

Vintage Carriages Trust

Members' Newsletter: December 2007

Just before Christmas 2007 – a time to reflect on the past year and look forward to 2008 and what looks like being a full and interesting year for the Trust.

But first: it's subscription time again!

Malcolm Clark, our Membership Secretary, opens this Newsletter with a request to those who pay their subscription yearly, and also an appeal to all our members.

He writes: "At the end of November, we had a record number of 613 members: so please help us to maintain this success by renewing your Membership for 2008. The annual subscription is still only £6 for the full year – but if you can add a donation to your subscription, this would help a great deal and would be much appreciated!

(If sadly you decide not to renew, please let us know; particularly if this is because of something we've done - or something we've not done).

Life Members and those Members who pay by Standing Orders will find a Special Appeal Form. Please consider supporting the Trust in what is shaping to be a busy and definitely an interesting year."

Malcolm also apologises for some of the

membership cards we're sending out this year not being up to our usual standards. We found that the cards we have used previously are no longer available and those we've had to use instead are less than satisfactory. If you're one of the unlucky members with a poor quality card, please accept our apologies and if you'd like a better card please let Malcolm know: he will send you a new one in January when we've had time to sort out this problem.

Hopefully you will find the correct forms enclosed with this *Newsletter*, together with a copy of the Minutes of the Annual Meeting. If you would like a copy of the Annual Report, would you please send a stamped addressed envelope to our Secretary, c/o Haworth Station – or collect one from Ingrow.

Which brings us to these Appeals...

We have two very different requests for your donations, both of which will help the Trust in different ways. One centres on the continuing restoration of our Collection and the other on our close ties with the Worth Valley Railway.

- *Firstly: "Robin (and Ray, and Stuart, and a few others) and the Bulleid Loos."* This is not a geriatric pop group, but is a somewhat unglamorous but essential part of the Bulleid coach – the two toilet compartments. Highly deserving of your support – read more about it later in this Newsletter!
- *Secondly: VCT support of the 40th Anniversary of the Re-Opening of the line (in which some of the carriages now part of our Collection were a very prominent feature) by setting up a special Exhibition at Ingrow.*

Here's some information about why we are planning this and what is involved:

40 years and counting! We do thank you for your support in keeping the Trust so active and fulfilling its purpose over the years. The Trust celebrated its own 40 years some two years ago. Throughout all those years the Trust has been in very close touch with the Keighley & Worth Valley Railway, from which it grew. As a Registered Charity the Trust is a completely separate body to the Railway, but has played its part in many of the high spots of the Railway's development. Thus it is fitting that we should contribute to the celebrations of the Worth Valley Railway's 40th anniversary of its Re-Opening on 29th June 1968.

There are we are sure many members who remember that year and in particular that day. Those members who have not yet reached pensionable age may not remember the many years of negotiations and hard

work both on and off the Railway by Bob Cryer, Ralph Povey and many others. Success was finally achieved as represented by the events of 29th June 1968 when trains at last were able to run again on the Worth Valley line. A good way to know more of the Railway and its history is to obtain a full set of the Railway's quarterly magazine *Push and Pull*. We are sure that Jack Procter and the others who look after our magazine room will be able to help!

The makeup of the train on the opening day 40 years ago is as much part of the VCT's past as it is of the WVR itself. Roy Edwards was there on Re-Opening Day and described the event in the Autumn 1968 edition of *Push & Pull*:

"The centre of attraction was the train of course. Headed by newly painted 41241 and 30072, very smart, were lined up the SECR brake (denied the opportunity of being

on the re-opening train to Westerham, this coach came North to get in on the Worth Valley act!), the Pullmans "Lorna" and "Zena" adding a suitably dignified air to the proceedings and the LMS 110 seater, and bringing up the rear two Metropolitan "Dreadnoughts", loaded to capacity and giving one the temporary illusion that this was an evening rush hour at Baker Street some decades ago."

