

# Vintage Carriages Trust

## Members' Newsletter: April 2011

### VCT Chairman's Day 2011: Saturday 9<sup>th</sup> July

Following on from last year's Chairman's Day which was a one-off special, this year our Chairman, Trevor England, has arranged a slightly lower key event, but again definitely a first. He hopes this will provide an interesting event and give you a chance to experience the quality of work carried out by the Trust in the restoration of our two 'Southern' coaches. These are of course South Eastern & Chatham Railway designed (but Southern Railway built) 'Matchboard' Corridor Brake Third No. 3554 of 1924 and Bulleid Third Open No. 1469 – designed in Southern Railway days but built by the then very new British Railways in 1950. With the much-appreciated support of the Worth Valley Railway, we will be able to travel on these two carriages on their re-launch this day. If you can come – please do so!

The programme for the day is:

10 am: the Museum will be open for Members and invited guests to look around and meet and greet each other and Members of the VCT Committee.

11.30 am: *Light refreshments*\*\* (tea/coffee/biscuits) will be available followed by the VCT's traditional cake cutting ceremony and a short presentation to formally launch the Bulleid and Chatham carriages back into service, restored and in their new livery.

12.30 pm: Members and invited guests will make their way to Ingrow West Station to board our special train. We are not sure of the locomotive as yet but the stock will be made up of the Bulleid and the Chatham coaches, forming a VCT Southern rake on this special VCT outing.

\*\* Please note that only light mid-morning refreshments will be served this year. Those travelling on the train can of course make use of the buffet facilities at Oxenhope and Keighley as the train is running round. The Special will be running in the relief path on what is a Worth Valley Railway 'Green Timetable' day. If you are intending to come to the Chairman's Day and would like to travel on this Special it would be very helpful if you would please contact VCT Secretary Dave Carr, telephone 01759 304176 or e mail: [d.carr388@btinternet.com](mailto:d.carr388@btinternet.com) Alternatively, please write to VCT, c/o The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ, marking the envelope 'Chairman's Day'.

### Great News

The Trust was delighted to hear that our Treasurer Jackie and Trustee Michael Cope have been jointly presented by the Heritage Railway Association (HRA) with the HRA "Outstanding Contribution to Railway Preservation" Award, marking their major contribution to the heritage sector. Nobody was more surprised than Michael and Jackie when the announcement was made at the Association's annual dinner in February at the 'STEAM' Museum at Swindon. This is the first time that this occasional award has been presented to a couple. We here at VCT are well aware of the great debt the Trust owes to Jackie and Michael in their part in developing the Trust and the Ingrow Museum during the last twenty plus years. However, amazing as it may seem they do fit other railway activities into their busy lives and it was for these as well as VCT that they were honoured. Michael has been very much the long-term driving force in the creation and ongoing maintenance of the Carriage Survey database, being part of the on-line



Railway Heritage Register. (Those of you who have not come across this Register should look for the link on the VCT website). Jackie's work was recognised in giving initial advice on lottery grant aid to HRA member organisations and creating support letters for those seeking grants. Jointly Jackie and Michael were for many years editors of the HRA *Journal*.

The award, a rather large oval metal plaque, was presented to them by Lord Faulkner of Worcester, newly elected as President of the HRA following the retirement of Dame Margaret Weston after many very busy years in this post.

(The photo is by Trevor England, using Ian Smith's camera – Ian was otherwise occupied at the time).

Jackie and Michael write: *"We are very grateful to the HRA for this honour. Nobody was more surprised than we were when the MC of the evening (none other than our old friend Ian Smith) announced the Award as being, for the first time, awarded to a couple and described what could only be the two of us and we are very amazed and humbled at the award. Our only problem now is that the very large (and heavy) plaque is residing in a friend's house in Godalming, he being the only person present with a car, which enabled him to take it home for delivery to Yorkshire when he travels north in May. CrossCountry trains on a Sunday afternoon from Cheltenham Spa to Leeds do not leave much room among the mass of passengers for two old timers carrying a large heavy metal plaque!!"*

## Subscriptions

Jeanette Achilles, our Membership Secretary, reminds us in her report of "a long and challenging winter. We are looking forward to the Spring and a busy season of events and plans for the Trust involving the Museum, the carriages and our locomotives *Sir Berkeley*, *Bellerophon* and *Lord Mayor*. We do thank all those who have renewed their Membership for 2011 and for the many letters, comments and queries and good wishes by post, e-mail, and visits to the Museum. We always look forward to your correspondence, sharing information, observations or research and often giving us pause for thought". However, Jeanette also encloses a reminder to those who may have forgotten to renew their 2011 subscription. The subscription fee (held at £8) is still value for money, giving you three Newsletters per year, half fare on the Worth Valley Railway (excluding special events), an interesting 'Chairman's Day' in the summer and special

concessions at many of the locations where our Collection is visiting. So make Jeanette's day and ensure that you are up to date with your subscription.

