

# Vintage Carriages Trust

## Members' Newsletter: April 2012

Spring is here and at the time of writing we are at the end of a mini heat wave. It is not often that we go into the Museum in March to cool down! For those involved in the many facets of Vintage Carriages Trust there is a sense of anticipation of interesting events and progress in the year ahead.

Through the efforts of our Chairman, Trevor England, we are pleased to have our Museum illustrated and described in the Worth Valley Railway's 2012 Timetable – as shown to the right. This states quite clearly and in glorious colour that a Worth Valley Railway GREEN DAY ROVER ticket holder gains free admission to our Museum of Rail Travel. This is illustrated by an attractive and colourful shot of the interior of the Museum.

Also we (VCT) have introduced a new 'Welcome' leaflet which visitors are given on their arrival at the Museum. As shown below, this includes a plan of the Museum and also (on the other side) gives a view of the interior. Of course there is a section encouraging visitors to join the Trust. If a visitor on arrival donates or Gift Aids their admission charge (Gift Aid means an extra 25p in every pound for the Trust) this leaflet is date-stamped and providing the visitors bring it with them on their return they receive free entry for one year from that date.

We hope that both these initiatives will encourage visitors and volunteers alike. One thing we do know is that over the year there will not be a dull moment. Some Members are




Worth Valley Railway **GREEN DAY ROVER** tickets include admission to  
**Ingrow Museum of Rail Travel**  
Open daily from 11am  
Last admission 4pm (Closed 25<sup>th</sup> December)



[www.vintagecarriagestrust.org](http://www.vintagecarriagestrust.org)

fortunate in being able to get to the Museum to look after the shop, show people around, keep it looking clean and inviting, to add interest for our visitors and to become involved in the restoration work. Other Members who are equally welcome come as and when they can or even carry out specific tasks on the restoration side at home.

No two days are alike and even in the quieter periods of the year there is plenty to do. Take for example Volunteer Mike Halcrow who was expecting a nice gentle Monday morning last week. He then learnt that unbeknown to anyone in VCT the Railway had arranged for a school party to travel on the train being operated that day as a "Footplate Experience" train. The opportunity was to be taken for these children (60 in total) to be dropped off for an hour at Ingrow to look around the Station and the Museum. It was a lovely day; the sun shone, Mike with another two Mikes to offer some support rose to the challenge and the children enjoyed their brief stay. We hope that each of them will go away and tell their families about the Museum and will return, perhaps even finding a life-long interesting hobby in the process.

 **Vintage Carriages Trust**  
Owners of the Accredited "Museum of Rail Travel", Ingrow Railway Centre, Keighley

Museum Layout		Workshop Layout
Entrance	Shop	Workshop Floor Area
	Magazine Room	
	Toilets	
	Full Size Display Vehicles	
	Raised Access Viewing Platform	
	Steps Chairlift	
	Full Size Display Vehicles	Workshop Viewing Point
Exit	Cabinet	Video
Exit	Cabinet	Exit
Exit	Cabinet	Exit
Exit	Cabinet	Exit
Exit	Cabinet	Exit
Exit	Cabinet	Exit

**Welcome!**  
**VISITOR INFORMATION**

To enter the carriages please go to the far end of the museum and use the raised access viewing platform

Look and listen out for the sound and video presentations

Look at the difference between 1st, 2nd and 3rd class, it is real social history

There are many artefacts displayed on the museum walls and cabinets

We welcome comments about our museum  
Please feel free to write in our visitors book

Take a close look at our Magazine Room and Shop

We are famous for our stocks of out-of-print railway magazines and books

Our website: [www.vintagecarriagestrust.org](http://www.vintagecarriagestrust.org) includes:

- Over 90 Vintage Carriages Trust newsletters online • School Group materials
- Information on more than 70 TV programmes and films featuring our collection
- Host to the National Railway Heritage Register database of over 10,000 historic railway carriages, wagons and trams many with images

We are open daily from 11 am  
Last admission 4pm (Closed 25th December)

Vintage Carriages Trust • Telephone 01535 680425 Charity Registered in England No. 510776

## Chairman's Day: Saturday 19<sup>th</sup> May

This year Chairman Trevor has organised the day to be an 'in-house' event, with the theme being "The Sustainability of the Trust". 19<sup>th</sup> May is also the Saturday of Haworth Village's very popular "1940s Weekend" and there will be a two-train service on the Worth Valley Railway. The Museum will be open from 10.30 am. There will be short talks in the morning, given by Members involved in different roles within the Trust. These will be repeated after the buffet lunch (taken at around 12.45 pm) giving the opportunity to either have a shorter visit or have a break and take a ride on the Railway.