Three of the six coaches mentioned are of course now to be seen at Ingrow as part of our Collection, albeit perhaps not in quite the same interesting

liveries! All three have been restored and are often to be seen on special controlled usage on Vintage Trains on the WVR.

It was this close link of VCT with that opening day that gave rise to the idea that VCT could play a part in the celebrations to mark the 40th Anniversary of the Re-Opening. This gives us the opportunity to try our hand at something which for us is new, by staging an Anniversary Exhibition based on the Re-Opening train and our carriages and their involvement on that day in June 1968.

Things are still at the planning stage and are subject to change, but the current plans are for the Trust to:

- Bring locomotive No. 30072 (the USA tank, one of the two locos which worked the Re-Opening train) to the museum and bring it back to its 1968 livery:
- Repaint our Metropolitan Brake into its (very different!) 1968 "Primrose Yellow and Oxford Blue" livery and display it coupled to No. 30072, representing at least part of the Re-Opening train:
- Provide interpretative displays telling the story of the Re-Opening train, including showing the original headboard:
- Stage a special photographic exhibition:
- Set up at least one special display of other artefacts in the museum.

We hope that the exhibition will bring extra visitors to the Museum (remembering that more visitors mean more income, and more members, both of which help secure a better future for our Trust). If this proves the success we hope it will be, we may consider other temporary exhibitions for the future. This is a major project for all of us. So, if you are able to help in any way, please get in touch – there will be lots for everyone to do, even if it's just helping occasionally with staffing the Museum to cope with the huge crowds we hope to attract! We'd also like to hear from anyone who has paperwork or other items from the Railway's earliest days – and especially for the Re-Opening day itself – which they might lend us for the exhibition. Any other suggestions will of course be very welcome.

Our exhibition will run from Easter to October. How much we can do within this exhibition will be

determined by the money we have available to pay for the various activities. We have applied for a grant from the "Awards for All" part of the National Lottery, and there are promises of support from the KWVR's own Charitable Trust and from the Keighley Festival Committee.

However, we still need to find our own contribution towards the overall cost – so, if you can, **would you please make a donation to help with this exciting project?**

We will report further on these initiatives and about the Railway's own plans to celebrate this Anniversary in the Spring issue of this *Newsletter*. This will include details of the Railway's extra Gala Weekend to be held in June to mark this event. For the moment, this weekend is included in the list of events to take place during 2008. You will find this later in the present *Newsletter*.



Not the Re-Opening Train – but the Railway's first colour postcard, WVI, showing locomotive 72 and two of the Metropolitan carriages in their "Re-Opening" liveries in the very early days of regular operation.

Photographer: unknown

Sustainability Study

You will remember that the Trust was very fortunate in obtaining a grant through the Association of Independent Museums (AIM) Sustainability Scheme, supported by the Esmée Fairbairn Foundation.

Richard Kilburn of White Horse Consultancy carried out a "Review of Structure and Organisation" of the Trust. The completed version of this was shown in the last *Newsletter* being handed over by Richard to our Chairman, Trevor England.

The problem with so many of this type of initiative is the strong desire to say "that's done: let's put it in a drawer until we have time", which of course one never has. The Committee of the VCT is determined that this will not happen.

Efforts have already been made by Trevor to get all the Committee Members to analyse what was reported and see where they feel the especially important parts are and how they personally can help to take forward the ideas presented.

So what did Richard make of the Trust? Was it all doom and gloom or is there a glimmer of hope for those who will come after us. Looking at the Report's Executive Summary, we are delighted that a very positive picture emerges. Richard sees an organisation which has 'a solid foundation,' which has 'high standards' and has made 'significant and material progress in its first forty years'. There are various themes arising. Not surprisingly, the carriages are seen as our 'key resource', as is the very high standard of our restoration work. The provision of a workshop (part of our last lottery funded expansion in 1997) is held up in the Report as part of the reason for these high standards – but this is strongly linked with the fact that it is not just there

but is well run and well equipped. Possible expansion of the work carried out here to generate more income in the future is given an airing.

