



Vintage Carriages Trust

Members' Newsletter: September 2010

Our Annual Meeting – and *Bellerophon*

You will find the official "Notice of Annual General Meeting" as an insert within this *Newsletter*. This year's meeting will be held at our Museum at 2 pm on Saturday 16th October. This year the Committee has decided that the pre-meeting pub lunch of the last few years has run its course and for a change invites all Members to a free pre-meeting light lunch at 12.15 for 12.30 pm at the Museum. This will probably be soup and rolls plus a sweet course. If you are planning to be present and would like to take advantage of this light lunch please let us know, so that we know how many we need to cater for. Contact details for this, and for nominations for the various Committee places also for apologies for absence, are on the enclosed Notice of Meeting. Please ensure you have contacted us by Saturday 9th October 2010 at the very latest.



All being well, those able to attend our Annual Meeting will be rewarded with the sight of our old friend *Bellerophon* in Ingrow Yard. Lee Robbins' photo (above) shows *Bellerophon* in recent action some 270 miles from Ingrow (can you identify where this is?): hopefully this scene will be replicated at Ingrow on 16th October, though possibly without the DMU! Subject to final confirmation, *Bellerophon* will return from the Foxfield Railway to the Worth Valley for the Railway's Gala the over the three days of the previous weekend: that is, Friday to Sunday 8th, 9th and 10th October. Members taking advantage of the pre-AGM lunch will be able to take time to view the Museum, chat with the Trustees and Committee Members, and view restoration progress in the Workshop. If all goes well *Bellerophon* may be in steam in Ingrow Yard.

The Annual Meeting will as usual be held in the upper room at the Museum, starting at 2.15 pm. We are sure that our Chairman Trevor England will not

let us down in finding some reason to celebrate and will donate a suitably-decorated cake. The ladies in the local Bakers' shop are fascinated by the unusual decorations which appear on our cakes – railway carriages, locomotives, or even of our shop interior. As one said after viewing the shop interior on the top of the last cake: "it makes a change from hearts and flowers!"

Our Annual Meeting is held on the same day as that of the Worth Valley Railway. This is in the evening, thus making it possible for those who come some distance to stay over the weekend and conveniently attend both. (Also, the Aire Valley Vintage Machinery Club (AVVMC) will be holding one of their now famous "Crank-Ups" in Ingrow Yard on the Sunday of the AGM weekend.) There may also be brake-van rides behind *Bellerophon* but at this stage it is difficult to be specific. For updated information please refer to www.vintagecarriagestrust.org and/or the Worth Valley Railway's website www.kwvr.co.uk or ring us or the Railway before setting off.

Recent events, and plans for the future

The summer months have proved to be extremely busy ones for the Trust on all fronts.

A highlight was the Chairman's Day on 19th June. There has been progress on the Bulleid coach, and a burst of activity on the South East & Chatham Railway coach centred around its exterior wood panelling, its glass and of course its livery.

The nine-compartment Metropolitan coach has joined with the Lancashire & Yorkshire Railway Trust's two operational Lancashire & Yorkshire

coaches to represent the Trust on a string of Vintage Trains on summer Sundays. These trains have been very popular with visitors of all ages.

The locomotives *Bellerophon* and *Sir Berkeley* each have news of recent triumphs and future plans. There has also been some stirring on the *Lord Mayor* front. Our Shop and welcome area, having dominated the last two *Newsletters*, continues to add to its efficiency and facilities with two new acquisitions.

Chairman's Day

The Chairman's Day was blessed with the good weather which VCT events seem to attract. Chairman Trevor was in fine form and welcomed as our chief guest Clare Morrow, Chairman of the Board of 'Welcome to Yorkshire' – the former Yorkshire Tourist Board. Clare has been the Chairman since 2008. She is the former Controller of News and Regional Programmes at ITV Yorkshire and has spent much of her working life in television and radio for both ITV and BBC. We were pleased to welcome also among the guests Anthony Coulls from the National Railway Museum and Tim Shields from the London Transport Museum, plus many Members. In his introductory remarks Trevor reflected on the fact that when we opened the Museum twenty years ago our 'welcome' facility was a small narrow second hand glass office. The next phase, the sideways extension in 1996, gave the Trust a dedicated welcome and sales area. However the furnishings were a hotchpotch of fixtures and fittings. A recent and much appreciated legacy from one of our Members enabled the Trust to improve the 'front of house', in line with the recommendations made in the Sustainability Report of 2007.