We welcome three new Members: Mark Neale (Bradford), Mrs Katharine Carleton (Brighouse) and Guy Harding (Warwickshire). Welcome back to Paul Rigg (Hebden Bridge).

We also thank all those who donate books, videos, magazines and other items for sale. One southern-based member manages to do this via his sister-in-law without leaving home!

Others arrive as did Michael Massey (his name is on the "new Members" list of the last *Newsletter*) and start to put their own stamp on some part of the Trust's activities. Michael is doing this in several ways. This includes a working model of Ingrow Yard, expected to appear in one of the display cases in our Museum within the next fortnight or so. It also includes new "Look and Find" sheets for our junior visitors and a series of information sheets to be used around the Museum – a sample one is shown here to the left. We are very pleased that Michael is able to help us in these several ways and look forward to his work with us continuing in the future.

This is of course the cue to say to everyone that if they would like to help the Trust in any way please do not be hesitant – come and speak with us about whatever you would like to do!

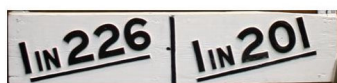
### Vintage Carriages Trust Museum of Rail Travel

#### OTHER NUMBER PLATES

Railways have always used number plates for a variety of purposes. In the Museum you can see many different types.



Every bridge on the railway network is identified by a number which is indicated on a plate affixed to the bridge. Sometimes the plate bears the initials of the railway company, in this case the Great Northern Railway.



Alongside all railway routes you will find signs showing how the steepness of the line gradient changes at that point. Different railway companies used different designs, as in the two examples above.

## Locomotive news

Ian Smith is closely in touch with this year's plans for our two working steam locomotives – *Bellerophon*, looked after by the Foxfield Railway in Staffordshire, and *Sir Berkeley* living no great distance away at the Middleton Railway in Leeds. He writes:

***Bellerophon*** should be at Ludborough on the Lincolnshire Wolds Railway in time to take part in their Easter events. All being mechanically well he will continue working there, operating a number of special services for them, until nearly the end of May. He then travels to the Great Central Railway for their "Golden Oldies Gala", taking place from 27<sup>th</sup> to 30<sup>th</sup> May. This is billed as having a "guest list" of some of the oldest locomotives (or replicas) in action. *Bellerophon* at 137 years old should feel really at home, no doubt giving disdainful looks at the replicas.

VCT Membership should give you special concessions when our locomotives (or carriages) are in use, so if you are able to visit don't forget your 2011 Membership card.

***Sir Berkeley*** is also travelling this year, thanks to the generosity of the Middleton Railway, which has kindly released the loco for the year.

*Sir Berkeley* will be visiting on display and in action at 'Locomotion', the National Railway Museum Shildon, for the whole of 2011. The locomotive is taking part in a special Gala on May Day Bank Holiday Weekend, alongside Furness No. 20 and other vintage locomotives and will then be steamed at intervals during the year on the demonstration track. Full details of the steamings will be on the NRM Shildon website as they become available.

When not in use, *Sir Berkeley* will either be in the main Museum building or in the goods shed at the main entrance to the site.

The National Railway Museum team came to Middleton on Wednesday 16<sup>th</sup> March to see the loco in steam and everyone was delighted. With 'Locomotion' being NRM Shildon, admission is free: but be aware that special events or activities can sometimes be at a modest charge. It is always worth showing your Membership card if part of our Collection is in use at a given location.

## Donation Boxes??

The Chancellor of the Exchequer in his recent Budget announced that in the near future Gift Aid can be claimed by Charities such as VCT up to the sum of £5,000, without a signature of the donor being required. This therefore allows Gift Aid on charity tins and collecting boxes etc. Our donation receptacles have taken all shapes and sizes over the years and are well used, especially by the younger visitors.