As it is also the "Museums at Night" weekend we will be open during the evening and are hoping to arrange something special on both the Friday and the Saturday evening.

"Museums at Night" is an initiative organised by the Arts Council, MLA Renaissance and the Department of Education when hundreds of Museums, galleries, libraries, archives and heritage sites open their doors for special evening events from Friday 18<sup>th</sup> to Sunday 20<sup>th</sup> May – look out for special evening events in your area.

Please seek out and complete the Chairman's Day Booking Form enclosed with this *Newsletter* and get it back to Dave Carr by one of the many possible routes by Monday May 7<sup>th</sup> at the latest. We need to know you are coming so that the buffet is adequate to feed the ravenous hordes! The form or other communication can be sent direct to Dave by snail mail, email or telephone (see the form for these details) or if you are in the Shop ask whoever is on duty to add you to the list pinned up there.

We are sure that as always this will be a happy occasion (especially if the sun shines, as it usually does). However, we have one regret. Richard

Gibbon OBE, our Curatorial Adviser, has said that he would like to stand down from that role. It was decided that the Chairman's Day was a good time for him to say his good-byes. Richard has for many years kept his fatherly eye on our growth and activities. He relinquishes this voluntary activity which involved him driving over from York to Ingrow for Annual Meetings and many of the bi-monthly Committee Meetings of the Trustees, where he has made a significant contribution. He has guided us as we developed from a small group of enthusiasts working on the restoration of a few old railway carriages in the corners of Oxenhope Yard, to a Charity with over 500 Members being a much-respected fully-Accredited Museum with our own premises.

Richard although retiring as Curatorial Adviser has however not abandoned us, and has asked Anthony Coulls to replace him in this post. Anthony is well known to many and was seen on the photo in the last *Newsletter* driving our locomotive *Sir Berkeley* during its visit last year to the Shildon site of the National Railway Museum. Anthony is the Senior Curator of Rail Vehicles at the National Railway Museum and lives very close to NRM Shildon.

Trevor has asked Richard and Anthony if on Chairman's Day they would share a few thoughts with the assembled company on the Vintage Carriages Trust and in particular how they see the whole operation carrying into the future. This will be followed by an informal "handing over ceremony". The buffet will follow, allowing time to meet with fellow members and of course with Richard and Anthony.

The following is Richard's view on the Trust at this turning point in its history:

*To all Friends and Colleagues at the VCT:*

*As we approach our 2012 Chairman's Day on Saturday 19<sup>th</sup> May and I prepare to hand over the Curatorial Advisor's baton to my friend Anthony Coulls, I wanted to say a few words to set the scene.*

*Anthony is a superb Museum ambassador to fly the flag for VCT in the future. He has the right blend of enthusiasm, common sense, get-up-and-go, Museum experience and friendliness that I know will serve the Trust well in the future. The VCT is so well catered for within the Membership that it doesn't really need a Curatorial Advisor. Jackie Cope has rightly told us on many occasions that we, the Membership, are all Curators, and that is something to be very proud of!*

*Dame Margaret Weston, the Past President of the Heritage Railway Association, challenged those of us in the Heritage Railway Movement to "Go and find what's out there" before deciding priorities for conservation, restoration and disposal. That is how I came to get involved originally with the VCT, because Michael Cope had set up the beginnings of the brilliant Carriages Database when I was Curator of Engineering at the NRM. The late John Robinson had trudged the length and breadth of the country recording preserved wagons, but the data needed to be searchable by those who needed to learn more. Now we have the splendid and useful Carriage and Wagon database which is something to be very proud of. The data thus gathered enabled the NRM to rationalise its own vehicle collections and was able to inform future collecting for many railway-based heritage organisations. Michael and Jackie along with Philip Walton patiently mentored me through the nightmare of Access databases and incorrectly named vehicles and have done a fantastic job!*