The afternoon's programme allowed Members and invited guests to enjoy refreshments, view the Museum and restoration work in progress and discuss VCT matters with the Chairman, Trustees and Committee Members. Clare Morrow (to the right, in Paul Holroyd's photo) formally opened our new welcome cum sales area following its major refurbishment as reported in the last *Newsletter*. She carried out the official re-opening by unveiling a special plaque commemorating this further step in the Trust's development and (of course!) cutting a cake decorated with a photo of the new shop.



During the day Members and guests gathered in various parts of the Museum to hear four different brief presentations by VCT Trustees.

The first talk took place around the locomotive *Lord Mayor*. **Ian Smith** asked the group to consider the achievements of our little static locomotive. He dwelt on the achievements of this loco and thousands like her. He pointed to the KWVR's adjacent main line and commented that engines such as *Lord Mayor* were used to facilitate building the vast majority of railways in this Country. They also helped in building housing estates, reservoirs and many other big contracts which today would be undertaken by JCBs and other heavy road plant. Engines of this type were used for all sorts of shunting exercises covering a wide variety of products, including even the shunting of chocolate

bars at one well know manufacturers. This piece of information was warmly received by all the children in the audience!

Next, Vice Chairman **Mike Holmes** addressed the group, now gathered in the Workshop. He drew attention to the two carriages in the process of restoration. He explained that much research was undertaken before and during the restoration procedures. Our library at the Museum is a valuable source of information and the resources of the National Railway Museum can be drawn upon, along with the knowledge of VCT Members and others. Often as the coach itself is stripped and rebuilt it will show small clues, of use in deciding what is the correct fabric or design etc. It is a little like an archaeological dig.

Our Curatorial Adviser **Richard Gibbon OBE** also used the workshop as his base as he spoke warmly of the great strength of the skilled workforce of the Trust. He felt that this number of willing and able volunteers placed the organisation in a unique position as we enter this period of huge cutbacks and rationalisation. He said he was proud to be part of such a special and effective organisation.

Trustee **Chris Smyth**, resplendent in battered straw trilby and ex-hospital walking stick which he used for physical and narrative support, made the final presentation. He explained that his recent road traffic accident had forcibly drawn his attention to his own mortality. Most important is an up to date Will. If circumstances permit then Charities like VCT are always grateful for, for example, a modest

percentage of the estate. For those wealthy enough to need to consider Inheritance Tax there are tax advantages too. If your estate includes specialist material it is a good idea to ensure that it is handled by someone who understands the field.

VCT understands Railways, so if you leave the Trust your railwayana you can be sure we will put it to good use. Items for the VCT collection are more of a problem as we are constrained by a Collecting Policy and the available space. So special treasures should be discussed with us now rather than leaving your Executor to sort out the problem. Chris concluded by mentioning "Giving with a Warm Hand". If you can assist a project to completion why not do so now, then you can be among those who enjoy the finished product – now there is a thought ...!

Our Bahamas Locomotive Society (BLS) friends from the other end of the yard joined us for the buffet lunch, having concluded their own Annual Meeting. Simon Bryant of the BLS unexpectedly brought his family along as it was a special occasion for him, having that day stood down after 36 years as Chairman of BLS. He will be remaining on the BLS Committee. The day ended memorably as BLS's locomotive *Nunlow* drew out all three Metropolitan Railway coaches from our Museum and the whole set off for two round trips on the Worth Valley as a fully 'Ingrow Railway Centre' train.

Other recent visitors to the Museum who did not quite make the Chairman's Day included Steve Davies, the new Head of the National Railway Museum. Also, and from a little further afield, Jenni Edmonds and her partner Mark. Jenni is based at the Powerhouse Museum in Sydney, Australia but is currently working at the New South Wales Government Railway Museum at Thirlmere, Australia.

Museum matters

The special exhibition mounted in our Museum to commemorate 40 years since the filming of *The Railway Children* is now coming to an end. The exhibition of memorabilia which Christine Cashman and Jim Shipley mounted is now being replaced with a special exhibition commemorating *Bellerophon's* return to working order 25 years ago.

