



Vintage Carriages Trust

Members' Newsletter: April 2013

"Welcome to the Spring edition of the VCT Newsletter". Well, that was the intended first line when we started writing last week. The weather however decided that "Spring 2013" was hardly the appropriate turn of phrase! Our Museum at Ingrow has recently enjoyed some particularly vile weather – very cold and with much late snow. Only shortly before Easter Mick Halcrow and Paul Holroyd found themselves with the challenge of rather a lot of snow clearing. Paul took time off to take this photo, with Mick pausing to see just how far he has yet to dig.



Rather to our surprise we continued to have customers in the Shop (albeit in reduced numbers) and even a few visitors to our (very cold!) Museum, despite the awful weather. Certainly the snow clearing efforts of Mick, Paul and others – notably Keith Pitts – were well worth while in allowing our Museum to continue to be well and truly open for business.

Chairman's Day: 15th June 2013

On to hopefully warmer matters. We will first mention this year's **Chairman's Day**, to be held on **Saturday 15th June**. Please put this date into your diary, now!

This very successful event is eagerly awaited by many of our Members, judging by the number of enquiries we have received asking for this year's date. Our Chairman Trevor England sees this Day as a time when we can celebrate our successes in the past twelve months, when Members, Committee and Officers of the Trust can meet and see and discuss how the Trust is progressing, and when we can thank all who have supported the Trust in so many different ways over the last twelve months.

Trevor's theme this year is to acknowledge the strength we get from the many other bodies outside the Trust with whom we are in 'Partnership'. Invitations will be going out to representatives from the bodies with which we are linked asking them to give a brief presentation on the way they see their Partnership with VCT

working. Included in these Partnership invitations are the Worth Valley Railway, the National Railway Museum, the Middleton and Foxfield Railways, as well as the Bahamas Locomotive Society and the Lancashire & Yorkshire Railway Trust. We now have new Partners in the Buckinghamshire Railway Centre, following the recent move to their Quanton Road site of our nine-compartment Metropolitan Railway carriage on a five-year loan: and with Chris Lawson, owner of the North Eastern Clerestory Saloon (better known as the "Old Gentleman's Carriage" following its role in the film "The Railway Children"), which will be visiting our Museum over the Summer.

Others to be invited will include local bodies such as the Brontë Country Partnership and the Aire Valley Vintage Machinery Club.

We cannot guarantee all the invitees will be represented but the coming together of Members and Partners does allow us all to realise how much we rely on each other to forge a successful overall Partnership. At the same time Members will be able to see progress being made on our carriage Collection and discuss plans for VCT's future. The proposed programme for the day is as follows:

- 10.30 am: the Museum will be open for Members and invited guests to look around and meet and greet each other over a cup of tea or coffee.
- 11.30 am to 12.30 pm: short "Partner Presentations".
- 12.30 to 1.30 pm: light buffet lunch.
- 1.30 to 2.30 pm: further "Partner Presentations".
- 2.30 pm: Opportunity to take a trip on the Railway. This is a Worth Valley "green timetable" day: timetable details are on the Railway's website and are as shown in its printed timetables.

You may care to check the Trust's website www.vintagecarriagestrust.org for any further news of the Chairman's Day: and don't forget the date – **Saturday 15th June!**

To help with the catering arrangements, would you please let our Hon. Secretary Dave Carr know

if you would like to attend. He can be contacted by email at d.carr388@btinternet.com or by telephone on 01759 304176, or by writing to him c/o The Railway Station, Haworth, Keighley BD22 8NJ, marking the envelope "Chairman's Day".

Metropolitan Railway: 150 Year Celebrations

The Vintage Carriages Trust is very proud of the three Metropolitan Railway carriages forming part of its Collection. This pride was increased earlier this year by reason of the celebrations of the 150th Anniversary of the world's first underground railway. This was the Metropolitan Railway's line between Paddington and Farringdon, opened on 3rd January 1863. This Anniversary was celebrated in spectacular style by Transport for London and the London Transport Museum operating a very few special steam-hauled journeys covering the original 3½ mile route. Much as we would have liked it, our Metropolitan Railway carriages were not used on these celebratory trains – although our carriages haven't changed since they last ran on these tracks in the early 1960s, structures on the track have changed and there were significant doubt as to whether the carriages would still fit! In the event the train consisted of the Bluebell Railway's "Chesham" set, plus the milk van previously resident for many years at the Covent Garden Museum, together with the Metropolitan Railway "Jubilee" four wheeled coach No. 353 of 1892. This has very recently been restored, with the help of a Heritage Lottery Fund grant, at the Boston Lodge Works of the Ffestiniog Railway. As reported in an earlier *Newsletter*, Stuart Mellin and Michael Cope, with Trevor England, some time ago travelled to London Transport Museum's Depot at Acton to advise as to the practicality of this restoration – it's very pleasing to see the completed item! Incidentally, at the time of writing a video of this restoration can be seen at www.ltmuseum.co.uk/whats-on/tube150. It's interesting to compare Boston Lodge's techniques, equipment and procedures with those seen on a somewhat smaller scale at our Ingrow workshop. Michael and Trevor were among those invited by the London Transport Museum to travel on one

of these trains. Their journey to London on the afternoon on Sunday 13th January was the start of a never to be forgotten evening. (The nationally-reported VIP special journey had taken place earlier that day). Their particular journey started in the early evening from Kensington Olympia and was to Moorgate station – this included the original Paddington to Farringdon section. This was with Metropolitan No. 1 0-4-4T of 1898 providing the motive power. Metropolitan Railway electric locomotive No. 12 *Sarah Siddons* brought up the rear, available to assist as required. The sensation of travelling at a quite reasonable speed in one of the wooden-bodied "Chesham" coaches (themselves 115 or so years old), sharing the electrified track with the normal Underground service trains, steam hauled and as part of the celebrations of this important anniversary was quite overwhelming. The noise, the darkness, the smoke and the general celebratory atmosphere made for a really memorable occasion!