We are now seeking a railway-related object which can be converted into a secure donation

We are really pleased that both our working locomotives are to have such active and interesting times this year and hope that Members will take the opportunity to see them in action.

Full details of all events may be ascertained from the websites of the various locations. Our own website will give up-dates as required. It is always best to look up the website or phone the organising railway to check for the latest news of event before setting off. Our locomotives are historic pieces of kit needing careful handling and, like the rest of us, have the occasional aches and pains.

***Lord Mayor***. Chairman Trevor England writes: "To all Members who made a pledge to support the restoration of this little locomotive we say a very sincere thank-you. You should find a personal letter enclosed with this *Newsletter*. The locomotive's situation was discussed at the March Committee meeting and it was agreed that the funds pledged so far were not sufficient to start a full restoration to working order at the present time.

It was however agreed that a number of items which would improve the general appearance of the locomotive in its static condition would be purchased and/or constructed so that they would be in position when a full restoration could take place, for example the copper pipe work. The year 2018 sees *Lord Mayor's* 125<sup>th</sup> Anniversary and it would be around that time that *Bellerophon* and *Sir Berkeley* will be coming out of service and just before then would be a good time to reconsider this matter. It is a small locomotive but we are sure it would be attractive, if in running order, to small preserved railways. If you would like to add your name to those who have pledged money for *Lord Mayor's* eventual restoration please write to the Treasurer Jackie Cope marking your envelope "*Lord Mayor Pledge*"

container to stand by the front entrance. Possible such objects could include for example a small locomotive funnel, a model locomotive tender that can be made secure, a railway marked wall letter box – there are lots of ideas.

The main thing is the railway link. If you have such an object and are willing to donate it to the VCT please let us know before bringing it in so that we can ascertain whether it is suitable for the task in hand.

## “Caution Tramway Crossing”



The September 2010 edition of our *Newsletter* included this photo, which shows a sign donated by Mrs Alice Blower to the Trust, and our request for any information about the former location and function of this sign. This prompted the following e-mail from VCT Vice President Dave Johnson: “These signs are very familiar to me as a lad in Leeds in the 1950s. They were put up by Leeds City Transport Department. You would find one or more of these signs wherever a

footpath crossed a tramway where the tramways ran on its own private right-of-way e.g. the central reservation of a dual carriageway road or an 'express' track completely divorced from the public highway. It is impossible to say just where this particular sign came from, as they were a standard pattern. Possible locations could include:

Belle Isle Road; Crossgates Road; York Road; Otley Road; Stanningley Road (all had tramways on central reservations).

Roundhay Road; Princes Avenue; Temple Newsam Road; Ring Road Middleton (side-of-road reservations).

Hunslet Moor; Parkside; Middleton Woods (express tracks).

When new the signs had a cream background – which quickly changed to light buff in the polluted atmosphere of those days!”

Thanks Dave for this information: as you say, there is little chance that we will find out exactly where our sign was located but it all adds to the interesting history.

Dave’s photo is dated 30<sup>th</sup> March 1952. Whilst the ‘STOP’ sign is very obvious, that on the pole by the very solid gatepost isn’t. It may, or may not, be one of the ‘Caution’ signs. If Dave unearths further photos, or if anyone else can assist, we should be delighted to hear from you!



## Widening our audience

Our Collection has often attracted the attention of those seeking the genuine railway article to use in their filming and TV stories and documentaries. Paul Holroyd usually deals with these contacts and makes sure that this is not only very interesting work to be involved with but also is financially useful. It adds a new dimension to the viewing of the Collection particularly to those who are not “railway interest” visitors.



The filming display in one of the cabinets has been moved and upgraded. As you can see from Paul Holroyd’s photo, it is very extensive. Central to them all is of course *The Railway Children* which is so very much associated with the Worth Valley Railway and in which five carriages of our Collection were used.

There are also those contacts who are looking for a different background on which to mount their wares thereby drawing attention to the advertisement and enhancing the goods on offer. For example recently a photographer specialising in weddings and special occasions having teamed up with a local person who designs and makes wedding dresses used our stock in a

number of shots showing the various models' beautiful dresses as background to their wares. We obviously need to make a modest charge for this facility but at the same time an agreement can be reached to ensure that we receive some acknowledgement for allowing our Collection to be used. If any of our members see this as a suitable background to their commercial activities please come and have a chat. We will charge a modest fee and would ask for the VCT and the Museum to be mentioned in any material used.

