



Vintage Carriages Trust

Members' Newsletter: September 2009

**Good progress continues:
news of our Trust's carriages and locomotives
– and Notice of our Annual General Meeting**

Annual Meeting: Saturday 17th October

The formal Notice of the Annual General Meeting should be enclosed with this *Newsletter*. This Meeting will be held at the Museum of Rail Travel, Ingrow at **2.30 pm** on **Saturday 17th October 2009**. As usual a **Pre-Meeting Lunch** has been arranged at the Brontë Hotel, Haworth, gathering at **12 noon** for **12.15 pm**. The Booking Form and Menu for the lunch are also enclosed with this *Newsletter*.

Please do join us at this Pre-Meeting Lunch. We will need to know numbers and any special dietary requirements for this so please either complete the enclosed form and return it to Dave Carr at the address shown or email admin@vintagecarriagestrust.org or ring the Museum (01535 680425) by Monday 8th October 2009 *at the latest*. The Brontë Hotel is about ten minutes brisk uphill walk towards Keighley from the Station at Haworth. Buses between Keighley and Haworth (via Ingrow) pass the door. It has ample parking, good food and good beer.

The Annual Meeting will be held in the upper room at the Museum starting at 2.30 pm. Our Chairman has a phenomenal knowledge of our Collection and ensures that we can always find a reason to celebrate. He very kindly donates the celebratory cake and we are assured that this year, following a trip to France, he has champagne on offer as well. He tells us that this year is the 90th anniversary of the Nine-Compartment Metropolitan coach. We are sure that its Caretaker John Heaton will be delighted to propose the toast.

As usual this meeting is on the same day as the Worth Valley Railway's Annual Meeting, which takes place that evening, thus allowing those who come some distance to stay over the weekend and attend both Annual Meetings.

Formalities over, we look back at the successes of the Summer and bring news of plans for the Autumn and Winter. The last *Newsletter* anticipated the *Chairman's Day* which took place in early May. Thanks to all those who worked so hard to make this a good day, which was well supported. This was followed over the summer by a number of Vintage Train days.

Jeanette Achilles, the Trust's Subscription Secretary, helped in the caretaking of our Collection on these days and writes:

"It has been a very busy but enjoyable past few months for both myself and other volunteers as we really became a 'Museum on the move'. These events are a real opportunity for us to show some

of the carriages in the Collection not only to members, supporters and enthusiasts but also the visiting public who may not be aware when they travel in a beautifully painted and upholstered carriage of the careful skill and painstaking hours of work that went into its conservations and restoration.

As we travelled with the carriages we were delighted by the reactions from passengers travelling for the first time and we received many appreciative comments as a result. Some of the new members listed further on in this Newsletter have taken out membership as a result of attending these events and we thank you for your interest and support."

Locomotive News

Lord Mayor, the much-loved little Hudswell Clarke which sits at the front of the Museum and provides so much enjoyment to young and old, has had some good news recently. The wife of one of our long time members has recently sadly died and has left over £2,000 to the Trust through the Charity Aid Foundation, whose slogan is "committed to effective giving". Her wish was that this should go towards the cost of a new injector and a new saddletank for *Lord Mayor*. This project is still in its early days and the detail has yet to be worked out, but this does bring *Lord Mayor* several steps closer to working order and the ability to provide some interesting motive power possibly on the Worth Valley Railway. Away from the Worth Valley, our locomotive **Sir Berkeley** is off on his travels from the Middleton Railway again, this time to the Midland Railway

Centre at Butterley. *Sir Berkeley* is taking part in the Midland Railway's 40th Anniversary events, which the Midland Railway web site describes as a "look back over the years since the formation of 'The Midland Railway Project Group' in 1969 and the developments that have occurred over the intervening years to the present day." *Sir Berkeley* worked vintage trains on Friday, Saturday and Sunday 21st to 23rd August and (at the time of writing) will again be in action at the Midland Railway Centre on 29th to 31st August with demonstration shunting at Swanwick Junction.

