



Vintage Carriages Trust

Members' Newsletter: April 2005

VCT: 40 years



1965-2005

Your Trust remains active and in reasonably good shape, with progress on a number of fronts. *Lord Mayor* is now back on display at the front of the Museum. Work on both *Sir Berkeley* at the Middleton Railway and *Bellerophon* at Foxfield continues very satisfactorily. Our carriages will see use in Vintage Trains on the Railway later this year, and in the Autumn we will be sending our Great Northern Railway six-wheeler to the National Railway Museum to help celebrate the 100th anniversary of Edith Nesbitt's "*The Railway Children*" appearing in print. Our Shop sales continue at a very satisfactory level and, helped by this year's early Easter, our visitor figures have increased quite usefully.

Less happy aspects of the Trust's activities are the on-going saga of the springs and our planned work for the future. There's certainly no problem with our planned work – it's just when we are going to be able to afford to do it! But, before turning our attention to this, let's describe in a little more detail the progress we have made recently. For once, we will start with the locomotives:

Locomotives: good progress

Lord Mayor is now back in his prime position at the front of the Museum having undergone a transformation which will please his admirers, young and old. The locomotive's repainting is now very nearly complete, at least as far as the upper part is concerned. Here, the smokebox, the saddletank, the bunker, the buffer beams and both the interior and exterior of the cab have been completed. Our thanks go to those who have worked towards this.

Lord Mayor managed to get back to the front of the

assistance so willingly given by so many Members of the Railway in all manner of circumstances.

There are still a few oddments to deal with – putting the nameplates and some of the cab fittings back into position, for example. These will be attended to in the near future. Otherwise, such things as painting the inside motion and the belly of the boiler will have to wait until a short "off peak" period can be found when the locomotive can go back over the pit in the Workshop once again.

Meantime, progress with *Sir Berkeley* continues steadily, with the much-appreciated assistance of the Heritage Lottery Fund "Your Heritage" grant. At Israel Newton's boiler works in Bradford the outer firebox is now essentially complete and work is now progressing on fabricating the inner firebox. The fractured regulator housing has been measured up and drawings produced for a fabricated steel replacement. At the Middleton Railway, the frames of the locomotive were moved into the Workshop early in the New Year. Since then they have been almost completely cleaned and needle-gunned, with the left hand frame now painted in red oxide. The buffer beam cover plates have been similarly cleaned and red-oxide painted. The new (oak) buffer beam has arrived and is in inside store to allow further drying-out before being finally cut to shape and fitted. The cylinder block includes an "interesting feature" resulting from long-term corrosion, in part because it was "protected" many years ago by a layer of concrete. Considerable time has been spent removing this concrete and accumulated oil and ash



Museum just before Easter, courtesy of a passing Works Train crew more concerned with getting *Thomas* on to a low loader and away from the Railway after the Spring *Thomas* weekend. As always, we are very grateful for the

“goo” to allow assessment of this area of the cylinder block and what to do about it. Whilst this isn't finalised as yet, indications are that this shouldn't be too much of a problem. Also, the valve covers have been removed to allow a valve to be removed for examination and assessment. The valves are known to be well worn but are thought to be capable of re-use without further attention at this stage.

At the Foxfield Railway our third locomotive *Bellerophon* is steadily moving to steaming again, with the now-anticipated completion date being late Spring or early Summer of this year, hopefully in time for Foxfield's Gala in mid-July. Here too we've achieved a decision about livery: this is to be “hazel nut brown” with cream lining – in other words, similar to the previous brown livery but rather darker. The buffer beams also will be rather darker than previously, with what is described as a Victorian shade of red. Other

Carriages (and springs!): mainly good progress

It's very unusual for the *Newsletter* to be able to report so much activity on our three locomotives! However, those who are wondering what Vintage Carriages Trust is doing with its carriages should be reassured that there is activity here, particularly for the First Class Met and for the Bulleid carriages.