*Good Curatorship is not about having a string of qualifications after your name. It is about caring deeply for and celebrating the history and stories about precious objects in a way that enables a wide audience of people to enjoy and get drawn in to the magic! Proper Conservation and Restoration facilitates the process of understanding the object and that is what the VCT does so well! If you have any doubts about that statement go and look at what is happening to the underframe of the Met Brake in the workshop at present. It is truly heroic work but absolutely necessary for the vehicle to survive another two generations! Alternatively look at the GNR maps found in the GN Brake 2856.*

*I feel proud and honoured to have been able to serve and help (and enjoy!) the Trust as the Curatorial Advisor over all these years. It has been a great experience.*

*I know that I leave the role in excellent hands with Anthony, and feel confident that the Trust will continue to lead the way in how vehicle conservation, preservation, funding and story telling should be done with an all-volunteer organisation!*

*Thank you to all the lovely Members who have shown such kindness, understanding and commitment in my dealings with them and have worked so tirelessly to make the Vintage Carriages Trust so special! I shall of course follow whatever happens in the future at VCT with great interest and affection!*

*Richard Gibbon OBE CEng FIMechE*

## **Membership Matters**

Our Membership Secretary Jeanette Achilles works tirelessly as a volunteer to encourage and look after the Trust's Members.

Membership renewals have been coming in steadily but there are still some who have not yet renewed. Are you one of these? If so, Jeanette would like to gently jog your memory via the enclosed renewal form and receive your 2012 subscription. We need your support more than ever and we believe that your Membership is value for money in spite of the modest increase in subscription from £8 to £10. (If you pay by Standing Order: have you been in touch with your Bank on this change?) Our grateful thanks to all those who added a little (or even, we are

pleased to say, large) something extra to their subscription or sent a donation to help towards the sterling work being carried out on the Metropolitan Brake Third Class coach underframe.

The total for this was well over £1,500 at the last count. If you are able to come to the Museum and ask permission to enter the workshop and see Chris Smith working away at the underframe (the very very *long* underframe) you will not regret giving the coach and Chris your support. Work also continues in the workshop on the Great Northern six wheeler, so please continue to encourage these projects to achieve restoration to the same quality as the Bulleid Coach, which continues to gather praise from our visitors.

*We are pleased to welcome the following new Members for this quarter: Martin and Rachel Brittain (Ilkley), David Tillet (Derbyshire), Eddie Emmott (Nelson), Richie Crabtree (Keighley), Colin Brading (Swindon), Paul Emsley (Hellifield), Angela Ambler (Bingley) and David Halsey (Haydock). Plus two young Members who are making themselves useful in many ways, as you will read in our Locomotive Report.*

## **The Workshop: our Great Northern six-wheeler**

The first impression for anyone looking into our Workshop could be that there has been little progress recently. Certainly as seen from ground level the exterior of this carriage looks much as it did when shown in the last issue of this *Newsletter*. However, as so often is the case, first impressions can be wrong: good progress continues! Climbing to roof level gives an immediate illustration of this. As shown on the photo, the canvas now is not only in position but has had the requisite several coats of undercoat applied followed by the first coat (of at least two coats) of topcoat: the air vents are in position, as are the gas lamps, complete with replica gas supply pipe work. Robin Bannier has been quite busy around here! Sadly the pipe work is indeed "replica" – in modern-day circumstances we just can't even think about using proper gas lighting. The pipe work does however contain electrical wiring

so that we can put small electric lamps inside the gas mantles, as we did to good effect for this coach's "Big Brother", No. 2856.



Meantime, Stuart Mellin as what seemed to be a minor task removed the varnish from the exterior of the Brake end. However in the process he discovered that the top section of the framing at that end had been affected in the past by what could have been dry rot and was in quite poor condition. Replacing this was rather more than a minor task but has now been dealt with.

