



Vintage Carriages Trust

Members' Newsletter: March 2001

Subscriptions: Gift Aid forms

"Thank you", if you've already dealt with these!

If not, you should find the necessary forms enclosed with this issue of the Newsletter: could you please deal with these as soon as is possible?

"Opportunity 2001"

*Thank you also for your very positive responses – very much appreciated!
A Feasibility Study is now in hand: more news shortly!*

Gift Aid

Are you a Income Tax payer? If so: have you completed a Gift Aid Form in favour of the Trust? By completing one of these forms and returning it to the Trust we can claim 28p for each £1 you donate. This applies to any (yes, any) sum which you have donated to the Trust since April of last year and any money you may donate in the future, on top of

your £4 Annual Subscription. So far about 150 of our Trust's 550 members have returned these forms. If you find one in this *Newsletter* it means we have not seen one from you. So, if you are a taxpayer, please take the time to fill in the date and your name and address and return it to us. That is all you have to do: and it does help: and thank you!

Subscriptions 2001

Membership Renewal forms for those who pay annually went out with the "Opportunity 2001" letter we sent out in January. If you have not yet got round to doing something about it please do so, now! Again, a reminder that the

subscription is now £4 across the board. Any donation (however small, however large) on top of the basic subscription is of course very welcome – and will earn extra if you also return you Gift Aid Form, duly completed!

One thing about being involved in the Vintage Carriages Trust is that you never have time to be bored! Just as things seem to be quietening down something else pops up. So, taking it from the top: the project most on our minds at the moment is:

"Opportunity 2001"

The Trust's Committee would like to thank all those who responded to the letter sent out in January on the major challenge set by the intended "Opportunity 2001" project. The "Opportunity" is of course the availability of a building immediately behind our Museum and Workshop at Ingrow (towards Keighley), and the possibility that we could acquire and convert this building. In so doing not only could we increase the amount of undercover accommodation for our Trust's Collection, but we could also help conserve a number of important other coaches across the whole of the railway preservation scene by providing the secure and dry covered accommodation so many of these urgently need.

The "Challenge" is how to finance what will be a very large project. Even with Grant Aid this will involve the Trust finding around £200,000. The initial response from members has been very positive, and very interesting! Every one of those who contacted us by a wide variety of

methods (except carrier pigeon) was supportive of the idea, seeing it as salvation for some very deserving (and in some cases sadly very neglected) projects and as a chance not to be missed. There were actual donations and pledges of donations and loans for which we are grateful. There were also offers of practical help using Members' skills in fundraising and administration, for which again we are very grateful – and which we will be following up!

The fact remains however that we are talking about a great deal of money. An immediate move, now in hand, is to set up a Feasibility Study to establish just what the project would involve, as seen by our team of Architect, Structural Engineer and Quantity Surveyor. We have made application to the Yorkshire Museums Council (YMC) for a grant towards this Study, which will cost in the region of £5,000. It will be the end of March before we know whether YMC will allow us a grant towards this Study. In the meantime a valuation of the building is being carried out – which in

itself is quite a challenge, for a building which is landlocked and has no present access other than via Messrs Haggas' production area!

If you have not yet responded to our "Opportunity 2001" letter, it is not too late. You will see to the right a photo of the interior of the building which illustrates the very large area involved. We would welcome your comments and of course your pledges of support. We would like to thank those who have already made donations towards the project. These are accepted on the understanding (unless you tell us otherwise) that if for any reason the project does not proceed they will be used for one of the Trust's other projects – of which there are many: as you will read below.



The interior of the 'Haggas' building, as seen in mid-February, cleared of all production machinery

Obviously the Haggas building is a very important topic in the Trust's activities at the moment: but it has not stopped activities on a number of other fronts, as you will read below. This time we will start with locomotive news:

