCT never misses an opportunity for a celebration, so we were pleased when NRM Shildon also decided to celebrate this event in style. The locomotive has been working the demonstration line all summer and has proved quite an attraction. Plans include for the local schoolchildren in Shildon to take part in the 120th

Lord Mayor

Two injectors and two water valves have been made for the locomotive by the recently re-invigorated Hunslet Steam Company. The water valves connect directly to the side of the water tank, and also to the injectors. The injector which was on the left hand side of *Lord Mayor* has been in other use for some years since it was "loaned" to *Sir Berkeley*. This in itself was not an original injector, being purchased from a colliery by Ben Wade and adapted to fit the locomotive using a separate water valve, and a home

Bellerophon

VCT Member Keith Wear (and one time KWVR volunteer) read that *Bellerophon* was visiting the Lincolnshire Wolds Railway, near his home. He visited when *Bellerophon* was running and reports that the loco was "without doubt the star attraction!" He made known that he was a VCT member and was made very welcome. The photo

other professionals as well as making detailed plans himself. If you would like to support this project financially please get in touch with our Treasurer Jackie Cope via admin@vintagecarragestrust.org or leave a message at the Museum asking her to get in touch with you. She will then be delighted to keep you in the picture on progress.

birthday celebrations. This will involve a colouring competition, the winner of which will be announced on 2nd October at a special steam party at NRM Shildon. There will be a presentation on the history of the locomotive and of course as with all VCT events whether at home or away there will be a birthday cake. So put 2nd October in your diary, make it known that you are a VCT member and we are sure you will be welcome to the party.

made bracket. Both the *original* injectors were stolen, before it came into preservation, whilst the engine was in Leeds.

The water valve and home made bracket have been removed, together with the various pipes. The pipes are currently away being reshaped to fit the new injector. When completed, the water valve, injector and pipes will all be fitted to *Lord Mayor* at the same time. After that, attention will be turned to the right hand injector.

below is one of his, taken at that time:

Ian Smith continues the story:

"No sooner had *Bellerophon* left Ludborough on the Lincolnshire Wolds Railway than he was arriving at Loughborough on the Great Central Railway for their "Golden Oldies" weekend. As always, the loco was immaculate and was very well received by the

GCR crews, who appreciated that unlike *Sir Berkeley* last year, this one has some protection from the rain!

The loco double-headed with "Terrier" 32662 all weekend, providing an interesting comparison in design styles from the same era, the Terriers being introduced a little earlier, in 1870.

Bellerophon was about the same size as 32662, despite the latter being a BR loco! Trevor England and I managed



a ride with the two locos, which were being topped and tailed with Furness No. 20. Many appreciative comments were heard about the two little engines on the front. It was also nice to see that the crew allowed people on to the footplate between runs, to see the fire and all the other things people young

and old like to do on a steam engine footplate – and in the main it was taking photos of the kids smiling from the cab! So, another successful visit by a VCT loco and one which has again enhanced our status within the preservation community as well as proving popular with the public.”

Platform lantern loan

We are pleased and intrigued by an interesting platform lantern which we have recently received on loan. This is as seen in the photo, being carried by our Hon. Archivist, Robert Harvey.

According to the knowledgeable source of our loan it was made by Wm Sugg & Co Ltd, probably for the Great Western Railway just before or just after World War II. It is *not* a gas lamp, although it is based on Sugg’s gas lantern design. It has features specific to oil lamps, such as a baffle in the top cap to prevent down draft, and the ventilation holes in the base. The provision of two doors is common to oil lamps. The paint (a dark sludge) is original, except for the repaired area of the ventilator. It was acquired in North Wales, but without any provenance. We hope that John Stephenson will be able to advise on the display of this, hopefully complete with an oil lamp with its glass chimney.

Grants

The Trust has enjoyed good success in seeking and finding grant-aid opportunities. The work involved in form filling and presenting an application can take time but every little helps.