Other of the several "minor tasks" Stuart has also attended to including putting back the gutters and painting them: varnishing the droplights: removing the bolts which formerly secured the external grab (commode) handles by the doors, which had corroded quite spectacularly: and a deal of making-good for the doors, some of which were certainly showing signs of their age. They are now rather better than they've been for several decades past! Ian Wild has been much involved in cleaning and painting interior woodwork. Notably this includes the inner roof of the Brake compartment and the ceilings and upper parts of each compartment. Ian has also varnished the latter, as hopefully these sections will not be affected by further work. Also, as a contract job, lino is now laid in each compartment.

Following in-depth discussion the way is now (fairly) clear as to how to approach the challenge of how to provide the seating and how to upholster it. The likely way forward is that Robin

will make steel seat frames, supported by brackets as applies for the Third Class compartments of No. 2856. Stuart will deal with the modest amount of timber work required: we will then call in Messrs Pickerings of Bradford to deal with the upholstery itself. This will not be cheap, but does assure an overall good standard of workmanship. All being well, Stuart hopes to start fitting the new teak on to one side of the coach (the side away from the Railway) in two or three weeks' time. This will then give Ian (and others) the opportunity to further develop their varnishing skills – it being new timber, a great number of coats will be necessary!

One does not necessarily have to be on site to continue the good work. Ray Sowerby has been working on the blind covers for the coach (all sixteen of them) for some time now. This he has done at home using teak which was salvaged some time ago from a Great Northern coach body at Withernsea. The rescued teak had as Ray explained to be cleaned of all its former attachments etc and then machined. This latter, as Ray remarked, creating a wonderful perfume of newly worked teak. He will be bringing the finished covers over to put in place in the fairly near future we look forward to adding these small pieces to the jigsaw.

## **The Workshop: the Metropolitan Railway Brake**

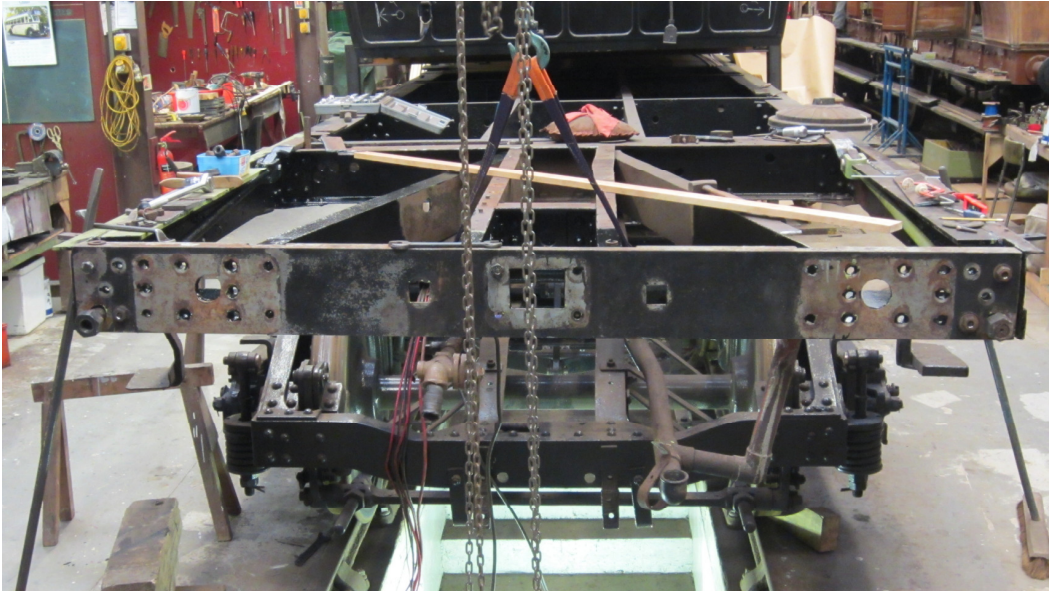
Again, progress continues very satisfactorily. Our Engineer, Chris Smith, has now completed the first half of the underframe – this involved making good the seriously-corroded outer longitudinals, replacing the cross-members and replacing the 3/16 inch plate which formerly covered the whole of the underframe. A trip to Keighley turntable allowed the necessary reversal of the underframe as a rolling chassis, which then went back under the supported body with minimal difficulty. This allowed access to the other half of the underframe.