Looking at the other side at things which we could do better – the 'first time visitors' needs are highlighted. It is necessary for this group to feel welcome and to be given clear guidance on what the Ingrow building has to offer and how they should use it. There is also a need for greater provision of child-friendly activities.

You, the members of the Trust, come in for praise as "a great resource". As Malcolm has reported, the number of members has shown a steady rise over the years and now tops the 600 mark. So many of you are very generous in your financial support of the Trust's work. Unfortunately the number of members actively involved in the work of the Trust has declined: this is certainly a problem which needs to be addressed.

It is now up to the Trustees and Committee members to study the Report, which we have already started to do, and implement some of its recommendations. It is impossible for Richard or anyone else to come into an organisation for a short period and become really aware of all the interactions and weaknesses and strengths of 40 plus years of family growth. This is the one thing that we do hope the Trust will continue to have – a sense of family. As with all families we do not always agree with each other and different people have different visions but over the years these have been resolved and we hope that the Trust will continue to go on from strength to strength, using Richard's report as a guide to ways of making this happen.

Locomotives

Bellerophon

Chris Smyth brings positive news and some interesting developments on the money front which comes under the heading of "...and now for Something Completely Different".

Teacher: Why can't you answer any of my questions?

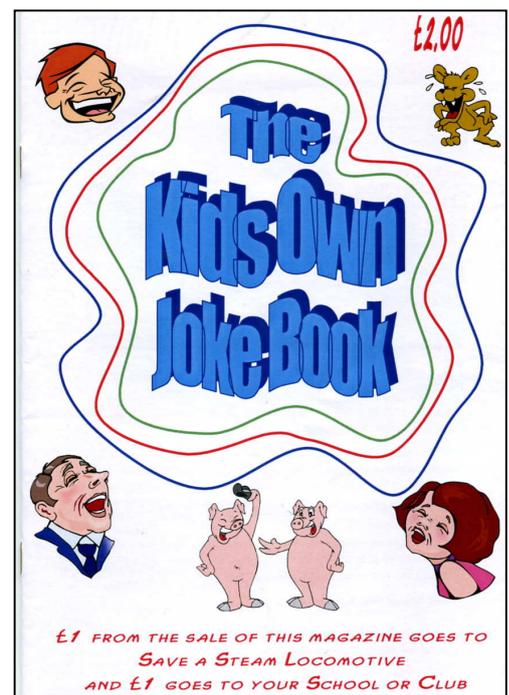
Pupil: Well, if I could there would be no point in me being here!

Chris writes:

"The message from VCT Secretary Dave Carr was straightforward. "Can anyone attend an event at Pierpoint & Bryant Social Club, Thelwall Lane, Warrington on Friday November 9th where David Smallwood will be launching "The Kids Own Joke Book" in aid of *Bellerophon*?"

So I arrived at 8 pm expecting *Bellerophon* to occupy a brief slot at the start of a social evening. It turned out that the whole Grand Charity Night was in support of *Bellerophon*! Three and half hours of first-rate entertainment provided by artists who were paid no fees.

