



Vintage Carriages Trust

Members' Newsletter: April 2007

***Sir Berkeley* steams again!**

What a very positive and wonderful way to open this issue of our *Newsletter*. All those members who gave so generously towards the restoration of this interesting industrial Leeds-built locomotive will be pleased to read this news.

Saturday 14th April 2007 dawned with perfect weather for the Middleton Railway to hold the 'Grand Opening' of their new Engine Shed – a fantastic building both inside and out, built with Grant assistance from the Heritage Lottery Fund. The 'Grand Opening' also gave the opportunity to launch our own *Sir Berkeley* after its rebuilding at Middleton, with this and its new boiler also enjoying the much-appreciated assistance of a Heritage Lottery Fund grant. It was with great pleasure that Trevor England and Jackie and Michael Cope attended the Grand Opening, with the opening ceremony carried out by Sir William McAlpine. Other invited guests included the Deputy Lord Mayor of Leeds, Lady McAlpine, Dame Margaret Weston (President of the Heritage Railway Association), Helen Ashby of the National Railway Museum, Rob Shorland-Ball, Richard Gibbon, Richard Kilburn, Chris Smyth and (as colourful as ever!) Sir Jimmy Saville.

As members are aware, our locomotive *Sir Berkeley* is now based at the Middleton Railway, members of which have done all the work on the locomotive's restoration – led by Steve Roberts and with the close involvement also of Ian Smith. (Our own Trust was of course responsible for the fund-raising and the overall progression of the HLF Grant itself.) This restoration work was successfully completed in time for *Sir Berkeley* to be 'launched' as a part of the Grand Opening. So, after the main ceremony itself, a further ceremony saw *Sir Berkeley* (coupled to the locomotive *Brookes No 1*, also a just-completed major restoration project of the Middleton Railway) steam slowly into sight.



Speeches were made by Ian Smith in his capacity as Vice-President of the Middleton Railway and Trevor as our own Chairman. *Sir Berkeley* was saved for preservation by Roger Crombleholme, who rescued the locomotive from being sent to the scrap heap back in the 1960s. Roger was present and much to his delight was invited on to the footplate. The two locomotives were coupled on to the carriages and after much photography set off with the VIP party for the Middleton Park terminus. Roger at this time was still enjoying his footplate ride – it was perhaps unfortunate that *Sir Berkeley* primed severely in the tunnel on leaving Moor Road, it's thought due to oil residues still in the new boiler. Perhaps we should have said “primed very severely”: *Sir Berkeley's* fully open-plan cab meant that Roger (together with the others on the footplate) received the full benefit of an oily, sooty gunge, which considerably modified the overall colour not only of Roger but of all his clothes!

Most unfortunately the run-round at Middleton Park Halt end resulted in what appears to have been a buffer-locking incident and a minor derailment, with the leading and trailing wheels of *Sir Berkeley* coming off the road in the run-round loop. Full marks go to the Middleton Railway for very competently dealing with this incident: *Brookes No. 1* was uncoupled from the stranded *Sir Berkeley* and then, with only a few minutes delay, drew the VIP train back to Moor Road. (The second train was “top and tailed” with *Brookes No. 1* and one of Middleton's diesels. With the approval of the RAIB, *Sir Berkeley* was re-railed and brought back to Moor Road by early evening. Examination the following day confirmed that there was no damage to the locomotive. Lots of embarrassment, but no harm!)

We are pleased that representatives from the Heritage Lottery Fund were present to see not only Middleton's ‘Engine Shed’ but also our own *Sir Berkeley*. Our Trust is very grateful to the HLF for their support of *Sir Berkeley's* restoration and the new boiler by the £50,000 Grant, without which this project just would not have been possible.



Sir Berkeley's restoration project is virtually complete, other than to finish sectioning the old boiler to reveal the inner working of a Victorian locomotive's boiler. Part of this has taken place. In the photo, Roger Crombleholme (on the right; before the priming incident!) is showing Robin McDermott (our MLA Regional Accreditation Advisor) just why the ‘old’ boiler would be illegal if built today – neither riveting through three plates at a time, nor tapering the thickness of boiler plates to fit into the overall construction, has been permitted for many years past! We take the opportunity to express our thanks to all who have been involved in any way with *Sir Berkeley's* restoration, whether by

donating money towards the “matching funding” of the HLF Grant, or by those who did the actual physical work on the locomotive – here we thank in particular Steve Roberts and all of the Middleton team, as well as Ian Smith and all those involved in one way or another on the associated administration and other work.