## Museum: Ins and Outs

*We have endeavoured to list the possible movements of VCT (and other) stock in the Museum during the next few months. It is a little like a jigsaw puzzle and has the same infuriating habit of losing bits or even worse having bits from another puzzle which one tries hard to make fit and they never will – but here goes:*

March: work completed on the 'Chatham' coach.

April: work on the bogies of Great Northern coach No. 2856 (at present in the workshop) completed.

April 30<sup>th</sup> to May 2<sup>nd</sup>: the *Railway Children* Bank Holiday weekend. A special train will be out, with two of our Metropolitan Railway carriages in use (First Class No. 509 and nine-compartment Third No. 465) together with the Lancashire & Yorkshire Railway Trust's Hughes Brake No. 1474.

At about this time L&YRT's Blackpool Club Car No. 47 and 6-wheel Third No. 1507 will for a short period be housed in our Museum. This will free secure accommodation at Oxenhope whilst our two coaches are there for this Bank Holiday working.

All being well, the 'Bulleid' coach (No. 1469, built 1950 – very much our *modern* coach) will be completed round about the end of April. What happens then and more to the point when is a little problematical, depending on precisely when the Bulleid is ready to move back in to the Museum. Ideally, all on the same day, the Bulleid will go into the Museum to be coupled to the 'Chatham' coach on the road nearer the Railway:

the First Class Met. No. 509 will go where the Bulleid currently is: GNR No. 2856 and *Lord Mayor* will return to the other road in the Museum, with *Lord Mayor* again being at the front, ready to again welcome visitors of all ages: and the Railway's diesel railbus No. M79964 will go into our Workshop, where GNR No. 2856 is at present. When work on the railbus is completed, it will return to Haworth so permitting the First Class Metropolitan carriage to come back to the Museum from Oxenhope. This carriage will go where our two six wheelers (Great Northern No. 589 and Midland No. 358) are at present, allowing these two to go into the Workshop for what is likely to be an extended stay.

Our nine-compartment Metropolitan Railway Third No. 465 is expected to stay at Oxenhope until the end of August, for use on the Railway's several Vintage Trains. Its return will trigger a further shunt in the Museum, as dictated by available space, which is likely to mean the Bulleid carriage moving to the other side of the Museum and the two Mets joining the Chatham again on the road nearer the Railway.

## Workshop: our carriages (and the Railway's DRB)

You will deduce from the above that we are having a particularly busy time in the Workshop just at present, and that this is likely to continue for quite some time yet.

As noted above, the **South Eastern & Chatham Railway** (albeit built by the Southern Railway) "**matchboard**" carriage is indeed complete. It is now back into the Museum where its very high standards, and in particular that of the paint finish, can more readily be admired. Attempts to energise this carriage's compartment and corridor lights continue but currently with no success. Certainly providing this internal lighting would much help our visitors being able actually to see the interior, and work will continue towards this goal. There's also some final-completion "snagging" to do. For example, odd pieces of timber need varnishing: there are two light covers to replace: all the "alarm signal" labels are yet to replace. There's nothing of consequence yet to do – just a number of minor little jobs, which still

need doing! (If you would like to help here (or elsewhere) please let us know and we will then make the necessary arrangements. Ideally, if you are available midweek, just call in – but not on Friday afternoons, please!).

Incidentally, if by chance anyone has an original copy of one of the bilingual "alarm signal" labels as used in the corridor and the compartments, we'd be delighted to borrow it. We have colour copies of this label (shown below), and a



photocopier that accurately copies these copies: but it looks as if we are already looking at "a copy of a copy of a copy" with resultant loss of definition – it would be good to get back to an original or failing that a near-original.