Bellerophon has been showing off again at its Foxfield Railway base. A filming assignment saw the locomotive in use with coaches from the Tanfield Railway. This was followed by an appearance at the Foxfield Summer Gala.

VCT member David Smith writes enthusiastically about Bellerophon:

"To my mind *Bellerophon* is one of the more important locomotives from the Victorian era in preservation, and to have it back in working order is marvellous. I hadn't seen it working recently, so a visit to Foxfield's Summer Gala was an event not to be missed. Though I have visited Foxfield several times I hadn't seen it working out of the Foxfield Colliery site before, so that was something else to look forward to.

Arriving at Foxfield's main station and museum site, Caverswall Road, around 10.30 am, RSH *Meaford No. 2* was involved in various freight movements. Around 11.15 am *Bellerophon* arrived with the three-coach passenger train, double heading with Beyer Peacock No. 1729. The combined age of these two engines is 265 years! *Meaford* now backed on to the three coaches and soon set off for Dilhorne Park.

Meanwhile *Bellerophon* and 1729 took water before proceeding to the sidings and undertaking the same freight manoeuvre that the RSH had undertaken previously. Now it was *Bellerophon* and 1729's turn to take the passenger train up to Dilhorne Park. This was my opportunity to grab a seat in the front coach. By Worth Valley Railway standards the journey is quite slow with sharp bends and very steep gradients, but is interesting nevertheless. Arriving at Dilhorne Park the two locos uncoupled and reversed on to six coal hoppers that had been brought in behind RSH *Moorbarrow* and *Hunslet Wimblebury*. These two locomotives now reversed on to the back of the passenger train, and then both trains set off simultaneously in opposite

directions. *Bellerophon* and 1729 arrived back at Caverswall Road at 2.15 pm and I now found an interesting location to photograph the two locos shunting back and forth and taking the mixed freight down the interchange siding and returning with great gusto.



By 4.30 the final performance of the day took place. *Bellerophon* and 1729 had taken water and reversed on to a dozen coal wagons which they drew forward before reversing on to the coal hoppers with *Florence* at the rear. The three locos now set forth up the 1 in 19 gradient working very hard and sounding most impressive. My video of this is a real pleasure to watch and finished off a most enjoyable and rather different sort of day. *Bellerophon* certainly sounds a very strong engine and it is really good to see it back working again."

David ends by expressing the hope that a visit by *Bellerophon* to the KWVR won't be too far off.

Leading from this, David also draws our attention to the “*very nice Stanier coach*” at Foxfield and says: “*how nice it would be to see a three-coach Stanier rake put together for some special event at KWVR.*” This comment is an interesting example of flexible forward thinking which is necessary if organisations are to continue to move forward. At each VCT bi-monthly committee meeting Chairman Trevor England encourages discussion and possible action on parts of our Forward Plan which relate to all areas of the Trust – including the use of our Collection, the Museum building and all other aspects of Trust life. It is not however restricted to what is obvious and we are encouraged to think imaginatively.

Ian Smith has taken this a step further: read on, and tells us what you think.....

“It all started as a casual conversation along the lines of: “What is your wish list of vehicles you’d like to see at VCT?” As part of our Sustainability Project, we really ought to be considering this question at some stage, the better to understand where we want to be several years hence and to be able to plan for that future. So, we have TWO scenarios to consider. The first is to consider “*What would I do to enhance the current collection, assuming we do not find larger premises?*” and the second is “*What would I bring in if we had extra space to fill?*” This article deals with the first question, using our space more effectively and assuming that to do so we would “farm out” some existing items to other railway museums for a period of time, thus “ringing the changes” at Ingrow and making it a more dynamic collection. One area which VCT has so far not considered is “self propelled vehicles” and the easiest way to do that would be to take into our collection the other KWVR Railbus, especially as that vehicle has the original engine. It could still be available for use on the railway, but would tell a very good story, particularly when we link it to the use of these vehicles in other countries such as Germany, where the vehicles operated very successfully into the 21st century (and still do!). But I would also love to see a much more interesting vehicle here. The two surviving Bulleid “double decker” carriages represent an attempt to carry more passengers within the restricted BR loading gauge and make up a very important part of our railway history. One of these would complement our other suburban vehicles and could tell the (continuing) story of the problems of getting masses of commuters to and from work.