Springs still dominate aspects of our activities, albeit with mixed news and without full conclusion at the present stage. The batch of flat-section springs we took to Messrs Morris Springs in the Black Country returned in good order, without further setbacks and with a rather smaller bill than we had anticipated. Importantly this batch included the “new” inner bolster spring for the Bulleid's bogie. This was the slightly-short spring the Bluebell Railway was able to find for us to replace the original, which we had found to be in two pieces and very obviously had been that way for some time. Messrs Morris confirmed that this spring was in good order and then were able to stretch it as necessary – so the first of the two bogies of the Bulleid coach now has its full complement of bolster springs.

Also dealt with at the same time were the remainder of the much smaller flat-section axle-suspension springs for the Met Brake. Fortunately all these are now confirmed as in good order and are back in position. There has however been no movement in getting prices for the two similar springs previously noted as unusable, so other things being equal we have two of these springs short between the Met Brake and the First Class Met. So, until this is rectified, we may have either the one or the other of these available at any one time! These springs are interchangeable between these two coaches. In contrast, the Nine-Compartment Met has round section springs in place of these rectangular-section springs, possibly as a later modification. Any thought of converting some of the springs on the other two carriages to similar, rather simpler and cheaper, round-section spring is complicated by the castings above and below these springs being very different. The cost of replacing these, in addition to the springs themselves,

decisions have included that the cab will be open-sided and that a flare will be added to the bunker sides to replicate the original appearance of the bunkers.

Work now completed or currently in progress includes copper welding successfully completed to the fire hole door area of the inner firebox, and re-riveting to the foundation ring. The boiler tubes are out and will be replaced in the fairly near future. Some mechanical work to the brake gear and motion is needed, primarily to attend to worn linkages, but is not expected to amount to very much.

Once completed, we hope to arrange a VCT visit to Foxfield to see and ride behind *Bellerophon*, again as part of our celebrations of 40 years of the Trust. Our Chairman Trevor England has volunteered to arrange this visit. It's maybe a little early yet, but if you would like to take part in this visit, please write to Trevor c/o Haworth Railway Station or ring him on 0771 5834 750 or email him at trevorengland@vintagecarriagestrust.org

means that this line of approach probably would not reduce the total cost of overcoming this problem.

However, “other things being equal” doesn't apply! Whilst Chris Smith was adjusting buffer heights on the First Class Met, with Alan Hardacre looking on, they realised that winding up the nuts on the axle suspension rods, as the usual way of adjusting buffer heights, wasn't having the desired effect. All that was happening was that the axle boxes were moving far too high within their guides and that the bolster springs were further compressing to such an extent as to risk becoming coil-bound. Very obviously, the bolster springs were in an unacceptable state and needed attention. When we overhauled the First Class Met's bogies, now some time ago, we had checked just everything – but unfortunately not the bolster springs. A deal of measuring and calculation was followed by a second visit to Messrs Morris Springs, taking the two inner and two outer bolster springs from the first of the two bogies together with a request to check them for cracks etc and then to adjust their length – specifically, to be 8½ inches long with each pair separately carrying a load of 2½ tons. The journey to the Black Country is becoming quite familiar! Morris Springs seem fairly confident of being able to do this, subject to the springs having no cracks or other fundamental problem. We await the outcome of this with considerable interest, as making new sets of these large bolster springs would be very expensive.

Having the full complement of bolster springs for the **Bulleid** coach allowed final assembly of its fully-overhauled bogie (other than the four leaf springs, whose return from Sheffield is expected in a month or so's time) and this is now back under the carriage.

The saga of the Oxenhope end corridor end continues. Alarm bells rang with Ray Sowerby when he read that we had found a date tag marked “2 64” on the Oxenhope-end bellows. He realised that at that time many such bellows were being made of an asbestos-containing material. We

took a sample for professional analysis and sure enough white asbestos was present.

This was somewhat disappointing on a number of counts, including that it's not that long since asbestos lagging was professionally removed from steam heat pipes. The Contractors at that time identified and dealt with two or three other minor asbestos problems, including in the toilet compartments of the Bulleid coach – but they missed this end bellows!

Anyway, the offending article has now been professionally disposed of; and the bellows at the other end have been confirmed as definitely not containing asbestos. In the meantime, as you will see from the photograph, we have now removed all of the defective cladding and have almost completed preparing the exterior to receive the new cladding, this being for both sides and for the "Oxenhope" end.