Being a member and particularly a working member of the Trust means there is never a dull moment, with each day bringing something new. The Trust may have changed over the years, but its activities are as many and varied as ever. This Newsletter bring very welcome up to date information about our three locomotives Lord Mayor, Bellerophon and as you have already read Sir Berkeley. The news is not just reserved for locomotives – the Trust has been successful in its application for a grant to examine sustainability issues, and there have been major moves in carriage restoration. Meanwhile those more involved with visitors, marketing and sales are just as active and this issue also brings you some reminiscences of the past as well as news of the present day situation.

First, a note of a more day-to-day but vital matter: Membership. Our Membership Secretary, Malcolm Clark, writes:

“If you have not renewed your membership for 2007, you should find a reminder with this *Newsletter* – please renew promptly or, if you have decided not to renew, we would appreciate a note or email to let us know why this is. We particularly want to know if it’s something we’ve done wrong or need to improve. Thank-you to everyone who has renewed their membership for 2007 and thank-you also to everyone who was able to make a donation in addition to the subscription. We are also grateful for your kind words of support and encouragement – these are much appreciated by those of us who are fortunate enough to be actively involved in the work of the Trust. An unforeseen difficulty arising from the change in subscriptions was that a number of you did not have time to amend your standing orders in time for the renewal. Some have been paid at the old rate and some not paid at all – the Banks are not consistent in how

they process instructions which are slightly out of date. If there is a problem with your standing order, we will be contacting you shortly so please be patient with us while we sort this out.

The winter months are a quiet time for recruiting new members but we are pleased to welcome the following who have joined us recently: Mike Tarran (Bradford), Mark Packham (Sheffield), Mr M W Sykes (Halifax), Frank Bentley (Burnley), Nicholas Meade (Newmarket), Louise Marten (Bingley), James Bailey (Bingley), Mr C S Chapman (Hebden Bridge), Vic Smallwood (Newton-le-Willows), David Smallwood (Newton-le-Willows), Francesca Douglas (Keighley), John Sullivan (Warrington), Keith Wilson (Bradford), Mr J H T Yewdall (Sheffield) and Brian and Christine Mitchell (Bradford). And a belated welcome and apology to Sandy Lefevre from Kings Lynn who we missed off the list last time.”

AIM Sustainability Grant Scheme

As outlined in the last *Newsletter*, the Trust’s Committee was seeking grant assistance to set up a study to look into all the Trust’s activities, to assess where we are and where we are going in the future. To this end, application was made to the Association of Independent Museums Sustainability Grant Scheme. This scheme is intended to help medium and small independent museums improve their medium and long-term financial viability. The scheme was only made possible by the generosity of the Esmée Fairbairn Foundation. Our Chairman, Trevor England, writes: “Malcolm Clark and I agreed to head up the grant application. It has been an interesting learning curve and we are pleased to report that our efforts were rewarded as the Trust gained a grant. We are very

pleased to retain the services of Richard Kilburn’s “White Horse Museum Consultancy” to carry out the study. If you are a long time member you may remember Richard’s name from the past. He acted as the link person with the Heritage Lottery Fund when we were constructing our workshop and extension. He was at that time with the then Yorkshire Museums Council (now MLA Yorkshire). To date Richard has interviewed a number of working members, Trustees and officers as well as others linked with but outside the organisation. He has attended one of our working weekends and a committee meeting. The study is due to be completed by the end of July. I look forward to giving you an update on the progress in the next *Newsletter*.”

Locomotive News

Lord Mayor

Lord Mayor continues to act as a magnet to so many young and young at heart. Easter Monday saw a flash of something fair pass through our shop on his way to *Lord Mayor*’s footplate followed by a somewhat

breathless Mother and at a more leisurely rate by Dad and older brother. Dad finally admitted defeat and on his way out joined the Trust: so we assume *Lord Mayor* will be seeing this young fan again in the near future.