For many a long year, VCT has had three small steam locomotives and has always struggled with the apparent problem that “They are not coaches and therefore don’t really belong!” This is one of the reasons why two of them are farmed out to railways that are able to look after and also operate them from time to time. Their main use has been as “Flagship exhibits”. One, however, has always been left at home: *Lord Mayor*. So, how can we assimilate a steam locomotive into our “Museum of Rail Travel”? Well, a little imagination is required, but I believe we can make

a wonderful exhibit of *Lord Mayor* by bringing into the museum a 10 ton Box Van!

“Rail travel” does not simply mean catching a train at your local station. For many working men, it also meant catching a train at their place of work. Large mining concerns had “Paddy trains”, usually old ex-main line coaches, to take men between their various collieries (Philadelphia and Wemyss are two that spring to mind). Within those collieries, underground trains took miners to the coal face. Also, smaller coal mines and many ironstone and other concerns used freight vehicles for the same purpose. Therefore, we should be able to acquire a 10 ton Box Van, place it behind *Lord Mayor* and use that whole exhibit to tell this fascinating story of “Trains behind closed doors!” Using mannequins (as we do already) we should be able to do a commentary suitable for this, and some photographs of such operations can easily be sourced. We are then doing something that others rarely do – telling a new story!

My final thought is that we can now tell a story which up to now has been largely ignored by most other museums. Railway Preservation is now well over 50 years old and has its own history. Is it not time to tell the story of “Rail travel in preservation”? We are well placed to do this, with many of our current fleet having been painted in KWVR colours in its formative years. We could easily paint up one of the Mets in early KWVR livery (as we did with No. 72 and the Metropolitan Brake last year) as a permanent exhibit, and use photographs and films to show how preservation evolved from the early years to the industry it is today.

One exhibit I feel we must look at is one of the very early attempts to manufacture coaches for use at a heritage line. A number of narrow gauge railways did this. The Carriage Survey rates these vehicles of no importance but I would strongly disagree with that view – they are an important part of the railway preservation story and at least one should be conserved and displayed to tell that story, and where better than at Ingrow?

For the next *Newsletter* (if I haven’t been assassinated by then!) I’ll write my “Wish List” for the time we enlarge the premises!”

What are YOUR thoughts on this subject? – the Committee would be interested in hearing your views.

Roof panels

Enough of dreams of the future and back to the present time and to the day-to-day activities of the Trust. It is hard to believe, but the Museum building has now been in place for over ten years. Over that time, the weather and the frequent passage nearby of large grimy steam locomotives meant that the translucent roof panels got very dirty and no longer let in much light.

Local Contractors Messrs R N Woolers Ltd made an attempt to clean the polycarbonate outer panels of these roof lights, but there was so much etched-in dirt that this proved unsuccessful.

Video and sound presentations

The “tape/slide” presentation giving our visitors a “multi-screen video” presentation as they enter our Museum has served us well for a good many years. This system was very kindly put together by Martin Cleaver and was based on a DVD player providing a signal for the five monitors seen by our visitors – which were in fact ex-hotel bedroom television sets!

However, over the years things have moved on, and the overall quality of the presentation deteriorated to such an extent that we have very recently replaced the whole system by a fully solid-state one, with three modern flat-screen monitors. This new system was put together by Messrs BlackBox and was installed by expert volunteer Philip Walton (to whom, in turn, our thanks!). The result has proved well worthwhile, with a much clearer, steadier and brighter picture and excellent sound. The sequence is now started by a PIR detector, meaning that the screens are completely black until needed for use and that visitors are much more likely to see the whole of the presentation from the beginning.