Cleaning this second half revealed that the headstock (buffer beam) for this end, the Brake end, was distorted. Removing this allowed the problem to be properly assessed. Basically, when work was last done here (we know not by whom or when, but not recently) the three sections of the end framing were left at different lengths – the centre section being some  $\frac{3}{4}$  inch longer than the two outer sections. Suitable packing has rectified the situation and with the headstock now back in position (as shown in the photo on the next page) all is now square and correct and as it should be.

The headstock now needs rather a lot of (expensive!) nuts and bolts but with this distortion now attended to the second batch of the 3/16 inch sheet can now be ordered, to be fitted once Chris has completed the other work on this second end. A further trip to Keighley turntable will then follow, to allow the underframe to again be put under the body, right way round this time. The

challenge then will be to sort out just how to remove the old bolts which held the body on to the underframe, and to replace them by new. Quite a challenge – but not impossible!



The headstock back on to the underframe – still needing lots of bolts!

## Money In

In all the news of coaches, displays, Chairman's days etc we must not forget a major part of our activities without which we would be lost: our Shop. Sales of hardware, second-hand railway books, magazines, railway-related souvenirs and other railway ephemera continue to be a vital part of our activities. We are fortunate that there are dedicated people who are prepared to spend a short or in some cases a very long time selling, sorting, re-stocking and (for confectionery and souvenirs) re-ordering. Without the Shop and this important source of income we would not be able to function. We continue to be very grateful to all who donate railway books and magazines, railway-related hardware and paperwork to name but a few. (We do not sell items which are not railway-related: we need to be careful to make sure we retain our Charitable status).

The Magazine Room continues to undergo re-ordering as each year another 12 months worth of magazines has to be added to a room which is not made of elastic. Paul Holroyd works on providing computerised sales figures for our magazine sales

## Locomotive News:

### ***Sir Berkeley***

*Sir Berkeley* continues to give good service, having spent much of 2011 at Shildon, where he made many new friends. The Middleton Railway has carried out the annual boiler exam and the loco is again available for traffic.

*Sir Berkeley* again visited the Lincolnshire Wolds Railway, Ludborough, over the Easter Weekend, 6<sup>th</sup> to 9<sup>th</sup> April. *Sir Berkeley* will of course be in steam during the year at Middleton, alongside their other working fleet, so check with their website to see when the old boy is running and do go and see him if you get the chance.

and writes "as a result of this research the quantities of magazines on display and prices charged can be adjusted accordingly". We are pleased that there are Members who are willing to come in even if it is only for an hour or so, and do as Bob Smith has recently been doing – making room on the floor of the "Mag Room" for more donations, and making sense out of the piles of donated magazines.

Keith Pitts has settled well as one of the three VCT employed people and works hard to keep the Shop well stocked and inviting to the customers. He is supported by Mike Halcrow who since retirement has taken on several new un-paid careers in all sorts of areas of the Shop. He is also a Museum guide, school party organiser, and fount of information on many diverse subjects thrown at him by the general public. He would perhaps welcome time off occasionally so if you think that you could come along and add to the team do make yourself know to the person on the desk, who might be Mike. It is an ever-changing and an interesting scene.

Moving to a more international flavour we are hoping that the loco will feature on October 1<sup>st</sup>, when delegates to the International WATTRAIN (World Association of Tourist Trams & Trains) Congress visit the Middleton Railway.

*Sir Berkeley* has also received an invitation to take part in another railway event, this time in deepest Sussex later in October. As negotiations haven't been completed just yet, we cannot confirm that the engine will be going, but will keep you informed via our web site and in the next *Newsletter*.

## ***Bellerophon***

As our oldest locomotive, *Bellerophon* is increasingly showing his age. Our friends at Foxfield are currently undertaking a valve and piston overhaul. This is, as so often happens, becoming rather more than just a simple routine job.

The buffer beam has been removed to allow access to the cylinders, which of course show signs of wear and tear – as well they might after well over a century of use! The intention is to re-bore the cylinders, a task being completed during April, followed by re-alignment of the pistons, replacement of piston rings and then refurbished valves. Sounds easy when you read it on paper, but this is no easy task! The Foxfield gang are on top of the job, however, and the loco should reappear by May in better fettle than before. With all being well this work completed, *Bellerophon* will then be joining *Sir Berkeley* at the Middleton Railway for the event mentioned below.