Sir Berkeley

We have already covered *Sir Berkeley*’s hour of glory in the first paragraphs of this *Newsletter*. We have no doubt that the loco will see much use over the coming summer months, so do use your VCT membership

privilege of free entry to the Middleton to see him in action. As always, please ring the Middleton Railway (0113 271 0320) before your visit to check that *Sir Berkeley* will be in use that day.

Bellerophon

Bellerophon seemed to have become relegated to the backwaters at Foxfield but as you will read from the following extracts from a letter from Foxfield's Engineer Mark Tweedy things are beginning to move forward at a much better pace.

Mark writes: "After several false starts we are now very close to making some major progress on the restoration. Over the past 12 months we have had major problems bringing 'new' boilers on to the Railway's insurance policy. ... On his initial inspection of *Bellerophon* the inspector requested a full N.D.T. [Non-Destructive Testing] survey of the boiler and the firebox. ... This did reveal some interesting things. Firstly, that the front tube plate has defects in the plate from which it was rolled. These laminations are localised and due care and monitoring will be needed to ensure they do not cause problems. As the plate has not shown any distress so far

it as been successfully argued that there is no need to repair at this stage. Secondly, the outer firebox wrapper is in better condition than originally thought. ... There are 22 confirmed broken copper stays to change. ... The frames will be started as soon as the boiler work starts." It will be to the advantage of Foxfield to have the locomotive up and running by the early summer so it remains to be seen whether this initial push forward continues. The only downside to all this activity is the inevitable rise in costs since the original estimates. We are very grateful to our membership for their previous support towards this work on *Bellerophon*. With these increased costs, the Trust would be very grateful if you can again help towards getting *Bellerophon* back into action: if you can help, our Chairman Trevor England would be very pleased to receive any further donation you may be able to make!

Vernon Smallwood

A name which will ever be linked with that of our locomotive Bellerophon is that of Vernon Smallwood, who died recently. Chris Smyth writes this tribute:

"It is with deep regret that the Trust reports the death of our Patron Vernon Smallwood. The funeral took place on Tuesday February 20th in Newton-le-Willows. The Trust was represented by our Chairman Trevor England and Committee Member Mark Astley.

Vernon was passionately interested in the locomotive

Bellerophon. He had vivid early memories of the industrial railway system in Haydock and of the exploits of *Bellerophon* and its Haydock-built brethren. He was pleased that the locomotive had been 'preserved' but horrified to find that this meant little more than 'parked down No. 4 road in Haworth yard'. An industrial accident restricted his mobility but did not still his pen. His lengthy letters on the engine waxed lyrical on its historic merit and the case for its restoration to running order.

Happily Vernon's campaign came at an appropriate time for VCT. The Trust had recently acquired Charitable status and had a team of interested engineers including Terry Sykes and the late Mick Todd. After some heart-searching about diversification into



The photograph was taken on the occasion of the Glider Pilots Association's presentation.

Left to right on the front row are: Chris Smyth (at that time VCT's Chairman); Lt. Col R W G Nicholls MBE, Keith Gullen – and Vernon Smallwood.

locomotives, we acquired *Bellerophon* for £1 from the Worth Valley Railway.

Vernon took a deep interest in the restoration and even moved into a retirement home at Keighley for a period. He wrote the booklet "*Bellerophon: Haydock to Haworth*" and attended many special events such as a

presentation by the Glider Pilots Association, whose emblem is the Greek hero *Bellerophon*. In due course Vernon moved back to Lancashire where his living room was dominated by a wall-mounted nameplate and a huge picture of the locomotive climbing out of Keighley, both of

which have been presented to the Trust and will be on display in the Museum. Vernon remained an active correspondent and a generous contributor. He was no longer able to travel to Haworth but we did manage to deliver the locomotive to his door on a low-loader on one memorable occasion.

VCT has lost a generous supporter, a mine of knowledge and a long-standing friend."

Roy Andrews

We also report the death of another Trust supporter, Mr Roy Andrews. We thank Mrs Andrews for the donations of railway materials to the Trust, all of which will bring in much needed revenue to allow the

continued preservation of the coaches and locomotives which Roy enjoyed so much. As his wife relates, Roy was a railway enthusiast all his life and in particular took great pride in his model railway layout.