The sound presentation in our Manchester, Sheffield & Lincolnshire Railway carriage also has just been upgraded. This was driven from a CD player located upstairs in our meeting room. In principle, “The Duke of Keighley” speaks from the First Class compartment; then Gray, the Butler, from the (former) Second Class compartment; and finally “Nellie the Chambermaid” from one of the Third Class compartments. Unfortunately the sequencing has not proved reliable over the years with the result that for some time past Nellie has been heard from the First Class compartment – definitely above her station! Messrs BlackBox has transferred the presentation on to a solid-state card and has provided all necessary for everything to be mounted within the MS&L carriage.

Philip installed all this very recently and we now have much better sound quality and correct sequencing. We trust that Nellie will reliably remain strictly in her *Third* Class compartment!

Replacing these outer panels with new was the obvious way forward.

Messrs Woolers had major problems finding the correct profile but eventually were successful in this. Once located, putting in the new outer panels was quite quick – and the result is well worthwhile and quite startling. We are certainly a greener organisation as natural light now replaces the fluorescents on all but the duller of days. All we have to do is ensure that the roof panels are cleaned annually to keep them that way!



Philip has the necessary equipment to put audio or video information on to the solid-state cards of the “video” presentation or of any of the “in carriage” sound presentations. This leaves the way open for anyone with sound and/or video recording equipment and some experience to rethink the “welcome” presentation or any of the individual sound presentations. This could then be considered for putting “on air” in the Museum.

If anyone would like to try this, please get in touch. A possible starting point could be the sound presentation previously on the footplate of the locomotive *Lord Mayor*. Here, “Nay, Lad!” and “...you don’t know what a mash can is!” haven’t been heard for some time. It’s for discussion whether we should reinstate this (using solid state equipment) or should use a “small steam locomotive” sound track in its place. Your comments, and your alternative suggestions, would be welcomed!

Retail Outlet

Lastly but by no means least in the list of these improvements comes our Retail Outlet or to use an old-fashioned name the **Shop**. The photo shows Keith Pitts in charge, also that it has evolved (very economically!) over many years and does indeed need a rethink and a complete refit. Plans are well advanced for this, the need for which was highlighted in the report from Graham Bancroft as part of the 'Sustainability Report' carried out by Richard Kilburn in 2007. Plans drawn up by Apple Consultancy are on the table and it looks as if things will happen around October time. The result will include all our various sales areas and a more workable welcome desk allowing plenty of space for customer and sales people alike.



Our shop will not however function unless we can rely on a steady flow of books, magazines, models etc for resale. John Stephenson continues to do an excellent job in obtaining railway hardware and lamps etc. – not an easy task. We also thank him and others for their work in helping to clean and restore items. John (together with Susan in the garden department) is one of those invaluable volunteers who will turn his hand to whatever needs doing from painting lamps to sorting magazines and books. Every member can be just as helpful in different ways even if miles away your word of mouth recommendation to your friends on our magazine availability and in keeping the books and railway magazines and other items coming in.

Paul Holroyd keeps a keen eye on incoming email orders and Bob Stott in the shop fields telephone orders, deals with “customer not present” credit

Carriages and the Workshop

Steady progress continues to be made with the **Bulleid**. However, we managed to miss our time slot for putting the second bogie back in position under the coach – we need shunting access to the main line for this task, meaning this just can't happen during the Summer “daily running” period, or during Civil week. Still it's not long until this will be a thing of the past for this year and we will be able to put this bogie back into position. Until then we can't get on with finish-painting the body – which will then become one of Chris Smith's priority jobs.

In the meantime, Robin Bannier has caught up with almost all of the remaining work on the interior, with a couple of “finishing off” oddments now with our Upholsterers, Messrs Pickerings of Bradford. Robin has also virtually

card sales and packs things as necessary. Our web site www.vintagecarriagestrust.org will give you all the details and lists special items in stock.