**Great Northern bogie carriage No. 2856** has replaced the 'Chatham' coach in the Workshop. This was to allow our Engineer Chris Smith to investigate why the bolster at the uphill (non-Brake) end of this carriage was sitting at a rather odd angle. Running out the bogie revealed that the otherwise very solid wooden beam running across the carriage and which carries the full weight of that end of the coach via the bogie pivot pin was distorted. The effect was very



similar to, albeit very much less than, that we attended to at the other (Brake) end of this coach on its full restoration, now 6½ years ago. The problem was dealt with by (as shown in the photo) Stuart Mellin shaping and then putting in position a piece of timber to take up this distortion. Note the curve on this timber, which is positioned immediately below the distorted main cross member. The hole is where the bogie pivot pin fits. Chris Smith then shaped and drilled a steel plate to fit immediately below this new timber, secured by almost £200 worth of steel bolts (you don't get much bolt for your pound these days!). This plate was secured to the metal brackets already in position following the overhaul all those years ago – you can see one of these immediately above Stuart's head. The end result is that with the bogie back in position the bolster is now sitting as it should, and the overall strength and solidity of the coach where it is mounted on to the bogie have been significantly improved.

Chris took the opportunity of this carriage being in the Workshop to renew all the pins and where appropriate bushes of the brake linkage on both bogies. Also Robert Hustwick kindly did a full check on the tyre profiles. These are on wooden-centred Mansell wheels and therefore are quite ancient. Using the basic go/no go gauges gave a "no go" result – hence the need for the full check,

for which the answer can be expressed as "elderly; tyres in the last phase of their life: but should be OK for the next 60 years or so with the present rate of use"!

Neal Cox called in on a recent day off (his new job is going very well, thank you) and kindly volunteered/was volunteered to put the footboards back where they had been removed to allow the Oxenhope end bogie to be run out. This is now almost complete, which means that this carriage is very nearly ready to put back into the Museum.

No. 2856 will however stay just where it is until the end of April. The reason for this is that it's planned for Chris to do some contract work on the Railway's **diesel railbus No.**

**M79964.** The railbus is however needed for service on the Railway until the end of April, when the diesel multiple unit takes over until the Autumn. This will coincide with the First Class and the nine-compartment Third Class Metropolitan carriages going to Oxenhope for their *Railway Children* duties, which will free the necessary space at the Museum. At this stage the railbus will go into the Workshop and No. 2856 will return to

the Museum. Work on the railbus is primarily to rectify corrosion problems on each of the four corners of the vehicle. This is scheduled to take four weeks, but will be stretched to five weeks in the Workshop as Chris will be taking a week's holiday during this period. This represents a source of income to our Trust, and to the Railway a means of the job being done more cheaply than possibly would otherwise apply: certainly a mutually-beneficial project.

Whilst M79964 is with us opportunity will be taken to look at it in the relatively clean conditions of our Workshop to assess just what needs to be done if the *other* railbus, E79962, is to be returned to operation. E79962 has now been out of service sheeted in Haworth Yard for some 17 years. It's anticipated that if it is to run again a deal of work will be required, for example on its small-bore pipework (of which there is quite a lot), the electrical wiring, the brake system as a whole and in particular the discs of the disc brakes. Assessing just what is required and the likely costs involved will be a first step towards this possible restoration. All of this is of course a Worth Valley Railway project. However if you feel you might like to help towards returning E79962 to operation, initially by giving a hand with this assessment, would you please contact Michael Cope, c/o Haworth Station?

As suggested above, the precise timings are a little hazy – but the **Bulleid** on its completion (which is getting ever closer!) will go back into the Museum hopefully as soon as the work on the railbus is completed and it returns to Haworth.

This will leave space in the Workshop for the **Met Brake**. Put briefly, “all” that is required is to lift the body off the underframe, run out the underframe (just over half way, which will use the available space), do the necessary work on that half of the underframe, then take it out to turn it at Keighley to return it so as to be able to work on the other half, then on completion take it to Keighley to turn it again to put in back under the body the right way round. The actual work on the underframe is almost entirely steel work: making good the wasted side members and bracing gussets where necessary, and reinstating the steel sheet which should be intact over the whole of

the top of the underframe (and currently isn't). The departure of the railbus will allow both the **Great Northern six-wheeler** and the **Midland six-wheeler** to be moved into the other road of the Workshop. The challenges for the Great Northern vehicle are mainly concerning timber, seating and upholstery – following our earlier work, the underframe is of course in excellent condition. For the Midland the immediate challenges are more on the engineering side, in particular establishing the condition of the wheelsets and of the bearings and also deciding what is needed on the underframe itself. Both these carriages also are likely to take quite a bit of time.

As ever, if you are in a position to help with any of this work (especially midweek), please let us know. We can accommodate most levels of skills and would be very pleased to welcome you!