The passing of Vernon and of Roy reminds us that any organisation is the better for remembering their past on which to build the future. Malcolm Loukes – a very early member of the Trust – sent this reminiscence of the Trust in its earlier days:

“During a recent visit to Ingrow I spent a busy afternoon sorting books, pricing and tidying shelves. Whilst enjoying a brew at lunchtime, it made me think back to the years gone by – some thirty-seven years, it’s that long ago. It was an entirely different environment that existed around VCT in the 1970s. Virtually our sole outlet to raise funds was the “hole in the wall” shop under the slope at Keighley station. A day in there during a damp cold Saturday would often find the rostered volunteer purchasing something for himself so at least enabling him to make an entry in the sales book. Personally I always thought it was an extremely satisfying feeling to press the large price keys on the heavily brass-adorned antique till. The figures shot up in the glass window and the till drawer sprung out (as in “Open All Hours”). The customer(s) then usually dashed off to re-board the train after its twenty-minute sojourn in the platform whilst the locomotive completed its run round. On a typical winter day you could almost forget any hope of another customer for the next 90 minutes with only one train in steam. Other ways in which we raised finance was to attend various railway venues. One of these was the annual pilgrimage to Derby Works Open Day, each August.

I recall the first one I attended on behalf of VCT: the weather was glorious, the masses of people, as always literally in their thousands, swarming all over the various society and trade stands, in addition to the locomotives themselves. I remember quite well making an early quite substantial sale, the customer paying by cheque. I handed the cheque to Michael who in his usual quiet calm manner remarked, “date, amount in writing and figures correctly filled in, but alas NO SIGNATURE!” Oops, Malcolm.

I grabbed the cheque from Michael and charged off in the direction of where I believed the customer had headed and was fortunate amongst the massed crowd to find the person who duly signed the cheque. I learnt a lesson that day, always check ALL the details.

Derby Works Open Days were wonderful experiences, the works, shed and scrap yard all open for the public to explore at will. I should also mention the delightful agricultural display and brass band entertainment.

To return to the subject in hand, i.e. ‘people and places’: lack of space prevents me from covering Haworth Emporium, Oxenhope platform, and Rochdale, which will have to form hopefully a further article in a later *Newsletter*.”

Carriages

Locomotives are not the only part of the Collection to have seen significant changes. The carriages have undergone a major change around, with many having been moved recently. Read on for details...

The Midland and the Great Northern six-wheelers

These two coaches are now back in the main part of our Museum, the prime reason being to liberate space in the Workshop for the Metropolitan Railway Brake (see below).

As previously reported, the “quick” repaint of the **Midland** turned out to be anything but. In the event, Dave Carr, Mike Holmes, Trevor England, Mark Astley and others were time-overtaken by the strange and “clogging” nature of the paint used a few years ago by a filming team. Fortunately Stuart Mellin was able to assist midweek and with Michael Cope completed this task just before the deadline represented by the two Met. coaches returning from the ‘Thomas’ event at the National Railway Museum. Stuart doubtless was encouraged by his memories of previously painting this coach, whilst it was in store in the Dock Road at Ingrow and before coming in to our Museum.

One compartment is accessible from the centre walkway. This compartment is of course an empty shell, but a “Midland Railway” display is being mounted here, using one of the display cases we acquired some years ago from the Leeds City Museum. Hopefully some day we will be able to restore the whole vehicle so that it will be able to be put into use on the Midland line which runs outside our doors. It is of course the *only* Midland coach resident on the Worth Valley Railway.

Work on the **Great Northern 6 wheeler** has progressed just about as far as we can just at present. The height of the buffers above the rail is still a little above the official permitted value, the problem almost certainly being that the new springs are yet to settle into their final position. We would like to run the coach up and down a few times to allow “bedding down”, which should resolve this problem. Unfortunately we have a “chicken and egg” situation in that the Railway will not permit this until *after* the buffer height has been corrected... Current thinking is to borrow rail chairs from the Railway’s Civil Department (with kind permission already given) sufficient to load this carriage to bring the buffer height within the specified range, and then run the coach up and down a few times, as

just described. The minor detail of just who moves the rail chairs to Ingrow, and who puts them back after we've finished, is yet to be dealt with! We would like to reinstate the stepboards on this coach, but cannot do this until one way or another the spring problem has been resolved. Doing this would greatly improve the appearance of this carriage, as viewed by our visitors having just entered the Museum. We have however replaced all the glass in the body of the coach, which has considerably helped its appearance. This six-wheeler now stands next in line to its "big brother", GN bogie coach No. 2856, and the two look very well together. Incidentally, it's amazing just how many details of the two coaches are identical, despite their very different lengths and wheel arrangements, and the ten years between the two.