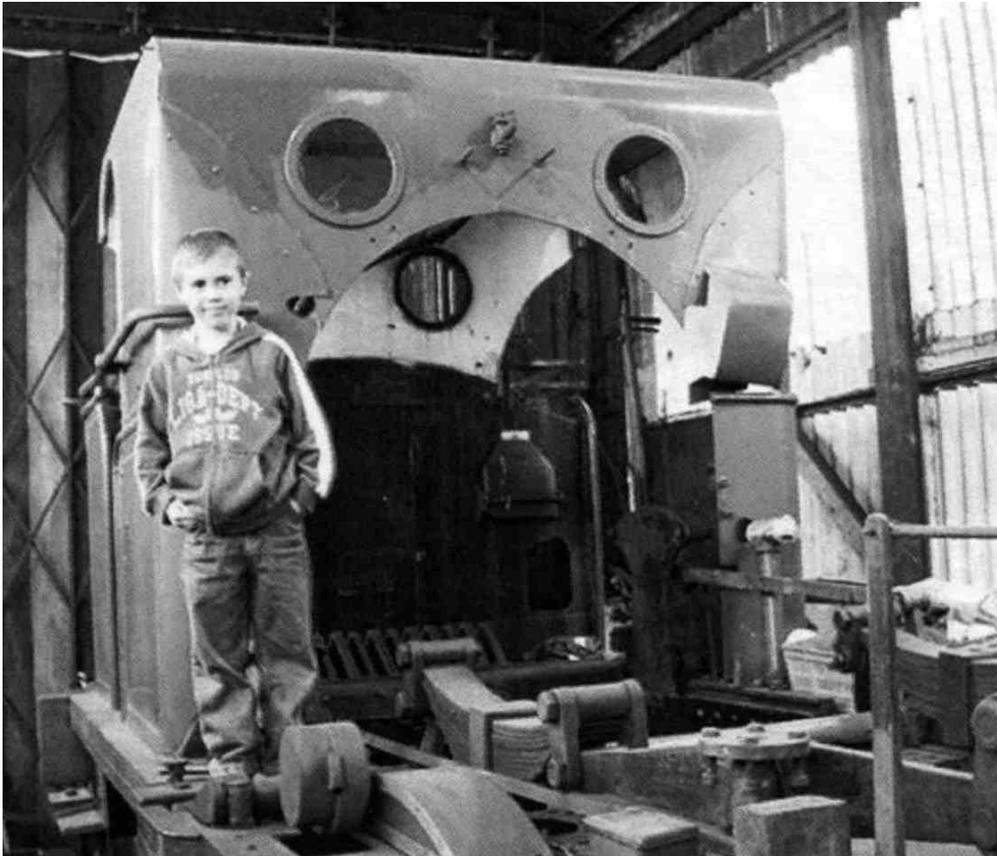
During the evening young David Smallwood (grandson of *Bellerophon* champion, the late Vernon Smallwood) launched his "Kids Own Joke Book", which has been published by his father Vic and sells for a very reasonable £2. Few of the audience escaped without purchasing a copy! The humour during the show was, shall we say, a shade more adult. Various ancillary events added to the night's income. Have you ever played 'Stand up bingo'? All



participants stand and then sit down when a number on their card is called. The last person standing is the winner – as, of course, was *Bellerophon*. Even those sloping out for a quiet cigarette found themselves charged a re-entry fee!

So a big thank you to Vic and David Smallwood; to artists Stewart Walsh, AMORE, Abel Cain and Tony Marsh and, last but not least, to Mark Stout who organised the event. The total raised for *Bellerophon* was a magnificent £368."

If you would like a copy of the delightful "Kids own Joke Book" which had us all laughing young and old it is available in our shop at Ingrow, priced £2, or £3 by post including postage and packing – a very good stocking filler and all money from the sale goes to Bellerophon.



"Joke Book" Editor David Smallwood standing on the chassis of *Bellerophon*.

Photograph: Vic Smallwood (we think!)

Where is Hadrian's Wall?
In front of Hadrian's house!

On the restoration front: if the restoration programme continues to go to plan, Foxfield Railway will have the engine in service in the Summer and certainly for their Gala on 19th & 20th July 2008.

Foxfield has had its share of sadness and loss recently in the untimely death of Helena Sutton. Helena was one of our chief links with Foxfield, marketing and tourism being her forte. She will be much missed. We at VCT extend our sympathy to her husband and young family.

It is hoped that in 2008 *Bellerophon* may be able to start on his (her?) travels again. The Foxfield Railway is happy for the 'old gal' as Vernon used to call her to visit the National Railway Museum for its "1968

and all that" event, to take place from 24th May to 1st June of this coming year.

The event celebrates (if that is the right word) 40 years since the end of steam haulage on Britain's mainline railways. We have also been given permission to take a stall to advertise ourselves and sell our usual mix of books and videos etc. We will be needing volunteers to look after the stall over those dates: please let us know if you are likely to be available for a day or so. This event will not be on the same scale as "Rail Fest" but many interesting locomotives are being brought in. The event will help VCT to reach new people to tell them about our activities, and *Bellerophon* is a locomotive about which we and Foxfield can feel very proud.