The looming problem with the Bulleid is the very straightforward one of money.

Geoff Smith of G W Smith (Fabrication) of Elvington has now been able to produce a budget price for fabricating and fitting the whole of the external metalwork. This is £16,334, plus VAT. All being well he will be with us at Ingrow within the next three weeks or so and will bring with him the flatwork for the currently-dismantled corridor end and also the first piece of the side sheeting. This is for the bottom left hand corner, so to speak, and is the trial piece before going ahead as the next stage with the next three left hand corners and the mirror-image four right hand bottom corners. Once these are in position we can sort out the four rather larger central lower sections, with the full corresponding set to follow for the upper half of the cladding. This last will include the window apertures.

The problem is the £16,334. Depending on how difficult the actual fixing of the first section turns out to be, we should be able to somewhat reduce this figure by doing much if not all of the fixing ourselves. This could usefully reduce this total cost, but will still leave a figure much larger than we can afford at the present time. This means that the whole project may need to be staged over



what could be a fairly lengthy period – unless of course kind people come forward with financial help to progress this project! Hence the leaflet enclosed with this copy of the *Newsletter*. Sadly, as work on the overall restoration of this carriage started many years ago there's very little if any chance of an external grant to help towards this restoration – so it's very much over to us. So, if you can help – please do so!

Once we have passed this major hurdle of putting the external cladding on to this carriage, we can in quick time put the seating and all the trim back in position in the now-empty Keighley-end saloon. This seating etc was completed a good many years ago and has been in our storeroom since then. Getting the seating etc back in position will represent very real, and very positive, progress. However, this

won't finish the job! We've had the roof canvas for a good many years and this is then to put into position and paint before reinstalling the roof furniture. Replacing the glass will cost more money than we'd like to think about for the moment, and we need two replacement corridor bellows assemblies. Again these won't be cheap – but at that stage finding the necessary money hopefully will be containable. One way and another, we much look forward to actually *finishing* work on this carriage – with your help, it can be sooner rather than later!

As mentioned elsewhere, our **Great Northern six-wheeler** should be off to the National Railway Museum in October as part of Edith Nesbit's "Railway Children" Anniversary celebrations. Whilst the running gear and its general structure are in quite good order, we will need to give it some attention before its departure.

The two six-wheelers still await a "champion" prepared to research and cost their longer-term full restoration. Restoration of either one of these – the **Midland**, or the Great Northern six-wheeler – will be an expensive undertaking. Grant support is a possibility, but before we can look into this we first need this detailed plan of action. If anyone is interested in tackling this, either solo or as part of a small team, please contact the Trust's Secretary.

Elsewhere, the few remaining tasks still needing attention on **Great Northern Railway No. 2856** are slowly being caught up with. As seen in the photograph, Stuart Mellin has recently fitted the teak top to the (simulated) water tank in each of the two toilets, and has fitted the (again, simulated) water pump on to each of these. Just for a change, we found ourselves with too much information as to just what this should look like. The one available photograph shows the pump sitting on top of a small box above the larger flat surface of the top of the water tank, whilst the one available drawing shows no such box with the water pump mounted directly on to the water tank. We settled on the latter arrangement. It has the authenticity of the original drawing – and is simpler.



Special events – and our 40th Anniversary Celebrations

The Railway's "**Vintage Trains**" have suffered a few hiccups for this year. The Railway inadvertently and incorrectly advertised one as running on 10th April, but this did not take place. However, Vintage Trains are running on Sundays 5th June, 3rd July and 7th August.

Our Trust is providing the carriages for 5th June, probably being the Met Brake, the Nine-Compartment Met and the Chatham. The trains on Sundays 3rd July and 7th August are expected to be made up of the Lancashire & Yorkshire RPS's Hughes Brake and their recently-completed L&Y six-wheeler, augmented by one of our carriages. This will probably be the Nine Compartment Met or failing that the Met Brake.