Sir Berkeley is of course happily based at the Middleton Railway in Leeds. Here he is being very lovingly cared for under the Loan Agreement we have with the Middleton. Ian Smith reports on the activities of *Sir Berkeley* over the past few months: "The old loco proved its worth by saving the day when suddenly being pushed back into front line service during November and December. "Sir B" did three turns, making a total of 15 for the year as opposed to his

normal 12. In fact, with only 26 miles a day to run, these extra turns will not have worn the old boy out – at least any more than he already is!! He has now been fully "winterised" and will be woken up in March, ready for the new season. Assuming the dreaded tinworm has not finally done for the tubes, "Sir B" will see service until May, when the boiler certificate runs out, before being retired for a well-earned overhaul. It is intended to move her inside the Middleton Railway Trust's workshops almost immediately – in fact he will replace the ex-KWVR stalwart, Manchester Ship Canal No. 67, when that loco has been finished off. What do we need to do with the engine? First thing will be to strip the loco down for an examination to take place. Below the footplate, the motion appears in reasonable order, with only minor work required. The axleboxes and attendant lubrication do need some work, but again it is only expected to be routine stuff. The tyres, however, are very well worn and probably require replacement. The major work, though, will be with the boiler. A thorough examination will be required to assess the amount of work we will



Sir Berkeley seen at Middleton's outer terminus, Summer 2000

need to carry out. Some firebox work is essential, as is a retube. After that, you pay your money.... What is certain is that this will not be cheap! I am sure the Committee is already dreaming up ways and means of raising the capital required and I'm ready to chuck my brass in the bucket!! Once the work has been done, the loco will be repainted and then put back into traffic. MRT's current estimate is that "Sir B" will be back with us in 2003, or perhaps Easter 2004, if all goes to plan.

Then we can look forward to seeing both "Sir B" and MRT's "Matthew Murray No. 3" (formerly "Arthur"), the other surviving Manning-Wardle class L, together in steam – a mouth-watering prospect indeed!"

A recent publication on Manning-Wardle Locomotives features on the cover not only *Sir Berkeley* but also our own Ian Smith driving it. This is "Locomotives of Quality", by John E Simpson.

Ian in his review of the book writes: "This is a new book, by a man who is clearly a Manning enthusiast. As he says in the book, he has been following Manning-Wardle locos for over 60 years and has amassed a wealth of information and photographs, which form the bulk of this book. The information is presented as a glossy book of slightly larger than A5 size and is a pictorial history of some of the Company's products. It covers locos from 1856 (actually E B Wilson, Manning-Wardle's predecessors) right through to the very last loco built, in 1926. There is a wealth of information, both about Manning-Wardle locomotives and the railways they worked on, with some stunning photographs of locos either in action or dumped. For an industrial fan like myself, the book is wonderful, but should interest anyone interested in Manning-Wardle & Company. That said, this is really a potted history and one should not expect great detail from it. On that basis, it's worth the purchase price, but if you're looking for greater detail about the firm, this is not the book for you. For VCT members, "Sir Berkeley" is well covered, having three photos, including the (colour!) front cover. It never fails to impress me that "Sir B" always looks "just right" in any photo and the two preservation photos illustrate that she is always immaculately turned out! Sadly, Mr Simpson has one or two facts and figures wrong in the text (for example, the loco was rebuilt in 1909, not 1910), but they are minor

and don't detract from the book. A particularly fascinating portion of the book occurs on pages 116 and 117, where photos of "Sir B" and MRT's "Arthur" appear next to one another. At first glance, it is hard to realise that both locomotives are of Class L! The differences in detail are quite considerable and I'm afraid "Sir B" wins outright on appearance! All in all, a good little book and well worth a place on your bookshelf." "Locomotives of Quality", by John E Simpson. Published by Ross Evans. Price £8.95. ISBN 1 874498 02 4. 143 pages.

(This book should be available from VCT in the near future, over the counter at £8.95, or £10 to include post and packing. Please ring or email to confirm availability before ordering).

Bellerophon. Mark Astley as *Bellerophon's* Caretaker is getting quite used to his journeys down to the Foxfield Railway to work on our old friend. He is often accompanied by his son Jason who thoroughly enjoys the atmosphere and joins in the work down at Foxfield. Nick Garthwaite and son James are also members of the team travelling with Mark when time and job requirements allow. Mark is a big lad and has therefore been in demand on the Worth Valley Railway during the Santa period. We leave it to your imagination as to the role he was playing but it did involve heavy sacks and long white woolly beards. These assignments combined with bad weather and an unfortunate bump to his car have curtailed his visits somewhat.