A recent phone call to the shop asked if we would look at certain pages in a magazine to see if they were relevant to a project the caller was carrying out. The result proved positive, and a transaction for £10 was carried out. This will pay for one more window strap or a piece of safety glass for a carriage print frame – every little helps.

Just at present we are a little short of stock. We would particularly welcome model railway equipment – so if you have any to give, or a larger quantity for us to purchase, or know anyone who has any model railway equipment for sale, please let us know. Donations of books are especially welcome and of course we can always make good use of all your no longer required “railway interest” magazines.

completed work on the roof, with the ventilators and the rain strips now in position: up there, the only outstanding items are putting canvas on to the water tank cover (and then painting it) and maybe a final coat of paint for the whole roof. Meantime, Ray Sowerby is progressing steadily but positively with the toilets.

This leaves 'only' the interior doors to finish and to re-hang, the inside faces of all six exterior doors to reassemble, together with their droplights – and the end diaphragms (the end bellows) to assemble and put back into position. As previously reported, the difficult part of these is dealt with, in that Messrs Pickerings have assembled the zigzag fabric material. So all we now have to do is to bolt on quite a lot of metal strips, straight and curved. We've the old strips

but many of these are now suitable only for use as patterns. If you enjoy jigsaw puzzles and can work with metal strips, maybe this is your opportunity to join us as part of the restoration team?!

Talking of the restoration team, we are delighted to welcome Ian Gibbs who has recently joined us and who has made his name by being very happy to clean up the axle boxes from the

Metropolitan Brake bogie. For those who have not experienced this task first hand: this is probably the filthiest job going of the many very dirty tasks associated with cleaning up a carriage bogie – congratulations to Ian for not only doing this but also enjoying what he's doing! Ian has also done other work to assist Chris Smith with the bogie, seen here upside down to assist painting and now ready to be turned right way up again for final re-assembly. (The buffers are those of the Met brake itself, safely supported whilst the bogie is out).

The leaf springs are now back from Sheffield, as are the coil springs from Wolverhampton. The two wheelsets should be back from Crewe by the time you read this, which will allow this final re-assembly to go ahead.

It's pleasing to note that completing this bogie will mean that every bogie in our Collection has now been fully renovated – this means all six from the three Metropolitan Railway carriages, plus two each from GNR 2856 and from the 'Bulleid'. It will be several decades before our successors have to tackle any significant bogie work!

As with any restoration project, there is further work that *could* be done on this carriage. This however can wait a little longer and the timescale of this will need to be integrated with the expected use of this carriage over the next year or two. Hopefully this will include a further visit to the National Railway Museum "Family Fun Days" this coming Spring *if* the NRM decides to repeat this (and *if* they would like our coaches!). Also there is a possibility of an interesting visit to London next year – which will be the Centenary year of this carriage.

Elsewhere, a very useful step forward is that all the glass in the "advertisement frames" within the compartments of all three Metropolitan carriages is now safety glass. There was quite a lot that wasn't (including thin picture glass) and with today's preoccupation with "Elfen Safety" we do need to upgrade ordinary glass to safety glass as and when we reasonably can.

We have now purchased and have at Ingrow sufficient moquette to attend to the **Great Northern six-wheeler**. This was as part of an order organised by the Hull & Barnsley Rolling Stock Group. With this carriage being so old – 121 years! – it isn't surprising that we cannot be certain of the pattern or even the colour of the



original fabric, but that which we now have looks the part and should be very satisfactory. It's far from certain just when we can put this moquette into place – for one thing, the compartments are completely empty and as yet we have no plans to construct the necessary seat frames etc. However we will do our best to get this carriage into the workshop as soon as we can. We will then start by attending to the roof and reinstating the ceiling. We have drawings showing the detail of this, which when completed will give a very useful point from which to continue towards this carriage's full restoration.