The latest success in this direction was an AIM (Association of Independent Museums) Conservation Grant. Jackie Cope as Curator spent some long hours trying to think of anything which we could put forward which was pure *conservation* as opposed to restoration. Don’t start a debate on the difference between the two – you will be there for hours! We then remembered the Great Central Railway wall map which had turned up in among some donated paperwork. It was in a very poor condition having obviously hung on a railway office wall for many years since the early 1920s. It would however once cleaned be useful in the interpretation of our Manchester Sheffield & Lincolnshire Railway carriage. An application was written to ensure it was saved from any further damage by cleaning and patching. Our application was successful and we gained £985 to carry out this remedial work. Richard Reeve, who had made such an excellent job of restoring the maps found on the backs of the Great Northern 2856 toilet doors, was commissioned to do the work. The Trust paid for the framing and the map is now ready for display, probably on the wall of the Third Class compartment of the coach.



Mike Holmes details the value of this map in illustrating the Great Central Railway’s history following its birth in August 1897: “The GCR was not the result of an amalgamation or new construction, but a renaming of the Manchester Sheffield & Lincolnshire Railway. The map shows the original aim of linking Manchester with the east coast port of Grimsby via Sheffield. Other expansions shown include absorbing both the Wrexham, Mold & Connah’s Quay Railway and the Lancashire, Derbyshire & East Coast Railway early in the 20th Century. The map clearly shows the extent of Great Central operations through lines it owned and those on which it exercised running powers and connecting services.

Its ultimate goal, London, was achieved via Sheffield – this emphasising the ‘Central’ course it cuts through the heart of the Country.

There is also the link with our three Metropolitan Railway coaches as there were lines jointly owned by the Metropolitan and the Great Central running from the Capital City out into “Metroland”. The map shows the expansion with some explanation to help our visitors to a greater understanding of the huge growth in railways over a century ago.”

School Parties

Paul Holroyd and Mike Halcrow have welcomed and helped several school groups in their visits to the Museum. We do not receive many such visits, which is a pity as there is much to offer which links with the curriculum. We welcome teachers who wish to make a pre-visit visit and find that those who do this find it a most useful experience.

'Standard Fare' Photo Shoot

Paul Holroyd writes: "following the successful wedding gown photo shoot a picture of which featured in the last *Newsletter* the Trust was delighted to receive a booking from a compact disc label requiring publicity shots of the Buxton-based indie trio "Standard Fare". The band and a professional photographer spent about four hours with us in early August, earning useful cash and potential publicity for the Trust."



The nearly-forgotten Bulleid celebratory cake finally pinned down – and cut – at Oxenhope. Left: Philip Walton Right: Chris Smith

Other Notices

Every Saturday and Sunday (and sometimes also during the week, to help cover for holiday absences etc) we need volunteers to look after our sales counter, and our visitors. If you can help even if only occasionally do get in touch, in person or by ringing the Museum on 01535 680425 or by e-mailing us on admin@vintagecarriagestrust.org

Gift Aid. If you haven't yet completed a Gift Aid form in favour of the Trust and if you pay UK Income Tax, would you please consider doing so – please contact Membership Secretary Jeanette Achilles for the necessary form.

Giving through your Self-Assessment Income Tax Return. If you pay Income Tax through the Individual Self Assessment scheme, you may nominate a Charity to receive any tax repayments as a donation. Should you wish to support VCT in this way you may do so by quoting the Trust's unique code, which is: FAC78RG. So, please note this number and please consider using it to support our Trust.

Donations: Please keep your donations coming! As well as financial contributions we welcome items either for the Museum or for sale – everything that's "railway" is of interest: railway magazines, books, "railwayana" of all descriptions,

and especially model railway equipment for selling through our Shop and the website.

Our twinned French body is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". Information about their major "Centenary" event in 2011 together with opening times for their depot at Longueville is on their website www.ajecta.org. Longueville is close to Provins, to the East of Paris at the outer extremity of the suburban rail network. Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail contact@ajecta.org. Tel: (00 33) 1 64 08 60 62, or try the Provins Tourist Office on (00 33) 1 64 60 26 26.

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!

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VCT correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Museum telephone 01535 680425; fax 01535 610796. Hon Secretary telephone 01759 304176.

Website: www.vintagecarriagestrust.org E-mail: admin@vintagecarriagestrust.org