The *Railway Children* legacy to the Worth Valley Railway is ongoing and includes plans for a special *Railway Children* event on the Worth Valley Railway on the May Day weekend of next year. Meanwhile, the 'Old Gentleman's Coach' (the privately-owned North Eastern Railway Saloon) is down in London

starting in the *Railway Children* play being presented in the former Eurostar Terminal at Waterloo Station. Our exhibition was well received and the children much enjoyed colouring and drawing pages of *Railway Children* scenes. Mike Halcrow provided a further idea by providing paper and crayons to make brass rubbings of *Lord Mayor's* maker's plate. This is popular with all ages and we have caught quite a few grey heads bent over their task. The colouring and drawing table will be kept in place with plenty of locomotive and carriage pictures and books on railways for those young or old who wish to linger here.

Carriages and the Workshop

Bulleid-designed Third Open No. S1469

After all the years of work on this coach, the end really does seem to be in sight! Between them, Robin Bannier and Chris Smith have now brought us to the position where there's not a lot yet to be done.

Robin has caught up with a great number of the miscellaneous outstanding items – notably, putting the toilet roof vents in position (having constructed them from scratch, plus a number for the Bluebell Railway), final completion of the upholstery, and dealing with the "fiddly bits" of the lino around the floor mats in all three vestibules. Chris Smith now has the external paintwork to a stage where the first of the topcoats could be applied – but this won't happen until all the external items are either in position or are ready to be put into position. The main problem here is to locate the external grab

(commode) handles, one for each of the six doors. It's possible these were removed many years ago when the carriage was still at Oxenhope and are still there: a search is yet to be organised. A few other items are currently missing, for example one of the brackets holding the end, curved, sliding door on to its suspension track and a cover plate for the track of one of the internal doors. Finding, or replacing, these missing items could prove to be a longwinded and tedious process – which is a pity, as otherwise there's not a lot to be done. Completion in time for the Railway's Autumn Gala weekend this year has been mentioned but sadly is not realistic.

Completion in time for the Spring Gala next year has to be the target, but is very much dependent on finding the missing bits!



Matching liveries, different eras: left, the "Matchboard" Brake Third: right, the Bulleid

Southern Railway "Matchboard" Brake Third No. 3554

Our Midland Railway coach has spent the Summer on display behind *Lord Mayor* at the front of the Museum for our *Railway Children* exhibition. A consequence of this was that our Southern Railway built South Eastern & Chatham Railway designed "Matchboard" coach has been in the Workshop since Easter. Once here, the opportunity was taken to do quite a lot of work on the exterior of the coach. This has involved the panelling, the glass, and a repaint. We replaced much of the panelling above the waist line, of which the majority was plywood, used over the years under various ownerships to replace the original teak. At the same time we are replacing all the glass with safety glass – a substantial task in its own right! – and are repainting the coach, this time into the authentic maroon and cream livery as carried in its early British Railways days. We must congratulate Stuart Mellin not only on the quality of his work, which as always is excellent, but also for his enthusiasm in tackling what has turned out to be a quite big job. As an example of this: we are replacing the very heavy and completely non-authentic gutters fitted some years ago with a more correct facing strip, very similar to that carried by our (somewhat later, but same family!) Bulleid coach. We are also reinstating the rain strips on the roof – again, using section very similar to that carried by the Bulleid. Just these two

rain strips and one gutter each side gives a total of just on 120 yards of timber for Stuart to machine to the correct profiles! Then there's the screw holes to drill and countersink, at 8 inch or so centres. We will leave the arithmetic to you: but that's an awful lot of holes (and screws) to deal with! Chris Smith will tell a similar story with painting the vehicle. One coat aluminium primer where necessary: "several" coats of standard primer (Neal Cox has become quite a specialist here): two undercoats: at least two top coats: then one coat of varnish. This on a coach whose overall length is 65 feet 3 inches. It's no wonder that the talk in the Workshop is for the next project to be a nice simple, short, four-wheeled vehicle: preferably a box car or similar, and ideally of let's say 2 foot gauge.