## ***Sir Berkeley plus Bellerophon***

The big news is that *both* of our working steam locomotives will be working at the same time and the same location for the first time in a few years, at the Middleton Railway in June.

This will be on 23<sup>rd</sup> and 24<sup>th</sup> June, when the Middleton Railway is holding its “Two Hundred Years of Steam” Gala. This will feature also Furness Railway No. 20 and the “Steam Elephant” from Beamish, in addition to the Middleton Railway’s normal stock.

Of course *Sir Berkeley* is already based at the Middleton. It is however of interest to the VCT that the other visitor to this event will be *Bellerophon*, coming up especially from Foxfield Railway where it is currently based. This will give the opportunity to see *both* VCT locos in operation at the Middleton Railway that weekend. Please note that it is *not* planned for the two to double-head together at any time over the Gala weekend. However, the two are planned to double-head on both the Saturday and the Sunday of the following weekend (30<sup>th</sup> June and 1<sup>st</sup> July). The intention is that for these two days

## ***Lord Mayor***

We have recently recruited two new Junior Members. One comes across from the Bahamas Locomotive Society when their shed is closed, whilst the other is a regular on Saturdays.

Both lads have adopted *Lord Mayor*, who consequently sparkles due to the attention he is receiving. The old engine remains a very popular exhibit with our visitors and it’s nice to see him getting some extra TLC. A conversation only last

The task for next Winter is to look at the axle boxes, which are in need of replacement. One of the problems in the first ever overhaul in preservation occurred when new axle boxes were ordered for the locomotive. The originals were sent as patterns, and the new ones came, machined to the exact same dimensions as the old ones – almost scrap size!

Thus the loco has been operating for many years on scrap sized axle boxes! Not a major issue as the locomotive isn’t running massive mileages, nor doing anything approaching serious hard work, but after 30 years it’s time these boxes were replaced and this will hopefully be done during the next Winter layover. What this will do is essentially give us a loco which has been “soled and heeled” in railway parlance and will not need much attention below the footplate when the time comes for the ten year overhaul. The boiler, however, might be another matter...!

*Bellerophon* will be the train engine all day, with *Sir Berkeley* joining *Bellerophon* to double-head the 4.20 pm departure on both days. *Sir Berkeley* will otherwise be on “Driver for a Fiver” duties on both these days.

VCT Members are encouraged to visit: don’t forget to take your VCT Membership Card, both for the Gala weekend and also for the weekend after. Take a fiver as well! Our two locomotives operating together is something we don’t often get to see!

Another VCT locomotive visitor to the Gala will hopefully be our other working steam locomotive, which is looked after by Chris Smith as a volunteer. This is the live steam version of a “Standard 4” made by the late Mick Todd and donated to the VCT some years ago. The Middleton Railway is looking towards having *two hundred steaming locomotives* to celebrate *two hundred years of steam* in the City of Leeds and we are pleased to send this locomotive as part of that event – it will be nice to see it there!

weekend has seen a proposal put forward for one of the lads to have a go at manufacturing a new whistle “bell” to replace the rather poorly one the locomotive currently has.

This will be a project supervised by the Bahamas Engineers, so we will get a good result from the project and valuable experience will be gained. Exactly why we like to recruit a few junior Members!

## Reference and Advice

VCT's Vice Chairman Mike Holmes does not get mentioned very often in our *Newsletters*. His volunteering covers not only VCT but WVR Civil Maintenance and Catering to name but two and is governed by his work commitment, which has to be his first priority. He is well known for his fount of knowledge on anything Railway, and particularly railway carriages. If he does not know the answer to a query from the public or from anyone concerned with restoration procedures, he will research in VCT's reference library or elsewhere to find an answer.

An example of this is his correspondence with a Member on the subject of "Clayton Luggage Composites" (Diagram 516), of which our Midland six-wheeler No. 358 is an example. Mike's response

## The Diamond Jubilee

We cannot let 2012 go by without celebrating in some way the Diamond Jubilee of Her Majesty the Queen. One of the display cases will be given over in June to a display of royal memorabilia, some from the VCT archives and others from Jackie Cope and Dave Carr's personal collections. It includes the Daily Mail Coronation 1952 Souvenir booklet and assorted paperwork and booklets advising railway workers on the Working of Royal Trains. Here is a

## Ingrow Yard and other models

The Ingrow Yard model, designed and assembled by Michael Massey, was described in the last edition of the *Newsletter*. It progresses and will hopefully become mobile in parts in the very near future.