Lord Mayor

Lord Mayor is looking very fine at the moment in his Christmas finery. It was interesting to note that following their annual visit to Santa on the Worth Valley Santa Trains a large family party drove down to Ingrow to say "hello" to their old friend *Lord*

Mayor. This is now apparently an annual event for that particular family which will no doubt be remembered fondly in years to come and might bring in some volunteers to the railway preservation scene in years to come – who knows?

Sir Berkeley

The high standards of the Trust continue to receive recognition, as do those of the Middleton Railway. This applies especially to the restoration of this locomotive, where we are pleased to report that the work both of our volunteers and particularly those of the Middleton Railway have led to a 'Highly Commended' third place for the locomotive *Sir Berkeley* in the prestigious Heritage Railway Association John Coiley awards.

The judges were very impressed by the standard of restoration, with the use of a historically correct

Our carriages

Metropolitan Railway Brake

Since our last report, the overhaul of the Oxenhope-end bogie was completed as far as possible before the two wheelsets returned after very necessary tyre turning. These are now back with us, with Chris Smith having final assembly of the bogie well in hand. It should be back under the coach very soon.

In the meantime, the opportunity has been taken to clean and repaint one solebar. Dome-headed bolts have also been obtained to replace rivets not replaced we think after repairs following a slight incident in this vehicle's long and chequered working career – well before our ownership! This vehicle is wanted for "Annie" (or possibly

Metropolitan Railway Nine-Compartment Carriage

A fractured casting is currently being replaced. Otherwise this carriage is ready for service as "Clarabel" (or is it "Annie"?) at the NRM's

The Bulleid Coach

Progress continues, steadily. Robin Bannier, as project leader for this coach, now has all the glass in position, including that for the two toilets. Progress with all seven of the sliding doors (four interior, two half doors at the Keighley end and one curved door at the Oxenhope end) continues spasmodically – hopefully this should be rather quicker in the near future. There is however still some work to be done on the interior window surrounds before the interior trim can be replaced and we can get on with replacing the interior fittings and furniture – of which the great majority is complete and ready to go back into position.

The renovated springs for the second bogie are now back from Sheffield and will be put back on to the bogie at some convenient time. Just when is by no means certain, but in view of the other shunting commitments associated with the intended Exhibition it is perhaps fortunate that there is no urgency to do this or to put the bogie back under the carriage.

Sadly on this occasion we were not successful with our application for grant assistance under Transport Trust's Restoration Grant Scheme. Our application was in three parts, covering the toilets; the external

boiler. Another factor was the agreement of Middleton Railway to allow the locomotive to go on loan to Bluebell Railway despite the original agreement with VCT being for it to remain at MRT for a full year after restoration. This is a good example of societies being able to cooperate with each other for the common good. *Sir Berkeley* also gained good coverage in September, when he double-headed with the MRT's *Matthew Murray* at their steam gala. This much-heralded occasion gained some good publicity for both parties.

"Clarabel") use at the National Railway Museum's "Thomas" event in February, after which (as described elsewhere) it will be repainted into its 1968 "Primrose Yellow and Oxford Blue" livery for the duration of this coming summer as part of the "WVR 40 years" Exhibition.

The Keighley end bogie overhaul will therefore take place after all this, probably over winter 2008/9. Tyre turning will be a problem. Our current contractor has increased the charge by a factor of four since 2003, when we last had tyres turned – or by a factor of 5½ since 2001. The resultant stiff bill encourages us to look elsewhere!

"Thomas" event, and then on some of the Railway's Vintage Trains for 2008.

vestibule connector bellows; and canvas, bedding compound and paint etc for the roof.