The next moves in the restoration of the GN six-wheeler are still rather fluid. We hope to visit the Buckinghamshire Railway Centre at Quainton Road in the near future to look at their three Great Northern six-wheelers. Hopefully this will provide inspiration as to the way forward – in the meantime, we would again ask if anyone interested in helping with the necessary research would please contact us ASAP.

'Bulleid', No. 1469

Progress here remains steady and positive rather than spectacular. Robin Bannier has now glazed five of the main windows – only another eleven to go! Progress has not been helped by Mr Geoff Smith of Smiths Fabrications currently being in Australia (we think): we still need the final batch of the rather specialised (and inevitable rather expensive) window frames before much more progress can happen. However, with a spare bogie kindly loaned by the Railway now available, we were able to run out the Bulleid's second bogie and replace it by this spare. We moved the Bulleid on this temporary bogie to the pit side of the Workshop and put the Met. Brake where the Bulleid has been for some time past, which gave space for the Bulleid bogie to be worked on in front of the Met. Brake. Assisted by others – not the least, by his father, Keith – Chris Smith has completed work on this bogie as far as we can before the springs come back from Sheffield. These will be sent with those from the Met. Brake so hopefully will be back in the not too distant future.

On their return, final reassembly of the bogie will be quite rapid and, now we know how to do it, putting this second bogie back in position should be straightforward and will complete virtually all of the work on the Bulleid's underframe. This will leave "just" the interior to be attended to. There's some way to go yet!

The Metropolitan Railway carriages

The **First Class Met.** remains in good order and is available for service. The other two – the **Met. Brake** and the **nine-compartment Met.** – spent a rather busy fortnight as "Annie" and "Clarabel" (or is it the other way round?) at the National Railway Museum's "Thomas" event in February. On their return, the Met. Brake was shunted into the Workshop as soon as was possible to allow the first of the two bogies to be run out for necessary attention. Actually doing this was held up by Chris Smith injuring himself whilst carrying out Extreme Painting and Decorating in the attic of his home. Fortunately this injury turned out to be very much less serious than feared, but it still left him rather shocked and with an emergency-operation scar which took its time to heal. Easter daily running on the Railway then meant that the necessary shunt could not take place until 17th April – but as the photo shows the bogie is now out and is ready to be worked on. Just when we are able to complete this bogie and put it back under the coach will be determined by the time taken by the spring Contractors (Sheffield for the leaf springs, the Black Country for the coil springs). The intention is to complete *both* bogies in time for this carriage to be again available for the NRM's 2008 "Thomas" event – if indeed we are invited to again provide "Annie" and "Clarabel"!



It is anticipated that some of our Trust's carriages will be in operation on the Worth Valley Railway for at least some of the Railway's Vintage Train Days, which are 3rd June, 1st July, and 5th August. Also, the 'Chatham' coach may be in use over some of the (three day) Diesel Weekend, 15th-17th June. At the time of writing details have not as yet been finalised – so please look on our website or ring for further information.

Scammell

Following the mention in our last *Newsletter*, correspondence with the Logistics Department at Tate & Lyle concerning the Mechanical Horse did resume! However, a letter from the Trust expressing a desire to set up a proper Agreement and also to possibly finding a new home for the trailer has had no reply. The trailer is sheeted and stored outside, almost fully restored. Obviously it would be much better under cover – which is a situation that we cannot provide. We will have to start ringing and writing once more: a very time