The year 2001 has however seen renewed efforts and following a visit in January by Mark and Nick the loco is now back together following obtaining new gaskets and a new piston valve sleeve to replace a cracked one. The loco now awaits a further visit from Mark when time allows for what will hopefully be a successful steam test.

Mark writes: "Nick and I are looking at ways of modifying the sanding gear on "Bellerophon" so that it will actually work properly and put sand on the track rather than all over the locomotive! A general overhaul of the running gear is also being undertaken. This includes renewing the shims in the connecting rod brasses to take up some of the play.

I look forward to seeing "Bellerophon" running this coming year. I would welcome any help with the loco: please contact me at the Trust if you would like to get involved."

The Shops: "Selling and Telling"

The retail side of the Trust's activities is vital. Without the sterling work of those who man the shops at the Museum and at Keighley and particularly the two managers Bob Stott and Hugh Beck, the Trust would not be able to function. There have been major closures of shops of this type recently; our strength is the dedication of volunteers in "selling and telling". Please do your bit by telling others about the shops. If they want a specific item or magazine or book, give them the Trust's address. Put out the word about our magazine room – Bob, Gail and Hugh have made this into a remarkable source of back numbers which for some is a treasured secret. Please help make it into an amazing discovery for others seeking the back-number magazine they never thought they would find!

We continue to plead for people willing to come and look after our shops. It can be a shared exercise. You meet a wide variety of people both at Keighley, where the shop is on Platform Four of the Worth Valley Railway Station, and at the Museum where you are welcoming the visitor as well as encouraging them to buy. Give the Museum a call on 01535 680425 if you think you can help.



Bob Timmins at work – here, lining-out the lower part of one of 2856's doors

Carriages

Turning to the carriages, it is pleasing to note the variety of activities which are developing with our carriages. We are welcome new volunteers and are pleased to see new faces (well, new to VCT) popping up. It does not have to be every week but we do ask for some sort of commitment as it is otherwise very difficult to plan the work programme. There is of course work on offer in all Departments – we have been especially pleased to receive offers of help with fund-raising and general administration in recent weeks. These skills are just as much needed as the workshop variety.

Great Northern Railway Coach No. 2856

This vehicle is now on display in the main body of the Museum and is drawing many admiring comments on our achievement in restoring the exterior of this vehicle and in particular the beautiful exterior finish. Bob Timmins and his son Ralph have once again done a marvellous job with its varnishing and painting. We await Bob's return to finish off by hand-painting the GNR monograms on to the doors. He is very much a perfectionist and has gone to great trouble to ensure correct lettering and colouring for these monograms. It is a great pleasure to see Bob and Ralph at work as they painstakingly sand down and varnish not once or twice but five, six or more times. Their application of

gold leaf (yes, it *is* real gold!) and their lettering and numbering have a precision second to none.

Internal restoration is the next consideration. This has been researched extensively by the coach's Caretaker, Paul Kirkup. Dealing with this will be a big, and an expensive, job. We have yet to take the decision as to whether to seek grant aid, or to deal with this piecemeal as and when the Trust can afford it. Following his success with the interior of the Brake compartment of our GN/East Coast Joint Stock six-wheeler, Dave Johnson has made an excellent job of repainting the interior of 2856's Brake in authentic colours. He is now researching the necessary interior fittings (to include a shelf and the letter rack): there aren't many of these, but they need to be correct! As the coach is now in the museum and the Brake compartment can be accessed, we are making good use of some donated free-standing display boards within the Brake. These now describe the work we have done so far – from arrival at Ingrow, fire damage followed by partial rebuild, strengthening the underframe, the endless needle-gunning of the bogies and other metal components, renewal of the teak cladding, and the whole host of other activity leading towards the final varnishing and lettering. We are very thankful for the £20,000 grant from the Science Museum PRISM Fund, which acted as a major incentive and made all this possible.

There has obviously been a great concentration of our efforts on Great Northern 2856 to ensure that we completed its external restoration within the scheduled two years. Now that this pressure is off, it is pleasing to be able to report on progress elsewhere.