As soon as we have completed the window surrounds there really will be a "great leap forward" for this vehicle – leaving very little of significance to be attended to other than the Toilets, the bellows and the roof. A great deal of work by in particular Stuart Mellin and Ray Sowerby has resulted in a suitable laminate being found which is as close as we are ever going to get to that originally used for the walls and ceiling of the two toilet compartments. Snag: the cost will be about £800. As you might expect, we want to do the job properly. Just at the moment, with heavy recent expenditure elsewhere, we can't really afford this sort of money – hence the Appeal mentioned way back on the front page of this *Newsletter*. ***If you would like to help towards this aspect of the project, please do so – your contributions would be very much welcomed!***

Incidentally, the connector bellows and the roof covering will each cost around the same amount, so if Members' contributions exceed the estimated £800 we will put the money towards these other two mini-projects, unless you advise us otherwise!

New Faces

The Annual Meeting saw Ian Smith (a not so new face on the block!) elected to the VCT Committee. Here, Ian introduces himself to members:



"I am delighted to have been elected to the VCT Committee and am looking forward to being able to make a contribution to our museum's ongoing development.

For those who do not know me, I have been an active preservationist since 1969,

involved with Middleton Railway – and can claim to have seen the first train on that railway being put together, in 1960! I have been active within VCT since the early 1990s and have been a Director of the Heritage Railway Association for 7 years.

VCT has an established track record of excellence and I hope that I will be able to assist in maintaining that record in the future."

Another new face, that of Robert Harvey, is regularly to be found in the Library. It was pleasing that following the plea in the last *Newsletter* for someone to take on the sorting of the Library that we had not one but two volunteers. We were able to speak to both Robert Harvey and David Start who live in Wakefield and in Worthing respectively. The somewhat shorter travelling distance meant that Robert was able to start work on the library database in September. We are sure that David will find himself with some other challenge from VCT in the future – we have a possible challenge in mind!

Robert is making good progress during his weekly visits. As with any collection it is difficult to know

what to keep and where to draw the line.

Fortunately Robert not only has an interest in railways and understands the subject, but also is able to root out the duplications which can be found in many books on carriages restoration and the different railway company's histories.

The library also extends to a section on the passenger aspects of train travel as for example camping coaches, posters, carriages prints, George Pullman and his cars as well as a section of more learned tomes on museum practice. It is hoped that once completed (or at least brought up to date) the listings will be put on our website and we would encourage its use as an on-site reference facility.

Other new names if not yet faces:

If you attended the AGM in October, you will already know that our membership numbers continue to grow and we are very pleased to welcome the following new members:

Adele McGuinness (Leeds), Tom Wilding (Kirkheaton), Mr L Galloway (Nelson), John Mayor (Heywood), Mr M D H Pepper (Bournemouth), David Foster (Durham), Roger Bateson (Matlock), David Taylor (Haywards Heath), John Linkins (Leeds), Andrew Hardy (Leeds), Gwynne James (Liverpool), John Earl (Morpeth), John Brandrick

(Ramsbottom), Mr and Mrs C Greenwood (Sheffield), Bob Walker (Brighouse), Andrew and Angela Parsley (Leeds), Teresa Lee (Leeds), Richard and Margot Malton (Cyprus), Martin Richardson (Hull), Mr M G Johnson (Milnthorpe), and Richard Matthews (Leeds).

Ralph Povey

We were saddened by the death of VCT member Ralph Povey.

Ralph was a founder member of the Keighley and Worth Valley Railway Preservation Society and held the position of WVR President from 1978 until 1999; only increasing age causing him to feel that a younger person should take over. Ralph was also one of the earliest members of VCT and continued to support our work until his death. He remained interested and supportive until recent weeks. One of his last acts for the WVR was to welcome its five millionth visitor. Ralph was a gentleman of the old school. We extend our deep sympathy to his wife Marion and to the family.

E-mail alerts

We are pleased that a number of members have signed up to receive occasional emails from VCT. E-mail alerts allow members to keep fully up to date with news items which may happen just after the *Newsletter* has been posted.