## Vintage Trains for 2011

This year the Railway will run Vintage Trains every Sunday in July and the first two Sundays in August. We understand that it is intended to use the two available L&Y carriages plus our nine-compartment Metropolitan Third for each one of these trains. We hear that the North Eastern Railway Saloon No. 1661 is off to London soon for a further series of *Railway Children* performances at the former Eurostar platforms at Waterloo Station and so will not be available for Vintage Train cream tea duties this year. The only other use of our carriages so far planned for this year is the two Metropolitan Railway coaches (nine compartment Third and the First) in passenger service over the *Railway Children* weekend of 30<sup>th</sup> April to 2<sup>nd</sup> May – and of course the “launch” of both the Bulleid and the “Matchboard” coaches at our Chairman's Day, Saturday 9<sup>th</sup> July. Any further information should appear on both our own website [www.vintagecarriagetrust.org](http://www.vintagecarriagetrust.org) and on the Railway's website [www.kwvr.co.uk](http://www.kwvr.co.uk)

## Further backwards to the future?

Increasingly as the Trust develops we are finding that more space is needed. We have been very successful in acquiring useful (indeed, essential) pieces of equipment: all of which take up space. The Trust's five-year Forward Plan written following Richard Kilburn's 2007 formal review of the Trust spells out our intention to explore all avenues for gaining more undercover accommodation. The Trust pays a small ground rent to the Worth Valley Railway and “what you see is what you get” – the area covered by the lease is precisely that covered by our Museum.

Looking around the Keighley area at closed mills and other industrial buildings has proved negative for a number of reasons, but primarily impossible access when taking anything as large as a railway carriage in or out.

On the Ingrow site there are constraints all round. On one side and at the rear of our building is a large mill site which some years ago ceased to be a textile mill and is now owned by Messrs British Thornton, who manufacture school and laboratory furnishings and are well-established. On the rail side are two Worth Valley Railway

sidings, used as storage for an assortment of freight vehicles. The Railway itself is very short of space for its own stock and so needs all the space it's got.

At the rear of our Museum Workshop there is a piece of ground which does warrant examination as a possible way forward, or should it be backwards. William H (Bill) Black as one of our long-standing Vice Presidents has put his best efforts into looking into the possibilities of this patch of ground. As with anything Bill does he does not do it by halves. At the January Committee meeting he presented an outline proposal to extend backwards over this land, with supporting plans and diagrams. Whilst this patch of land has its fair share of challenges it is surprisingly quite a large piece of land. This could mean an extra 30% of space for the Workshop – it certainly is enough to justify further consideration.

Bill is now commissioned by the Committee to go away and consult with the experts on all aspects of this possible future extension. We will see, and will let you know how things progress.



Above: South Eastern and Chatham carriage No. 3554 emerges into the sunshine of Ingrow Yard in February 2011, resplendent in its bright new 'Carmine and Cream' livery.

Externally the work included the replacement of many life-expired wood panels and replacing all the glass with safety glass. Internal work included making good the corridor ceiling, replacing further glass, and some painting and re-varnishing. *Photo: Mike Tarran*

Right: the refurbished corridor makes a fine background for this unusual and stylish deep brown bridal gown publicity photograph. *Photo: Rob Booker*



## Other Notices

**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 only occasionally do get in touch, in person or by ringing the Museum on 01535 680425 or by e-mailing us on [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)

**Gift Aid.** If you haven't yet completed a Gift Aid form in favour of the Trust and if you pay UK Income Tax, would you please consider doing so – please contact Membership Secretary Jeanette Achilles for the necessary form.

**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!

**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, "railwayana" of all descriptions, and especially model railway equipment for selling through our Shop and the website.

**Giving through your Self-Assessment Income Tax Return.** If you pay Income Tax through the Individual Self Assessment scheme, you may nominate a Charity to receive any tax repayments as a donation. Should you wish to support VCT in this way you may do so by quoting the Trust's unique code, which is: FAC78RG. So, please note this number and please consider using it to support our Trust.

**Our twinned French body** is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". Information about their major "Centenary" event in 2011 together with opening times for their depot at Longueville is on their website [www.ajecta.org](http://www.ajecta.org). Longueville is close to Provins, to the East of Paris at the outer extremity of the suburban rail network. Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail [contact@ajecta.org](mailto: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.

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