The Railway's **Autumn Enthusiasts' Weekend** is expected to see *City of Truro* in action and hopefully hauling VCT brown-painted or brown-varnished carriages. More details when available; but in the meantime note the dates: Friday 14th, Saturday 15th and Sunday 16th October. The Friday of this weekend is to allow extra operation of *City of Truro*.

It is likely that the train hauled by *City of Truro* on the Saturday and Sunday will include some of our Trust's carriages – to consist of, or to be selected from, two Mets and the "Chatham" coach. We are hopeful that our Great Northern Railway carriage No. 2856 may also be included in this train as part of our 40th Anniversary celebrations and for the benefit of our Members and friends and those Worth Valley Railway Officers and volunteers who are so supportive of the Trust but could not get near the vehicle for the crush last year. One of our members has offered an historic slide show, possibly to take place on the Saturday evening, and no doubt we will once more "put the kettle on" and have a few refreshments available. We hope this will be as successful as was the first outing, which has been remarked upon by many as a really great event with the coach looking very fine. More details will appear in the next *Newsletter*.

1965 must have been a very busy year in railway preservation. This year, 40 years on, the Lancashire & Yorkshire Railway Preservation Society is celebrating the 40th anniversary of locomotive 957 arriving on the Worth Valley Railway and the Railway's organ "Push & Pull" is also 40 years old. The latest edition of "Push & Pull" contains a reprint of Volume 1 Number 1, identified only by being slightly smaller than the original. This is the second such reprint. Genuine original copies of "Volume 1 Number 1" are a rare commodity and are quite expensive to buy.

Our own 40th Anniversary celebrations will include an "**Ingrow Steam and Vintage Gala**" on Sunday 26th June.

This will not only help celebrate Vintage Carriages Trust's 40th Anniversary celebrations but also will be part of the well-established Keighley Festival. The L&Y "Pug" has been requested and arrangements are in hand for a brake van so that rides in the yard can be given. A street organ has been pencilled in and suitable small fairground rides and sideshows are

being sought. There will also be a display of vintage road vehicles, tractors and stationary engines. If the budget can stretch to it, and if one is available, a traction engine may also be present.

40th Anniversary Souvenirs: to help celebrate our 40 years, we have **Souvenir Hi-Ball glasses** available at £2.50 each, featuring our MS&L coach logo as seen as the top of this *Newsletter* together with the "40 years Vintage Carriages Trust" emblem. As we cannot send these by post, please ask for one the next time you visit our Museum.

We also have commissioned a "**40 Year**" tee shirt bearing the 40-year logo in maroon on white and retailing at about £6.50 (plus post and packing). If you are interested in these please let us know the sizes and quantities you would like.

VCT: 40 years



1965-2005

A “**London Bus Day**” at Ingrow on Sunday 10th April may have confused some visitors when in addition to our Trust’s display of Metropolitan Railway carriages they found around fifteen ex-London Transport buses displayed in the station yard. The majority of the buses were recently-withdrawn Routemasters of both the RM and RML classes, whilst older buses were represented by the

Museum display

Many of our longer-standing members will remember the Trust acquiring the somewhat dilapidated display cases from the National Railway Museum. They had been in store for many years and were in a fairly parlous state. We set about rebuilding, re-wiring the internal lights and arranging for the glass to be film-coated to give improved safety and also ultra violet light protection. The cases have served us well for many years and have enabled us to display smaller items to complement and interpret our rather larger collection. However, the lining of the interior of the cases was very dull and very well-used.

A small pot of grant money became available to volunteer Museums through the auspices of the Yorkshire Museums Libraries & Archive Council. As you are all aware we never pass up a chance to tap into possible grants and so made what was a successful application to acquire the materials to reline the cases. There is a large amount of display case wall to cover and so we ordered well over 25 metres of a bright blue loop nylon material. This material

“The Railway Children”

One of the displays in the newly-refurbished display cases is centred on the story of “The Railway Children”. Jim Shipley provides some fascinating background to the story and its author.

“This year we celebrate the 35th anniversary of Jenny Agutter waving her red flannel petticoat in Lionel Jeffries’ classic film. It is also 100 years since ‘The Railway Children’ first appeared in serialised form in ‘The London Magazine’ – the work of one E. Nesbit whose life presented a stark contrast to the fictional world of Roberta, Phyllis and Peter.