Since May, we have sent e-mails to advise of a number of news items, including details of forthcoming vintage trains, forthcoming press articles, locomotive arrivals at Ingrow, filming, a

new book featuring photos of VCT Carriages, steaming dates for *Sir Berkeley* at the Bluebell and Middleton Railways, and planned events for 2008. To sign up for e-mail alerts, simply send an e-mail to admin@vintagecarriagestrust.org quoting your VCT membership number and "e-mail alerts" in the subject heading. Rest assured, your e-mail address is not passed on to anyone else, and there are no attachments to clog up your inbox.

Dates for your Diary

Saturday 9th February to Sunday 24th February: “Thomas the Tank Engine” event at the National Railway Museum, with our Metropolitan Railway Nine-Compartment and Brake carriages working as “Annie & Clarabel” look-a-likes.

Friday 15th February to Sunday 17th February: Worth Valley Railway Spring Gala – but please note that the Trust’s carriages will not be operating on this occasion.

Sunday 23rd March: Aire Valley Vintage Machinery Club “**Crank-Up**” in Ingrow Railway Centre Yard.

Sunday 4th and Monday 5th May (May Day Bank Holiday): Vintage Trains on the Worth Valley Railway. Our carriages are likely to be in use on this occasion.

First Sundays in June, July and August: Vintage Train Days on the Keighley & Worth Valley Railway. Again, these days should include use of our carriages.

Friday 23rd May to Sunday 1st June: “1968 and all that” at the National Railway Museum.

A commemoration of 40 years since the end of steam haulage on Britain’s mainline railways. As reported elsewhere VCT will hopefully be present with *Bellerophon* and a sales stall.

Friday 27th June to Sunday 29th June: Keighley & Worth Valley Railway’s 40th Anniversary Weekend Gala. A celebration of the Railway’s Re-Opening, in which VCT will be playing an active part.

Friday 10th October to Sunday 12th October: Worth Valley Railway Autumn Gala.

Again, it is likely that this will involve some of VCT’s carriages.

The Brontë Country Partnership

Paul Holroyd represents the Trust at the regular meetings of the Brontë Country Partnership, of which he is the immediate past Secretary and currently is the Treasurer. He writes:

For many years, your Trust has been active as a member of the Brontë Country Partnership, which aims to promote tourism in the Keighley and Haworth area. The other members of BCP are the Airedale Shopping Centre, Brontë Parsonage Museum, Cliffe Castle Museum, East Riddlesden Hall, Haworth Cross Roads & Stanbury Parish Council, Haworth Tourist Information Centre, Haworth Traders Association, Haworth Youth Hostel, Ingrow Loco Museum, Keighley & District Travel, KWVR, Keighley Bus Museum, Keighley News, Keighley Town Council, Keighley Town Centre Association, and the Old White Lion Hotel in Haworth. In addition to membership subscriptions from all of the above, Bradford Metropolitan District Council provides up to £2,000 of match funding to support the group, and provides expertise in the form of its Tourism Marketing Manager, John Swinburn, and his assistant, Jacqui Bennet.

John regularly attends BCP meetings, which are held every 6 to 8 weeks, offering constructive advice and researching things on behalf of BCP. John is responsible for promoting tourism through the Bradford MDC area which includes Ilkley, the World Heritage Site of Saltaire, as well as the National Media Museum (formerly the National Museum of Photography, Film and Television) in Bradford.

BCP meetings give an opportunity to chat with other tourist-focused organisations, exchange ideas and promote what has been happening at VCT. The regular attendance of representatives from Bradford Council helps to ensure that our suggestions, views and concerns are taken into account in the bigger picture of the whole BMDC area, whilst the regular attendance of the Keighley News helps to keep us in the media spotlight.

In August BCP produced a new leaflet and poster (in various sizes) to promote the various attractions of the Worth Valley. Jacqui Bennet co-ordinated both of these projects; liaising with designers, illustrators, printers and the BCP membership to produce two attractive marketing tools, which can be displayed at all of the attractions. The aim is to promote the idea that there is more to see in the area, and hopefully get visitors to the Brontë Parsonage to also visit Ingrow Railway Centre, and visitors to East Riddlesden Hall to also take in Cliffe Castle Museum, etc.