An interesting development is that Chris Smith in odd moments of his working time is currently overhauling a number of vacuum brake cylinders for the Embsay Railway. One of these is seen hanging to the left centre of the photograph above. This represents our first real "outside" contract, of which more are to come in the future. (A result of this work is Chris's liaison work in hiring a ballast wagon from Embsay for the Worth Valley's Civil Week – but that's another story!)

We have of course recently done work for the Worth Valley Railway with the first of the Railway's two "new" diesel multiple unit vehicles. Chris Smith's excellent work in painting this has led to a request for him to repaint one of railway's steam locomotives before it temporarily goes on loan to another Heritage Railway. If this work does take place, it will of necessity be in the Railway's locomotive sheds at Haworth. There's

also the second of the two DMU vehicles to fit in sometime...

There is still plenty to do with our own carriages, however. The Great Northern 6 wheeler has been mentioned. There's work to be done on the "**Chatham**" coach. We would also like to revisit our award-winning **Manchester, Sheffield & Lincolnshire Railway** carriage. Here, almost a quarter of a century since we completed its restoration, we would like to rethink the materials used in the interiors, where the authenticity really does not satisfy our present-day standards.

As always, all this is dependent on what can deal with our one employee Chris and our modest group of volunteers. Increasingly midweek is proving to be *the* time to work at Ingrow: so, if you would like to join our volunteer workers and can't get along at a weekend or in particular at a Working Weekend, please consider calling in

Membership matters

With sadness, we report the death of three long-standing and very supportive members:

Ian Wylie died at the end of July, aged 92.

Increasing age had not stopped his attendance, with help from his son, at the Worth Valley Trust's regular meetings where his acute insight into so many matters was invaluable. He retired as Chief Executive of Wakefield Council many years ago and then became a regular Stations volunteer on the Railway. He showed a great interest in our Trust's activities and regularly supported the VCT financially. A few years ago he donated much of his extensive model railway layout for sale via the Trust's shop.

Peter Hutchinson was another long-standing and supportive member who died very suddenly. He had been in one of his many useful volunteer posts on the Railway on the Saturday previous when he manned Haworth Shop. His quiet, helpful, unruffled manner and friendly greeting to all will be much missed around the Railway. Although not a working volunteer with VCT he was very active in his support and always when rostered as a booking clerk strongly promoted the Day Rover ticket, allowing as it does entry into our Museum and bringing us much-needed revenue. He will be very much missed as a fellow volunteer and friend.

We were recently advised of the death of **John Moore**, who again was a long-standing and supportive member of the Trust. In his Will he left just over £28,000 towards the work of the Trust: for which we are extremely grateful.

On a happier note, we give a warm welcome to the following new members:

Paul Brunt (Sheffield), Timothy Moore (Norwich), Ian Gibbs (Baildon), Jessica Thewlis (North

Yorkshire), Mr H Browell (Dewsbury), Mrs R McDonagh (West Yorkshire), Michael Halcrow (Keighley), Mr F P M Johnson (Ludlow), Neil Saxby (South Korea), Mrs A C White (Corbridge), Robert Pollard (Stockport), Mr R L Sprot (Ilkley), Sam Hird (Leyland), Mr C Eaton (Stockport), Mr R B Hall (Wakefield), Andy Stait (Ross-on-Wye).

We are pleased to welcome Alan Bentley as the new Museum Development Officer for this area. Alan is an old friend, having previously been the Director of the Brontë Parsonage Museum in Haworth; we look forward to a good supportive relationship in all museum matters.

Finally, we note with many thanks the kind donation from a lady living in Haworth of a Myford ML7 lathe, formerly the property of her late father. This lathe fills a very real gap in our workshop facilities and certainly will be put to very good use. It will be just the job for smaller turned items (for example, door hinge pins) and for screwcutting. The lathe is complete with a very wide range of tools and ancillary items. It is mounted on a lathe stand identical to the "official" ML7 stand, except that the late owner made an excellent job of constructing it in wood, rather than in steel! We will shortly place a commemorative plaque on either the lathe stand or on the lathe itself.