Completion date for this vehicle could be a few months yet and will probably be determined by the time taken to attend to two items. Firstly, one set of bogie springs had reached the "tired" stage. They are now somewhere in Sheffield being re-tempered and rebuilt as is necessary. This could be a fairly longwinded business. Secondly, one buffer shank is somewhat worn and needs building up, possibly by welding or by metal spraying. This has yet to be arranged – if anyone has suitable contacts for this work to be done, please let us know.

When space does become available, hopefully **Great Northern bogie coach No. 2856** can be brought into the Workshop for what should be only a few weeks. As previously mentioned, there is a need to run out one bogie to check the alignment of the bolster beam and to rectify as necessary.

As mentioned above, as soon as a suitable slot can be found **Lord Mayor** will come into the Workshop for an assessment as to what work could or should be done to bring this locomotive back to working order. After that, the choice will be to bring into the Workshop either the two six wheelers (Great Northern and Midland) or the Metropolitan Brake coach. There is a possibility of one or more of our Metropolitan coaches helping celebrate the 150th Anniversary of the opening of the Metropolitan Railway – the world's first underground railway. If the Met. Brake is to be involved, an essential preliminary is to check and rectify as necessary aspects of the underframe (which considerably predates the 1910 build of this carriage as such). This may lead to work progressing on this vehicle rather than the two six-wheelers. The answer may of course be to put all three into the Workshop once both the Bulleid and the Chatham are finished: but who then does what work on which remains a good question!

Working in the Workshop

Sadly, "Working Weekends" over many months past have not proved fully successful. We've tried reducing the weekend to a "Working Saturday" but unfortunately this too has not worked. Anyone wishing to work as a Volunteer on our carriages does of course remain extremely welcome, but if you can come only at a weekend would you please first e-mail or telephone the museum to check in advance that someone will be present to welcome you. Meantime, the seven or eight or so weekday regular Workshop volunteers would be very pleased to welcome you if you can join them midweek (any day: ideally but not essentially Tuesdays, and preferably not Friday afternoons). If it's convenient please ring or e-mail first – otherwise just turn up!

Membership Matters

Our Membership Secretary, Jeanette Achilles, writes:

"The Chairman's Day and the Vintage train days on Summer Sundays have provided opportunities for our Members to meet workshop staff, Committee Members and volunteers both at the Museum and on the move as the nine-Compartment Metropolitan coach No. 465 worked with two L & Y coaches and L & Y locomotive 957. Five new Members joined us as a result of what they saw and heard on Chairman's Day and we are pleased so many Members enjoyed their time with us. The Vintage Train Sundays have also become a meeting place for some of our Members and a chance for some of the Trust's new volunteers to accompany coach No. 465 on its regular Sunday appearances.

(Our thanks to all who have helped by travelling on the Vintage Trains leafleting the Met coach with information about the Trust and a Membership form. Hopefully some interest will arise out of these efforts.)

We are pleased to welcome the following new Members: S R Jenkinson (Worcestershire), Neal Cox (Keighley), Gina Howard (Leeds), Brian Egan (Hull), John Readle (Hebden Bridge), Nick Metcalfe

(Cheshire), Roy Teague (Rochdale), James Bending (Goole): and welcome back John Taylor (Hebden Bridge). Neal Cox has joined us as a regular workshop volunteer and Nick Metcalfe is doing sterling work in connection with the sale of donated slides and photographs. Thanks to you both.

Becoming a VCT Member can of course have its dangerous moments, as Fraser Croft found out when on his 18th birthday after manning the shop all day he was presented with his sweet course at a local restaurant to find sparklers in his ice cream and a rousing rendering of 'Happy Birthday to You' – talk about a red face!

Vic Smallwood: We are sorry to learn of the sudden death of Vic Smallwood, nephew of the late Vernon Smallwood, who did so much to bring the locomotive *Bellerophon* back to life. Vic continued in his uncle's footsteps in his support of the Trust and particularly *Bellerophon*. The "Joke Book" which sold very well was one of his very successful fund raising ideas. Our condolences to Vic's wife Gillian and young son David, both of whom continue as Members of the Trust."