BCP also has the www.visitbrontecountry.com website, which provides details of special events, attractions and accommodation. The website is due for a major revamp early in the new year, and events from the website should then feed directly into other local, regional and national websites.

Postscript: Spread the Word! One of the most effective and money-saving ways of advertising is via a Press Release. Paul Holroyd is a past master at writing newsworthy stories about seemingly insignificant activities of the Trust, its Trustees and its Collection. Taking a leaf out of his book, one was sent out highlighting the two Great Northern Railway posters which were found among old paperwork donated to the Trust by we know not who. The opening of the refurbished and extended St Pancras Station and the resultant easier corridor to the Continent for the northern based population made a good link. Radio Leeds picked up the story and reporter Daragh Corcoran paid a visit to view the posters with a consequent interesting little piece on the Radio Leeds Breakfast Show. This story has also featured in Bradford’s “Telegraph and Argus” evening paper and should appear in one of the train companies’ on-train magazines. Do watch for the story popping up and let us know where and when.

Help Needed

If you live within a reasonable distance of our Ingrow base and can give a few hours of your time do get in touch. Please ring 01535 680425, e-mail admin@vintagecarriagetrust.org or just call in. It may be helping to sort and catalogue our stored collection, helping to set up a display, even giving an hour or so to stuffing envelopes with *Newsletters*

AJECTA

AJECTA is the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois" and is our French twinned body. We congratulate them on achieving their 40th Anniversary in 2008, with this coinciding as it does with the Worth Valley's 40 years since Re-Opening. Their depot at Longueville is now open to the public on a regular basis, with Winter openings being from 10.30 am to 6.30 pm on the first Sunday of each month. Summer opening times will doubtless appear on their website www.ajecta.org in due course. If you are able to visit, please mention that you are a member of their British twin, VCT.

AJECTA's railtour programme for 2008 begins with a Paris-Est/Longueville/Provins and return trip on Easter Sunday, 23rd March – featuring Easter eggs for the children in Provins. On Saturday 3rd May AJECTA will contribute to a much larger (British-

like this one – there are lots of jobs as well as actual hands-on coach restoration! Helping in these way is invaluable – half a day on the till or helping to oversee the coaches going out on the Vintage Trains are essential ways towards adding to the Trust's membership and adding to the Trust's revenue, both of which are vital to our survival.

organised) Paris/Luxembourg tour by providing the motive power out of Paris-Est. Saturday 10th May brings a tour from Paris-Nord to Chantilly and return, and Saturday 4th October the well-established excursion from Paris to Reims. In addition, the Longueville Depot will be open over the "Journées du Patrimoine" weekend of 20th/21st September, at which AJECTA's 40th Anniversary will be well and truly celebrated.

Further details are, or will be, on AJECTA's website www.ajecta.org. Their email address is contact@ajecta.org and their postal address is: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. Telephone: (00 33) 1 64 08 60 62: or, for general information, the Provins Tourist Office is (00 33) 1 64 60 26 26. Longueville is close to Provins, at the outer extremity of the Paris suburban rail network.

Other Notices

Working Weekends take place on the second full weekend of each month. So: dates for the next six months are: **January 12th/13th: February 9th/10th: March 8th/9th: April 12th/13th: May 10th/11th: June 14th/15th**. Don't forget that the Workshop now has the luxury of heating – so keep on coming over the whole of the Winter! **Working Evenings** take place on the first and third Wednesday of each month. This doesn't mean that there is nothing to do at other times but these are times when someone is bound to be around. If you are able to visit at other times please ring – normally we can find something you might like doing! **Every Saturday and Sunday** we need volunteers to look after our sales, and our visitors. If you can help even if it is only occasionally do get in touch ring 01535 680425 or email us on admin@vintagecarriagetrust.org

Donations: Please keep your donations coming: as well as financial contributions we welcome items either for the Museum or for sale – everything that's "railways" is of interest. This includes railway magazines, books and especially model railway equipment for selling through our shop and the website.

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.

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.

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 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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