Edith Nesbit was born in London on August 15th 1858. The youngest of five children, she was known to her family as ‘Daisy’ and spent her early years moving between France and England, In 1871 the family moved back to England and rented Halstead Hall in Kent where Edith and her brothers used to play near the railway line – a memory which was to inspire her future writing. At the age of 21 and while seven months pregnant, Edith married bank clerk Hubert Bland. Apart from her own two children, she brought up several that Bland fathered with his mistresses.

Recent loans and donations

One small part of the Railway Children display mentioned above is an autograph book with autographs of Bernard Cribbins (“Mr Perks” of the 1970 film) and Lionel Jeffries, the Producer. This little book is obviously home-made and has been treasured over the years and was donated to the Trust by the brother of the late owner.

RT class. One oddity amongst the buses was London Transport’s version of the Leyland Atlantean, one of the modern breed of rear engined, double deck buses that was supposed to replace the old front engined, open platform Routemasters and RTs. Needless to say, the Routemasters far outlived the Atlanteans!

is of the sort usually seen on display boards and is used in conjunction with Velcro tape to display small pictures and other items. The grant was of £300, being fifty per cent of the full cost; volunteer labour and a small amount of cash from Trust funds covered the rest.

Sticking large areas of cloth using Copydex is not at the top of anyone’s preferred jobs list and, like wall papering, is certainly the sort of task which needs two people who are used to working together. This is probably why Jackie and Michael Cope succeeded in completing the job without sticking each other to the wall, although it was a close call on some occasions! Anyway ten litres of Copydex and 20 metres of cloth are now in place. Each section is neatly trimmed with varnished wood strips and provides a much easier and certainly very attractive background to enhance the exhibits.

Thank you YMLAC for drawing our attention to this useful small grant aid scheme, which has brought great rewards.

They were both socialists and involved in the Fabian Society. When Bland’s business ventures failed, Nesbit became the main breadwinner and undertook other work to finance their growing household. She became a successful children’s writer.

Jenny Agutter is planning to produce a film about the life of Edith Nesbit and says of her: ‘The way she lived her life was completely different from the way she wrote. She believed in the power of the imagination to make things better’.”

Our Trust is hopefully further involved in the year’s anniversary celebrations as the **National Railway Museum** is planning to stage a week of Railway Children celebrations in October. Our Great Northern six wheeler has been requested on loan to join the privately owned North Eastern Railway Saloon (more easily recognised as the Old Gentleman’s carriage) normally displayed in the Exhibition Building at Oxenhope, together with the locomotive *Birch Grove* from the Bluebell (as featured in the more recent filming of “The Railway Children” on that line).

Both were residents of Haworth in the days of their youth when the film was being made.

Other items recently received include an East Anglian area Diesel Multiple Unit destination blind dating from the early 1960s, loaned to the Trust by John Heaton and now on display in our Museum.

Another even longer display challenge, on loan from Ray Sowerby, is a Scarborough Station departure indicator scroll dating from 1956. This was originally mounted in a tall glass-fronted oak case, of which an example can be seen at NRM Shildon. Reconstructing one of these is financially out of the question – but please tell us if you know of one going spare.

A further loan from VCT member Eric Cope consists of a ‘Paddington’ London Transport enamel, together with London Transport “District” and “Circle” targets.

VCT Sales hit the road

The Vintage Carriages Trust’s sales and promotion stall is “hitting the road” again this year, having been invited to be present at events on the Embsay & Bolton Abbey Steam Railway and at the Historic Vehicle Gathering run organised by the Keighley Bus Museum. So far, it can be said that the stall has not brought much money back to the VCT, as on its last outing it spent what it made on buying in some very advantageously priced hardware for resale at Ingrow! An informal tie-up with the Aire Valley Vintage Machinery Club has meant that staffing the stall has become easier, although there are plenty of opportunities for anyone who wishes to volunteer for a day out behind

Congratulations to the Middleton Railway!