Those of you who have been Members for some years will remember the donation of models of a Midland loco and coaches from the daughter of Edward Exley. Edward Exley Ltd was a well known Bradford name, specialising in high quality model railway equipment. Recently a donation of assorted paperwork yielded an Exley Catalogue of 1959. This is labelled as the "Fall Edition" and includes a few mentions of the word "Railroad", suggesting an edition for the North American market. However, the price on the cover is 2/6 and all the prices listed within are in pounds shillings and pence. By 1959 Edward Exley (Sales) Ltd had moved to Baslow in Derbyshire and the small print in the catalogue includes the statement: "...this Company is not now a manufacturing undertaking." Perhaps someone would like to further research the history of Edward

to questions asked resulted in the comment from the enquirer "just the details I needed", with this being accompanied by a generous donation.

Our library is available for anyone to come and use as a reference facility. It is not large and is fairly specific to "railway passenger travel" with a few exceptions. If you would like to use the library it is essential that you pre-book it and our upper room (off which it is located), as this room is often booked by Worth Valley Railway committees etc. as it is the only meeting room on the whole Railway. Its popularity is such that even VCT volunteers on occasion find it in use when they themselves would like to have use of it for VCT purposes. Yet another example of VCT having the foresight to build such facility!

brief example from one piece of instruction: "Please emphasise to your staff when distributing this Notice the importance of keeping the arrangement, as far as possible, private in accordance with the instructions shown in this and other Notices, and when not actual use the notices must be kept under cover and not left lying about where they are liable to be seen by unauthorised persons."

Exley Ltd, for possible publication in a future edition of our *Newsletter*?

We have of course put the catalogue in our archives, and the models (including the locomotive illustrated) are now on display as part of the Ingrow Yard layout.

We are pleased that Edward Exley's daughter joined the Trust at the time of her donation and remains a supportive Member. Perhaps she can help to add to our knowledge of her father's interesting work.



## Dates for your Diary

### The Railway Children Weekend

This event takes place over the three days of the May Day Bank Holiday weekend, from Saturday 5<sup>th</sup> to Monday 7<sup>th</sup> May. It will give an opportunity to travel in our two available Metropolitan Railway carriages, together with our South Eastern & Chatham "Matchboard" carriage. The latter is of course now in its sparkling early British Railways Carmine and Cream livery. If you have not been able to travel in this carriage previously – now is your chance.

## Vintage Train Days, 2012:

This year the Railway is planning two separate "Vintage Train" sets. That featuring VCT carriages will be hauled by BLS's 'Coal Tank' locomotive No. 1054 and will work out of Ingrow.

The VCT coaches will be the two Metropolitan Railway carriages plus it is hoped Great Northern bogie No. 2856 of 1898, plus the North Eastern Saloon – in which cream teas will be served. This interesting train will run on Sundays 24<sup>th</sup> June and 8<sup>th</sup>, 15<sup>th</sup> and 29<sup>th</sup> July. Don't forget your VCT

Membership card, to obtain half-fare travel!

The other "Vintage Train" set will consist of Lancashire & Yorkshire Railway Trust stock, to include the Club Car. It will be hauled by L&Y No. 957 and will operate on Sundays 1<sup>st</sup> and 22<sup>nd</sup> July.

As all the stock involved in these special Sunday trains is "vintage", the information above cannot be guaranteed. Please first ring the Museum if you are coming any distance, or keep an eye on the KWVR and the VCT web sites.



Caption Competition time?  
Chris Smith using our new magnetic drill as part of the process of securing the new steel sheet to the top of the underframe of the Metropolitan Railway Brake.

## 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.

**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.

**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.

**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.

**Our twinned French body** is AJECTA, the "Association de Jeunes pour l'Entretien et la Conservation des Trains d'Autrefois". You can find full information about AJECTA 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.

**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!