Donations received

A surprise donation of £250 arrived quite recently from Member Bob Chandler. As a Committee Member of The Railway Club which has sadly been dissolved he and the other Committee Members were each handed £250 from the residual Club funds for them to pass to a railway-associated Charity. Mr Chandler chose the VCT, for which we thank him very much. It is envisaged that a special item or a part for our restoration work will be bought with this money and labelled at Mr Chandler's request: "In commemoration of The Railway Club 1899-2008: the World's First Railway Enthusiasts' Society."

Wikipedia tells us: "The Railway Club is the oldest society for railway enthusiasts in the world. It was founded in 1899. The club provides regular meetings of general railway interest. There is a clubroom and library located in London." However Wikipedia does not report the demise of the Club, a sad event in the history of railway enthusiasm.



Among other donations recently received is an intact and named station lantern from Arthington, near Otley, North Yorkshire. John Stephenson (seen with the lantern in the photo, left) has mounted this on a bracket near the signal box name board "ARTHINGTON". This lantern entered preservation when Arthington Station was closed in 1965.

Another item recently received is a wooden sign "CAUTION TRAMWAY CROSSING" (right) which was owned by late VCT Member Mr Alan Blower and donated to us by his widow. We would much like to trace the location of this sign when in use. Alan Blower could have owned the board for many years. Mrs Blower also donated a Great Northern Railway "Beware of the Trains" cast iron sign and other items.



Our Locomotives

***Sir Berkeley* at the Great Central Railway**

Ian Smith, always one to seek out our locomotives in steam, followed *Sir Berkeley* to see him in action on his old home ground in a visit in May to the Great Central Railway at Loughborough in Leicestershire. The locomotive took part in that Railway's "Golden Oldies" gala. This event featured *Rocket*, *Planet*, Furness No. 20, Beattie Well Tank No. 30585, GCR 04 No. 63601 and the N2 No. 1744 all working trains over sections of the line. *Sir Berkeley* was a late addition and on the first weekend worked a few wagons around Loughborough Central and on the second weekend worked passenger trains with Furness No. 20. Ian, accompanied by Trevor England and Chris Smyth, travelled to Loughborough on 28th May to see what was afoot. He reports that: "Amusingly, the weather was somewhat damp.

***Bellerophon* at the West Somerset Railway**

Yes, you read aright – the country's longest preserved railway wanted our veteran well tank for use as a shunting loco at their "Thomas" event on 3rd & 4th July! Well, this was not to be missed, so a quick call to Mark Tweedy at Foxfield Railway (who does an excellent job of looking after the locomotive) to make arrangements and off she went. This was a fairly easy job for the old loco – drop off at Minehead, do the two days, then back on the low loader to Foxfield. Well, actually, it didn't quite happen like that as it turned out the low loader wasn't allowed on the main Minehead road due to clearance issues, so the engine had to go to Bishops Lydeard – 21 miles away! Careful planning, oiling

...and *Bellerophon* at Ecclesbourne Valley

Bellerophon again – this time at Wirksworth, on the Ecclesbourne Valley Railway. Not content with just one outing in the year *Bellerophon* set off again for two weekends of steaming in late July and early August at Wirksworth on the Ecclesbourne Valley Railway in Derbyshire, where it was the special guest star. These weekends were the very first steam-operated trains on the line. *Bellerophon* topped and tailed with *Ferrybridge No. 3*, their resident Andrew Barclay 0-4-OST, which had recently been restored to full working order. Foxfield Railway Members on behalf of VCT & Ecclesbourne Valley operated *Bellerophon* which was a perfect ambassador for VCT! Chairman Trevor gave the EVR the rare honour of a visit not just of himself but also his mother and sister. Jackie & Michael Cope and Chris Smyth also joined in on what was a very pleasant and very busy day on the Railway. *Bellerophon* hauled trains from Wirksworth the three and half miles to Idridgehay. The two-car train included 1959-built LMS-designed

Looking to the future, Trevor (always the fount of knowledge on our Collection) tells us that *Bellerophon* first entered passenger service in preservation on the 5th October 1985, which is 25 years ago. He rightly sees this as a special event and has worked towards ensuring that the locomotive is back on Worth Valley Railway metals for the Railway's three-day Autumn Gala, from Friday 8th to Sunday 10th October. We do hope this does take place – but please ring us or the Railway before travelling any distance.