The Metropolitan Coaches

The **First Class Met** is the first to have one of its bogies removed in a programme of restoration which will eventually include all three of the Metropolitan coaches. This bogie is now in the workshop and Chris Smith (now our second employed part-time worker) is giving it his attention with support from volunteers. The wheel sets have been sent to Ian Riley at Bury for turning, and as a whole the job is well in hand. Many of the smaller bogie components and a great host of other bits and pieces have seen the inside of our new grit-blast cabinet, obtained last year with grant aid from the Yorkshire Museum Council. This has well and truly proved its worth and has saved a great deal of tedious cleaning time.

Met Brake. Dave Carr writes: "*Met Brake No. 427 has just reached completion point for the first serious restoration job under my stewardship.*"

When I became 427's caretaker, the first two compartments had already had attention paid to painted and varnished surfaces, to lighting and to ventilation covers.

Compartment four being in the worst state of the remaining five was undertaken first. This has now been repainted and varnished to bring it up to the standard of compartments

one and two. Moquette and cork floor covering remain to be replaced in all compartments. This is obviously an expensive project which will need to wait until the finance is available.

The Brake compartment has begun the long preparation process prior to repainting. At present, we are reconciling the apparent differences between the agreed shade (Cerulean Blue) and the evidence that remains in the compartment of another (original?) shade of blue.

For those VCT members who gather photographic evidence of our Collection in use before preservation, 427 is included in "The Last Years of Metropolitan Steam" by H C Casserley, published by Bradford Barton.

At the time of writing, two copies of this book adorn the shelves in the shop at Ingrow. First come first served. £3.50, including postage: Ring Bob Stott at the Museum Shop - 01535 680425."

Nine Compartment Met. After a lot of use last year the coach is having a much-needed rest period. Caretaker John Heaton is ensuring that it is kept in good condition. There are no firm plans to use the Mets on the Worth Valley at the moment, but this may change as the year progresses. As with all the Mets it is of course in the queue for bogie overhaul - but not yet awhile!

Midland, East Coast Joint Stock, and Manchester Sheffield & Lincolnshire coaches

Film stardom again awaits this trio of coaches: we are in the early days of preparation for filming by BBC TV of another good story, Anthony Trollope's *The Way we Lived Now*. The story, set in the 1870s, is being made for the BBC by Deep Indigo Productions. The Director is David Yates, whose credits include *The Sins* and *The Titchbourne Claimant*. The Designer is Gerry Scott, of *Pride & Prejudice*, *Middlemarch* and *Wives & Daughters* fame.

We have been in discussions with the film company since November. Their exact requirements are still being finalised, but look like involving possibly four carriages over a three day period - helping towards the funding we need to find if we are to go ahead with Phase Four of our building programme.

Twenty (yes twenty) personnel from the film company turned up on the Worth Valley Railway recently, having travelled from London by road in a specially hired coach. These were the technical experts - those who spin the dream through scenery and costume, the Directors and Producers and those who can change a location and an artefact by use of paint and imagination so that only the very discerning or knowledgeable would realise that it is not what it seems. Keighley Station will be the setting for the shooting of some of the scenes. It will not however be Keighley

Station: we leave you to watch the film and see if you can see the joins!! We await further details with fascinated interest and particularly the idea of changing the Midland coach into a Manchester Sheffield & Lincolnshire cream and brown livery. It's amazing what one can achieve with emulsion paint and Vaseline!

South Eastern & Chatham Railway

Our "Matchboard" Brake is another coach which has seen its fair share of filming activities recently. This coach was included in the rake for sequences in BBC TV's *The Cazalet Chronicles*. This is a five-hour series due to be screened in Autumn 2001, adapted from the first two of Elizabeth Jane Howard's quartet of *Cazalet Chronicles* novels - *The Light Years*, and *Marking Time*. The series follows three generations of the Cazalet family, their relatives, their children and their servants between 1937 and 1942.