Small things with great significance

The last *Newsletter* highlighted the two Great Northern Railway posters which miraculously survived to reveal amazing trips to Paris by our forebears in 1889 and 1890. The restoration has been carried out by Allan Beaumont of the West Yorkshire Archive Service, who has made an amazing job of sorting the pieces. Solving a jigsaw using disintegrating paper must be quite a task! This work cost £220 per poster, and we express our great thanks to those who offered donations towards this work. We would still welcome further help to ensure that these amazing pieces of railway history are not only preserved but also displayed for all to see. We intend to seek grant aid to have the two framed to archival standards – that is, using the correct card and ultraviolet filter Perspex to allow their display in the Museum for our visitors to see that it was once possible to go from Keighley to Paris, stay 4 days, visit an exhibition and take carriage tours all for under £4!

consuming task! Despite all this, all being well the Mechanical Horse will be making its now annual visit to the Brontë Gathering, to be held on Saturday and Sunday May 12th and 13th. This is held on the outskirts of Cullingworth, just off the A629 on the moors above Keighley. This Gathering raises money for the Manorlands Hospice and is a gathering of all kinds of road vehicles, including classic cars, motorcycles, commercials, buses, tractors and traction engines.



The Team

All this activity does require a lot of organisation and in particular people to carry it through. This is where we rely on our volunteers together with our three paid employees to make a successful team. The recent Easter Bank Holiday weekend saw a very small team of people very stretched to keep the shop and the Museum open and to provide an enjoyable and educational experience for our visitor. Our Chairman was here and there sorting magazines, guiding customers and even making cups of tea for Paul Holroyd's Mum who turned up hoping to find Paul on site (which of course

like all sons of whatever age – he wasn't). Trevor also had a successful Chairman's weekend in March. He reports: "I, along with members of the Trust's committee and other regular working members, was on hand to welcome other members and visitors. There was a steady stream who came along to have a chat, have a cup of tea or coffee, and take a look behind the scenes of the restoration we are doing. On view was the restoration being carried out on the Bulleid carriage, with the external cladding progress well advanced, the first main window panel in place and the second bogie

under overhaul. Also work was being carried out on the re-glazing of the Great Northern six-wheel carriage, and the repositioning of sections of the central walkway to open up one of the Midland six wheel carriage compartments to set up a display.

Those who wished to look and browse in the magazine room and bookshelf found that this was much more extensive than they believed. We were able to recruit two new members and some members took the opportunity to renew on the day. We are hopeful that we may have encouraged two new volunteers as well. Those who came really enjoyed themselves. If you were unable to come but would like to visit our next working weekend this will be on Saturday 12th and

VCT e-alerts

In order to expand further our service to members, Malcolm Clark and Paul Holroyd are interested in setting up an email news service, to be called "VCT e-alerts". As they say: "Murphy's Law decrees that something interesting often happens immediately after we've posted your *Newsletter* to you. Sometimes it may be a new spot of filming, or an article about VCT in the media, or it may be the transmission date for a television programme featuring our carriages. You might also like to know which vehicles will be used on the vintage trains (something not definite until near the actual date) or news about, for example, when carriages will be moved into or out of the museum. So; we

Other Notices

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.

Working Weekends take place at our Museum on the **second full weekend of each month.**

So: dates for the next six months are: **May 12th/13th; June 9th/10th; July 14th/15th; August 11th/12th; September 8th/9th and October 13th/14th.**

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's always work for everyone, with no special skills needed – so how about joining us for an hour or two on one (or more!) of these dates?

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.

Sunday 13th May, so why not give me a call on 07715834750. I will be at the Museum both days from 10.30 am to 4.30 pm: please come along." Other recent visitors to the Museum have included a small group of students who are completing a Media Studies Course at Nelson & Clone College. They are producing a short documentary film about railway history using the Worth Valley railway and our Collection. Whilst at Ingrow, Paul Holroyd took the opportunity to show them some of our collection of film stills and other filming memorabilia. The local paper showed an interest and the filmmakers in the making found them featured with photo in the paper some weeks later!

thought we'd experiment with sending out emails to members as a way of updating you on the stop press news. If you are interested in receiving *occasional* e-mail alerts from VCT, please send an email to admin@vintagecarriagestrust.org quoting your membership number and "VCT e-alerts" in the subject field. We'll try to keep you informed when anything interesting happens between *Newsletter* publication dates and if you have ideas about what you'd like to hear about, please let us know. We won't pass on your email address to third parties, and we won't send images or attachments to clutter up your inbox – just a few lines of text."

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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