Sir Berkeley's cab does not allow for shelter from that kind of weather and the crew of the day decided to park the loco under a road bridge to keep dry! Obviously not as hardy as the souls who drove the engine whilst building the Great Central Railway in days of yore!

The loco was in superb external condition, a credit both to the G.C. cleaners and of course our partners at Middleton, who do keep the engine in immaculate condition. *Sir Berkeley* gained considerable attention and comment during the whole event. The result of the visit was an invitation for *Sir Berkeley* to attend future events and the possibility of *Bellerophon* visiting the Great Central Railway for another "Golden Oldies" event next year. Watch this space!"

and a 15 mph speed limit ensured that *Bellerophon* steamed all the way to Minehead and back. Lee Robbins' photo on page 1 shows *Bellerophon* at Blue Anchor on the outward journey.

According to Mark, *Bellerophon* ended up pulling *Thomas* into Bishops Lydeard when that loco ran out of steam! Trust *Bellerophon* to up-stage the star of the show!

During the event, *Bellerophon* shunted wagons around Minehead station and on the Saturday evening got to stretch her legs out as far as Blue Anchor on the Railway's fish & chip "staff special". Again, the old engine has made friends and acted in great style as an ambassador for the VCT!

Inspection Saloon No. 999504. This train was very popular and certainly several journeys were packed to capacity with *Bellerophon* coming in for a lot of attention from young and old. *Ferrybridge No.3* meanwhile hauled a DMU up the half-mile 1 in 27 incline to the stone quarries (no longer working) at Ravenstor. Finally the day was rounded off by a trip up the incline by the single unit railcar *Iris*. This railcar was at one time a mobile test unit at the Derby Research Centre. It was restored on the Midland Railway at Butterley and for the last two years has worked at Ecclesbourne. A very pleasant day in which we are pleased to say our locomotive behaved very well. *Bellerophon* also saw mid-week use for a photo charter. We are sure this will not be the last time *Bellerophon* or one of our other locos visits this very pleasant Railway.

Our locomotive behaved well – more that we can say for Trevor's car, which had to have the tender touch of an AA man before it would leave the site!

Lord Mayor

Your Committee is considering carrying out a survey of the locomotive to assess what would be required to return this locomotive to working order. As usual, the immediate problem is that of space. This assessment work needs to take place in the workshop where all necessary facilities are at hand and where visitors are not under one's feet.

However, finding a slot in the programme of work is not easy. Depending on the way the survey goes serious thought must be given as to what the locomotive could do, in particular in the context of the Worth Valley Railway. Members' views on the subject are invited.

Sales News

Keith Pitts has developed into the post of Welcome and Sales person – setting out the sales area, encouraging visitors to 'Gift Aid' their admission, answering the vast range of queries internally and on the telephone. Mike Halcrow kindly volunteers on Tuesdays to give Keith a rest day. We thank Mike for doing this and hope he enjoys his day as well as his many voluntary turns at the weekend.

Keith has a particular passion for framing and displaying railway prints, paintings and photos which come in to the Trust as donations. Judging by the number of these he sells our customers also find them attractive. One is much more likely to buy a framed picture which does not require any further effort before putting it up on the wall. Overall, our Sales activities continue to be very successful. Thanks are due to all the volunteers who help towards this. We will mention in particular Jack Procter and Paul Holroyd in their efforts in the Magazine Room and with postal sales.

Two significant changes have taken, or are about to be taking, place in the sales area. The one already in place is the new 'Flavia' coffee/tea machine. Unlike the previous machine which was owned and managed externally, we own this one outright and therefore receive all the money from the machine. It is reported to produce a first class cup of coffee whether plain, latte, or mocha and others, and none other authority than food and drink connoisseur Ian Smith recommends the Earl Grey tea. The fact that he puts milk in it worries us a little but others with more refined palates also recommend the range dispensed.

The other soon to be installed improvement is a new till: or, to be more accurate, a "Retail Management System". This is an electronic point of sale (EPOS) system which provides so much more than our present conventional but elderly electromechanical till. The new integrated system will allow admissions, Gift Aid donations and the retail operation to be dealt with much more efficiently. At the same time information is produced which will be invaluable for marketing purposes. It is said by other railway preservation groups already using the system that it is "fantastic". Look out in our next *Newsletter* for tales of success (we hope!).