Paul Holroyd, being London area based, went to keep an eye on proceedings on a very, very wet day last November. He reports: "I sallied forth to catch the 4.24 am train from Wickford to London Liverpool Street, to then get the Underground to London Waterloo. First problem - Waterloo Underground station is closed! Travelling to Embankment station and then walking across Hungerford Bridge your writer reaches Waterloo and purchases a ticket to Alton. It is raining and as the train nears Alton the rain gets harder and the field are flooded. Stepping off the train and through the booking office, I see a bus stop sign - in the middle of a large puddle three buses in length and one foot deep! Taxis are in very short supply due to floods and fallen trees. Trudge back to the bus stop and phone the BBC's location Manager whilst I am waiting. Eventually get a Stagecoach route 64 bus to Windmill pub, Four Marks and walk in the pouring rain along the country lane to Medstead & Four Marks station.



Wet day for the Watercress: above, a damp 'Chatham' at Medstead & Four Marks for the *Cazalet Chronicles* filming

Arriving at the station, I see our Chatham carriage amongst a rake headed by S15 class No. 506: a Southern PMV, 4211, 971, 6575, our Chatham 3554 and 1761. Everyone on set looks rather damp. I set off in search of the Locations Manager who I know from previous filming assignments. They are just about to try some filming as they are now at least two hours behind schedule. I watch a few scenes and then settle back in one of the carriages for a trip to Ropley and back, in the company of some of the extras. Arriving back at Medstead & Four Marks, we try to dodge the rain as we make for lunch in the mobile canteen set up to provide food for 110 people. I discuss the filming with the supplier of the period road vehicles as we eat lunch on the top deck of an ex-London Transport Daimler Fleetline bus.

The rain is still pouring down. The rear PMV has been detached from the train so our Chatham is now bringing up the rear. The Director is concerned about the rapidly failing light – it has not stopped raining all day.

After a further trip I arrive back at Medhurst & Four Marks. It is now pitch black and still raining as the catering crew produce sandwiches. Meanwhile, the carpenters get busy and construct a plywood frame and curtains around one of the Bluebell's carriages so that the camera can film in the dark without relocations.

Our carriage has another day of filming ahead of it as your reporter walks in the pouring rain back to the bus stop.

The Museum

The Museum continues to flourish, with a marked increase in visitor numbers since the advent of free entry for holders of Worth Valley Railway Day Rover tickets. This has not only benefited VCT but has also considerably increased the Railway's sale of these tickets as an all-inclusive day on the Railway. The advent of a diesel service during the Spring and Autumn Half Term weeks has also helped in boosting visitor figures. As we are open every day we know that there are people taking holidays and days out throughout the year and this is a source of revenue that the Railway needs to tap.

Our miscellaneous display in the Museum continues to grow under the hand of John Stephenson who having now sorted and tidied and displayed the best of the Oxenhope small objects is now turning his attention to special displays, for example of signalling equipment. We have recently been approached by **The Pullman Society** (Friends of the Venice Simplon-Orient-Express and affiliated to the Historic Pullman Foundation of Chicago, USA) to ask if we would be willing to take on loan their Collection of small artefacts. We were very willing to take them providing a proper loan agreement was in place and it was agreed by all their Committee. We would seem to shortly be receiving an assortment of Pullman tableware and paperwork, a Pullman Conductor's uniform, and a wooden model of Pullman Car "Prince of Wales". These items hopefully will form a small exhibition in one of our

This time it's the Bluebell's carriage (not VCT's) which is the star but it has still been a useful revenue-earner for VCT as – in the rain, of course – I board a slam-door 4-VEP EMU at Alton Station for the journey to London Waterloo".

We hope that Paul's home-coming was accompanied by a hot bath, dry clothes and warm soup!

Mike Holmes, the Caretaker of the Chatham, is glad to see the coach back home in the museum, where he has been carrying out a series of small but much-needed jobs. He writes: "*The disintegrating droplights have been removed by Chris Boocock (one of our recent working members) and myself and are with Stuart Mellin for reconstruction of the frames. These will be reinstalled once rebuilt, grained and varnished. The severely rotten exterior panelling on the side of the brake end has been measured for replacement. Again I anticipate speedy replacement once the new timber has arrived and all necessary work will be done in the Museum with very little inconvenience to the normal operation in terms of visitors. Sufficient paint is fortunately available to topcoat the new panelling after priming and undercoating.*"

Mike now leaves a list of minor outstanding tasks on a list in the workshop. He feels that most are fairly simple items to tackle and it would be nice to have them completed. If you fancy joining our volunteer workforce come along on a Working Weekend and Mike will be only too happy to guide you towards one of these jobs.