Congratulations to our friends at the Middleton Railway Trust, which have been awarded a £737,500 Heritage Lottery Fund grant to construct a “Resource Centre” at Moor Road.

This centre will comprise a two storey frontage, to resemble that of the former Hunslet Engine Company in Jack Lane, Leeds. The ground floor will contain the necessary facilities, along with an introductory gallery. This area will be used to give a flavour of the Middleton Railway’s illustrious history up to and including the days

Sir Berkeley’s Livery

We mentioned earlier Ian Smith’s paper which resulted in your Committee making decisions concerning livery. Ian writes: “one of the fascinating things which has come out of the research into the locomotive’s history concerns the livery which, as might be expected with such a machine, is not as straightforward as might at first be imagined.

When the loco was delivered to Logan & Hemingway, it was painted “Medium green, lined with yellow and white and edged in dark green”. Wheels were similarly painted whilst the frames were “Maroon with a red line and the buffer beams and coupling rods were vermilion”. A large brass plate was on the tank, giving the locomotive’s fleet number. This is a fine livery, but would necessitate the removal of the name *Sir Berkeley* if it were to be historically correct.

At Cranford and Byfield, the locomotive was in a different shade of green. The standard Cranford livery was “Dark Apple Green with red rods and motion and red lining on the sandboxes”. At Byfield, the same livery was retained.

In its early preservation years on the Worth Valley Railway, the locomotive was in a light (apple?)

VCT Trustee Paul Holroyd is Cleckheaton born and bred is now the proud owner of another item which he has kindly loaned to the Trust and which is now on display.

He writes of its background: “Cleckheaton Central was situated on the Lancashire & Yorkshire Railway line from Low Moor to Mirfield, which opened on 18th July 1848. The stations at Low Moor, Cleckheaton Central, Liversedge Central, Heckmondwike Central and Northorpe North Road closed to passengers on 12th June 1965.”

the stall, in the great outdoors. As an added bonus, the VCT’s lamps can also be demonstrated to intending purchasers!

Meantime, back at Ingrow, the Shop continues to flourish and at the moment has a particularly good selection of books – do come and look. The Shop now has a Worth Valley Railway ticket-issuing machine and so can offer the full range of WVR tickets on the occasions when Ingrow Station is not staffed. The 10% commission is helpful!

of the preservation society, and also that of the Leeds locomotive building industry. It will also contain a small café and retail area, with these items being funded entirely by the MRT.

Ian Smith, wearing his MRT Vice Presidential hat, said: “A great deal of effort went into the Lottery application and we received a lot of assistance from VCT members, whose experience of Lottery Grant applications came in quite useful! Many thanks are due to all those who assisted.”

green with red rods and buffer beam, before being repainted at its second overhaul in dark green (almost Brunswick green) lined out on the cab side with a 1” black line, edged in white, with red rods and buffer beams. The handrails were removed for the later overhaul and never



Sir Berkeley’s frames in Middleton Railway Trust’s Moor Road Workshop – now almost ready for painting

refitted and must be regarded as “lost”. It is intended that they be replaced during the current overhaul.

This livery was worn until arrival at Moor Road. During a loan period to East Anglian Railway Museum, the loco was repainted in a VERY bright green [referred to elsewhere as “Kermit Green”: Ed.] with a 1” red lining on the cab, red rods and buffer beams – a somewhat brighter version of Cranford livery than was perhaps desired. Essentially, in preservation the loco has carried three “bastardised” liveries, which were neither fish nor fowl when it comes to historical accuracy.

It might be felt that, since it is unlikely that VCT would wish to discard the *Sir Berkeley* name, the “Cranford” livery might seem the most obvious one to apply to the

locomotive, being historically accurate for a period of the engine’s life.

Thus there is no livery which we could actually apply and be 100% accurate for the locomotive’s condition today! Perhaps the most suitable would be the Cranford Green, with the lined sandboxes, red rods and wheels. The edge of the footplate should also remain red. We do not know the size of the red lining, but I suspect that 1” as used at Chappel is probably excessive and should be replaced by a half-inch red line on each sandbox. We also need to consider what shade of green is “Dark Apple Green”. Like others, I suspect this is probably a “Great Central Railway” shade of green.”