In the photo, Owen Gleadall of Messrs Merlin Software (left) demonstrates the EPOS system to (left to right) Paul Holroyd, Trevor England, Keith Pitts, Philip Walton and Mike Halcrow.



VCT jumpers and ties

Dave Carr reminds us are still available to order. If you are interested in knowing more please ring Dave on 01759 304176 or e-mail him on d.carr388@btinternet.com (note this is a new e-mail address).

Carriage Convention: back to Embsay after 10 years

Ten years after the first Carriage and Wagon Convention, the eleventh returns to Embsay and Bolton Abbey Steam Railway on 25th and 26th September 2010. There will be practical demonstrations of skills, inspections and 'hazards' as well as the usual networking, sales and swaps. Whether you are an aspiring restorer, volunteer or vehicle owner, you are welcome to attend and are bound to come away with useful new ideas or contacts. Stately Trains pre-grouping Directors' saloons and six wheel carriages will be used on trains and Pullman *Balmoral* and other part restored carriages and wagons will be on view.

On Saturday evening there will be a barbeque for networking and general fun. Prices are £10 per day plus £10 for the barbeque and include all train travel on the E&BASR, coffee, teas and lunch. For bookings contact Stephen Middleton, Rose Lea House, 23 Brunswick Drive, Harrogate, HG1 2QW tel. 01423 561965 middletonmarketing@btconnect.com

AJECTA

Our twinned French body is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". AJECTA's next major event takes place at their Depot at Longueville (at the Eastern extremity of the Paris suburban rail network, close to Provins) on Saturday and Sunday 18th and 19th September. This is their annual early-Autumn Steam Fête, coinciding with the French National Heritage Days – lots of activities at the Longueville Depot, also on the Sunday steam shuttle trips on the main line to Provins. For further information see the AJECTA website at www.ajecta.org

In September of next year AJECTA celebrates both the Centenary of the Longueville Depot and its own 40th Anniversary. Ambitious plans to commemorate these two events include hosting at Longueville as many mainline preserved steam locomotives as is possible. The intention is to facilitate this by a 1,030 kilometre railtour taking place from 12th to 15th September 2011, travelling from Toulouse to Longueville via Clermont-Ferrand, Montluçon, Orleans and Paris. The five locomotives (141 R 1126, 141 R 420, 141 TD 740, 141 R 840 and 231 K 8) will join the train "like a snowball" over this journey. 16th and 17th September 2011 are the French National Heritage Days and AJECTA will celebrate at the Longueville Depot with all these locos present and with their own 2-8-2T locomotive No. 141 TB 407. for further information about all or part of these celebrations please e-mail www.centenaire@ajecta.fr or write to: AJECTA-"CENTENAIRE", 3 rue Louis Platriez, F-77650 LONGUEVILLE, France.

Dates for your Diary

10th, 11th and 12th September: *Sir Berkeley* will be in steam as a guest locomotive at the **Tanfield Railway Gala**. There will be an evening photo shoot on Friday 10th and the locomotive will work with different carriage formation on the rest of the weekend.

8th, 9th and 10th October: Worth Valley Railway Autumn Steam Gala. All being well *Bellerophon* will be visiting and in use, probably on an Ingrow/Keighley shuttle service.

16th October: Vintage Carriages Trust's Annual Meeting, 2.15 pm in our Museum, preceded (as mentioned above) by a light lunch. *Bellerophon* may be in steam, possibly offering brakevan rides. Note that the Railway's Annual Meeting will take place later that day.

As always, please contact the Trust or the Railway involved before travelling any distance – our locomotives are *very* elderly!

Other Notices

Our twinned French body is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". Information about their Autumn Steam Gala and their major "Centenary" event next year appears above. Otherwise, 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, to the East. 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.

Every Saturday and Sunday (and sometimes also during the week, to help cover for holiday absences etc) 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, either by speaking with Ian Smith or by ringing the Museum on 01535 680425 or by e-mailing us on admin@vintagecarriagetrust.org

Gift Aid. If you haven't 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 Membership Secretary Jeanette Achilles for the necessary form.

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.

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

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