NRM secure display cases, supported by other items already in our Collection.

Entering our Collection and all other items in our care on to the 'Cardbox' museum artefact database programme is progressing well. Each item is being recorded and where possible a digital photograph is included. Once complete, the programme will allow a quick search for any item and will give details of its history and its location. The 'Cardbox' programme was another item obtained with a fifty per cent grant aid from the Yorkshire Museums Council. Many of these smaller items such as specialist archiving materials, storage boxes smaller items of workshop equipment are important to a smaller organisation such as the Trust and we are grateful for the support we receive in grant aid and in so many other ways from the Yorkshire Museums Council.

The next task is to enter our small **Reference Library** on to the Cardbox database. We seek a volunteer for this, which will require more patience to enter the titles and authors etc than technical skills. If among our Members we have someone with library cataloguing skills that would be an added bonus. Our books are there for reference purposes and relate to our Collection in particular and to railway carriages in general. Any Member wishing to make use of the library for reference purposes will be very welcome, but please give us notice. The upstairs room is usually available but we need to check this in advance.

Carriage Survey Project: CD-ROM now available!

As Members will be aware, the Railway Heritage Register Carriage Survey Database has been on VCT's World Wide Web site for some considerable time, and has proved very popular. The site received an average of 1,570 hits per week last year. The Database holds details of some 3,700 preserved carriages, with almost 3,000 photographs. It is an invaluable research tool. If you want to know what carriages are at a particular railway, or how many Great Eastern carriages exist, or how many carriages built in a particular year survive, then this is the place to find out. Now we are delighted to offer an even better service to those who have access to a personal computer with a CD-ROM drive. Whilst the Internet has already proved its value many times, visitors to the site are only able to search by one parameter at a time (whether it be year built, location, fleet number or whatever – including such words

as 'Railbus', 'Royal', 'Double Deck', 'Cattle' 'Fish' or 'Milk'). Our new CD-ROM enables you to search by up to seventeen different parameters at the same time, including diagram number, built by, lot number, where built, gauge. You can refine your search still further to show either only those carriages which are operational, or those carriages which are endangered and may not survive.

The new CD-ROM is a bargain at just £20, plus 60 pence postage and packing. It is available from the VCT Shop either in person or by post. If the latter, please send your cheque (payable to 'VCT') to VCT at the usual address. We can accept most Credit and Debit cards (but not American Express or Diners): if using this means of payment, please quote your card number and its expiry date. Alternatively, please ring the Museum on 01535 680425 (11 am to 4.30 pm) or fax 01535 610796.

Dates for your Diary

We hold regular **Working Weekends**, the next two being **10th & 11th March** and **7th & 8th April** – from about 11 am each day.

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: you will be made very welcome! There are jobs of all sorts, not only in the Workshop. Let us know your interests and we will try to find you a niche.

This year is the **50th Anniversary of Heritage Railways**. 'Heritage Railways' began with the revival of the Talyllyn Railway in 1951. To celebrate the event there is to be a special exhibition entitled 'Steaming On' at the National Railway Museum in York from **26th May to 30th September** this year. The exhibition is a joint venture between the Heritage Railway Association and the National Railway Museum. It aims to show how the heritage railway movement grew and some of the influences on it over the last fifty years. There will be guided tours in the opening week (26th May to 3rd June) and the NRM's in-house theatre group "Platform Four" is planning a show dealing with railway preservation.

Linked to the exhibition will be a **Heritage Railway Association Members' weekend**. VCT is a member of HRA, so this weekend is open to any of our members. This will be held on **9th/10th June**, also be in York, centred on the NRM. Would anyone interested let us know (with SAE please) and we will send further information as soon as it is available.

In this the 50th year of Railway Preservation, the **Heritage Railway Association's Autumn Weekend meeting** will be based at Tywyn. This will be on the 14th & 15th of September and will be in conjunction with the Talyllyn Railway's 50th Anniversary celebrations. Again, if you would like further information when available, please send a SAE.