The Membership Secretary reports...

Welcome

A warm welcome to the following new members who have joined the Trust in recent weeks:

Mr B K Smith, Oxenhope; Mr J Langstaff, Pocklington; Mr and Mrs M Williamson, Gregory & Patrick, Bingley; Mr and Mrs S Tempest, Bradford; Mr M Fawcett, Bradford; Ms H Duckworth, Bradford; Mr M Stanion, Doncaster; Mr J Waudby, Malton; Mr M Oldfield, Rotherham; Mrs P Clark, Harrogate; Mr W K B Fisher, Bradford; Ms D Thompson, Bradford; Mr C Magill, Bradford; Mr A P J Newstead, Ely.

Membership Matters - Renewals

Thank-you to all of you who have renewed your membership – particularly everyone who renewed so promptly over the Christmas/New Year period. And thank-you also if you were able to add a donation to your subscription.

One of the “perks” of being your Membership Secretary is that I see the kind letters and messages many of you send with your subscriptions and donations. These are always passed on to your more active colleagues and they are very much appreciated. Examples from this year are messages such as “Hope this helps towards the excellent work of the VCT”, “I do appreciate the excellent work the Trust does” and “I’m sorry if the donation is small but my employment situation has changed” and we even had a donation from one member whose changed circumstances had forced a review of his commitments but who sent a donation “as a parting gift”.

A sadder experience is to be told of members who will not be renewing because they have died and we extend our condolences to the families of Mr K Mills, Mr K Marton and Dr M King.

Other Notices

Working Weekends take place at our Museum on the second **full** weekend of each month. So: dates for the next six months are: **May 14th/15th**, **June 11th/12th**, **July 9th/10th**, **August 13th/14th**, **September 10th/11th** and **October 8th/9th**.

At the end of March, about 70 members had not yet replied – if you are one of these, you will find a reminder with this *Newsletter*. Please return it with your subscription as soon as you can since this will be the last *Newsletter* you receive if we don’t hear from you. If you have decided not to renew your membership, please let us know why – we don’t want to lose you and we’d like to see if we can address any problems or dissatisfactions which you may have. “Your Membership Matters”.

Visitor Survey

Visitors to the Museum in the coming weeks will be asked to fill in a short questionnaire which we hope will help us improve the Museum and the services we offer.

We are hoping to understand more about:

- ◆ Where our visitors come from
- ◆ Visitor demographics (posh words for age and sex)
- ◆ How visitors heard about the Museum
- ◆ What we do well and what we can do better

We know how many visitors we have each day, how many of them are complimentary and how many pay at the door; but that’s all we know. We are competing in an increasingly competitive market and our visitors are almost as important as our members. Indeed, most of our members join us when they come to visit the Museum so we must ensure that we cater for them well, encourage them to come back and to recommend us to their friends and families.

If you visit your Museum, and we do hope you will, please will you also fill in a questionnaire as we want as complete a picture as possible? We’d also welcome comments and suggestions about the questionnaire and about the Museum and we’ll report on our findings in a future *Newsletter*.

Please note that with the May Working Weekend falling within “Museums Month” we will be holding an “OPEN WEEKEND” over that weekend (14th/15th May) with the Museum staying open until 7 pm on the Saturday evening. All Members are cordially invited to come to Ingrow to see “Behind the Scenes” over that weekend – and please bring your friends!

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? Let us know your interests and we will try to find you a niche. We look forward to welcoming you!

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.



Photo Gallery: left, our engineering employee Chris Smith. Right, Dave Carr in stereo. Working members Dave Carr of Wakefield and Dave Carr of Pocklington.



Produced and published by the Vintage Carriages Trust (Charity Registered in England No. 510776, Registered Museum No. 1202)
Owners of the Museum of Rail Travel, Ingrow Railway Centre, Keighley

Correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ
Museum telephone 01535 680425; fax 01535 610796. Hon Secretary telephone/daytime fax 01535 646472.

Website: www.vintagecarriagestrust.org Email: admin@vintagecarriagestrust.org