The Museum as we all know is open every day except Christmas Day and we do sincerely hope that this will continue. It may not be as well known that due to the dedication of volunteers the Trust is able to open for prior arranged group bookings in an evening. Also our upper room can be booked by outside bodies for small business meetings during our normal opening hours. (Pre-booking is essential for both of these). There is now a catering corner in the shop, which will be developed as part of the shop refit. This includes a hot drinks machine, a cold drinks cabinet, an ice cream freezer and a variety of confectionary.

A recent example of an evening group visit was Jim Pickles opening the Museum for a "Craven Old Wheels" gathering. This is a long-established car owners' club, now based locally in Steeton, near Keighley. They brought with them the "Girder Fork Club" (also based in Steeton), which specialises in classic motorcycles.

Jim continues to arrange the fascinating "Crank-Ups" in Ingrow Yard. The next one will be on Sunday 18th October (the day after our Annual Meeting).

AJECTA

Finally: our congratulations to our French twinned body AJECTA, celebrating its 40th anniversary this year. AJECTA is the “Association de Jeunes pour l’Entretien et la Conservation des Trains d’Autrefois”. It is now well known for its superb standard-gauge collection and facilities at the former SNCF roundhouse at Longueville, in the outer suburbs of Paris, and of course for its excellent mainline steam railtours.

The story was very different 40 years ago when as the “Association de Jeunes pour l’Exploitation de Chemin de fer Touristiques et d’Attraction” AJECTA made valiant efforts to secure the preservation of the metre-gauge line from Florac to Sainte Cécile d’Andorge, in the Massif Centrale of France.

Sadly this proved abortive, leaving the then 40 or so members with assorted narrow-gauge equipment but with no line and no project. They then found the then-derelict but complete

roundhouse at Longueville and abandoned all thoughts of the narrow gauge.

At Longueville over the years and under its new name AJECTA has gathered together an important collection of standard-gauge locomotives and carriages and has made a name for itself by its mainline steam tours.

Recently they repatriated Nord Compound 3.628 (SNCF 230 D 116) after some 38 years in England, firstly at Ashford and then on the Nene Valley Railway: work has started towards restoring this important locomotive to operating condition.

Today, the depot is regularly opened to the public, including for AJECTA’s “Fête de la Vapeur” on the weekend of September 19th and 20th. The next railtour is on Saturday 3rd October, from Paris Nord to the Château of Chantilly and the railway museum at Butry. VCT members qualify for the AJECTA members’ price: full details from AJECTA (contact details below).

Other Notices

Our twinned French body is AJECTA, the “Association de Jeunes pour l’Entretien et la Conservation des Trains d’Autrefois”. Opening times for their depot at Longueville and railtour information is on their website www.ajecta.org. Longueville is close to Provins, at the outer extremity of the Paris suburban rail network.

Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail contact@ajecta.org. Tel: (00 33) 1 64 08 60 62, or try the Provins Tourist Office on (00 33) 1 64 60 26 26.

VCT Working Weekends take place on the *second full* weekend of each month. (Normally there’s more happening on Saturday rather than the Sunday.)

Working Evenings take place on the first and third Wednesday of each month. If you are able to join us to work at other times including midweek (any day, but Tuesdays for preference) please ring – normally we can find something you might like to tackle!

Every Saturday and Sunday we need volunteers to look after our sales counter, and our visitors.

If you can help even if it is only occasionally do get in touch: please ring 01535 680425 or email us on admin@vintagecarriagestrust.org

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!

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.

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 – please contact our Membership Secretary, Jeanette Achilles, for the necessary form.

Giving through your Self-Assessment Income Tax Return. If you pay Income Tax through the Individual Self Assessment scheme, you may 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.

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: railway magazines, books and especially model railway equipment for selling through our shop and the website.

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