AJECTA

AJECTA is our French twinned body, the Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois. The need to do work on their 1916-built locomotive 140 C 231 means that AJECTA's programme of railtours is somewhat curtailed for this year. Indeed, the first tour isn't until Sunday 16th September, when they are running a steam train between Paris and their Longueville Depot in conjunction with their customary Depot Opening as part of the French national "Open Doors Day" events. The day's events include also a steam shuttle service between Longueville and Provins.

AJECTA's main tour for 2001 will be their well-established "Champagne Express" from Paris to Epernay on either Sunday 14th or Sunday 21st October. As ever, this will be complete with lunch in a "cave de Champagne". As for the "Open Doors" event, details are as yet to follow. This should include via AJECTA's website, which may be found at www.ajecta.org This is in French: English and German-language versions of this seem promised, but still haven't arrived yet!

If any VCT member wishes to visit the Longueville Depot, we are sure you will be well received: but please first ring or fax AJECTA to check that there will be someone present at the Depot. Longueville is at the outer limit of the Suburban service from Paris Est.

AJECTA's address is PO Box No. 1, 77650 Longueville, France. Their telephone number is (00 33) 1 64 08 60 62; and their fax number is (00 33) 1 64 08 68 56. Alternatively for Railtour and other information contact the Provins Tourist Office on (00 33) 1 64 60 26 26 (telephone) or (00 33) 1 42 72 68 51 (fax).

Remember that as formal 'twins', VCT Members qualify for AJECTA Members' prices for their railtours.

Other Notices

VCT email service

Members with email facilities are invited to visit the VCT website at www.neotek.demon.co.uk/vct/ and sign up to our email news service. This service is available to everyone who has an email address – not just VCT members. We aim to send out occasional emails giving details of special events featuring our carriages and locomotives. So often things happen just after the *Newsletter* has gone to the printers!

2001 Annual Meeting

Our 2001 Annual Meeting will be held in the early afternoon of Saturday 27th October, hopefully at the Toby Beeches Hotel, Keighley. Agenda and other details will follow nearer the time: but in the meantime, please put this date into your diary! (This is the same day as the Railway's Annual Meeting, which will take place that evening).

Jet "Big Smile" Scheme

If you buy fuel from any "Jet" station, showing your VCT "Big Smile" card will automatically result in a donation to the Trust of 1p per litre of petrol or diesel. This is an easy way to make free donations to the Trust so if you ever use a Jet station ask for a card by ringing the Museum and leaving your name and address.

Data Protection Act

VCT Membership records are kept on a computer. These are not made available to any outside bodies. If nevertheless any Member does not wish their records to be kept in this way, please contact the Secretary.

Multiple copies of this *Newsletter*

Normally just one copy is sent to two or more Members residing at the same address. If however you would like further copies, please let the Secretary know.

Subscription rates

Our annual Membership is still held at the intentionally low figure of £4 (for everyone); or £120 for Life Membership. Those who are in full-time employment or who otherwise can afford a donation above their Memberships are invited to do so! If you pay income tax or capital gains tax, please consider completing a Gift Aid form so that we can claim back the tax you have already paid on your donation, so increasing its worth to the Trust by almost 30% - at no extra cost to you! Please let us know if you would like to do this so that we can send you the necessary form. Those wishing to join the Trust as Members are invited to contact VCT at the usual address (see below).

VCT addresses and phone numbers

Website: www.neotek.demon.co.uk/vct/ Email: vct@mwjdjcope.demon.co.uk

Correspondence address: c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ.

Museum Telephone/Answerphone: 01535 680425. (This phone is also linked internally with Keighley Shop, which is of course only open at weekends). Fax 01535 610796

Charities Aid Foundation (CAF) 'Give as You Earn' Scheme

Those taking part in this 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.



John Stephenson's work in displaying railway relics around the walls of our Museum has now extended to railway signalling equipment.

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.neotek.demon.co.uk/vct/ Email: vct@mwjdjcope.demon.co.uk

Printed in England by Spot-On Print & Design, Keighley Business Centre, South Street, Keighley, West Yorkshire