VCT member Chris Bates was similarly fortunate, this time through a friend who was successful in the required preliminary draw for tickets. Chris and his wife Julie travelled a week later and describes Moorgate with members of London Transport staff dressed in Victorian costume ready to greet arriving passengers. A modern Underground electric train was parked on the adjacent track with the doors open, affording an excellent view of the loco being watered by the London Fire Brigade. He says "Well done to all" and describes the whole as "a terrific showcase in the Capital for the achievements of railway preservation, which really caught the imagination of the national media and London's travelling public. The sight, sound and smell of a steam loco on the Underground was truly remarkable. Heritage everywhere will benefit from this event."

Metropolitan Railway: celebrations at Quanton Road

Further celebrations continued at the Buckinghamshire Railway Centre at Quanton Road (some six miles West of Aylesbury). This was on 17th February last, when VCT Chairman Trevor with Committee Member Ian Smith visited to formally hand over VCT Metropolitan Railway nine-compartment coach No. 465 on its agreed five-year loan. For the Railway Centre this was a double celebration as their locomotive Metropolitan No. 1 had returned to its home base after a major overhaul and the London celebrations described above. Our carriage was also back on territory which it had known previously, albeit a great many years ago. It would undoubtedly have passed through Quanton Road station many times on its way to and from Verney Junction, until London Transport trains north of Aylesbury were withdrawn in 1936. Our carriage finished its life with London Transport in 1961 as the line between Rickmansworth and Amersham was electrified. With the other two Metropolitan Railway carriages No. 465 came to the Worth Valley Railway in 1965 and after heavy use in the early days of the Railway was acquired by VCT in 1974.



Ian Smith describes himself as being very proud of the carriage, which looked superb as his photo (left) shows. Our Engineer Chris Smith has done a fantastic job in particular in cleaning and varnishing the coach and as you can see his efforts certainly bore fruit. The Quanton Road people were genuinely thrilled to receive the coach and to see it

looking so good. This was particularly the case when it was linked to Metropolitan No. 1. Together they looked the part and it was noticeable that when the train was ready to load everyone rushed to obtain a seat on No. 465, leaving the Mark 1 coaches in use only as general storage for prams and push chairs.

The train ride was of course part of the general handing-over ceremony. Trevor was however in for a surprise when the President of the Quanton Railway Society Andrew Bratton with BRS Chairman Tony Lyster presented him, representing VCT, with a limited-edition print taken from the original oil painting "Memories of Metroland" by B J Freeman (see photo, below).

Every picture tells a story and "Memories of Metroland" is no exception. On a bright day in the late Spring of 1932, Metropolitan Railway E Class 0-4-4T No. 1 waits to leave Quanton Road with a Southbound local train. In the down platform, Beyer Peacock 4-4-0T No. 23 waits for a clear road to Verney Junction to collect a pick-up freight whilst No. 1's driver and one of the station porters take the opportunity to select some possible winners from the racing pages of the daily paper.



The gift will go into the VCT Collection and is already on display, along with other Metropolitan Railway memorabilia: some from the Trust's archives and others kindly loaned by VCT Secretary Dave Carr.

The event generated a huge amount of interest and we have seen many photographs in the railway press, with Quainton Road also getting publicity in their local paper.

One VCT member sent this reminiscence:

"I visited the Buckinghamshire Railway Centre today and travelled in the Met. Railway "Dreadnought" coach. It brought back memories of journeys with my mother between Aylesbury and Baker Street as a young child in the late 1960s. The coach was in beautiful condition and has inspired me to send you a donation to assist in restoring vintage carriages".

Metropolitan Railway: our Brake No. 427 of 1910



The body has now been re-seated on to its rebuilt underframe and is now structurally in very much better order than it will have been for several decades past. Following his many weeks of work on the underframe Chris is now re-painting and varnishing the body, to good effect (as shown to the left). This will complete the major programme of work on this coach. We take the opportunity to congratulate Chris on his significant achievements here.

Meantime, the opportunity has been taken for a general tidy of a further one of the compartments. This has

involved removing relatively recent (wartime?) paint from some of the varnished teak followed by cleaning and re-varnishing; also rubbing down and repainting the ceiling and the two bulkheads. Simple and straightforward but very effective. The work team consists of Chris plus Ian Wild, Michael Cope and Dave. As we will probably move on to deal with a second compartment in the quite near future, there's plenty to do – if you would like to join us, please make contact, or just call in on any midweek day (ideally on a Tuesday, and preferably not on a Friday afternoon).

Completion of the interior of this carriage will involve renewing the lino throughout, but this will probably wait until all nine of the compartments have been revitalised. The urgent problem is to find a source of suitable moquette at a realistic price: if you can help with this, please let us know!

Other carriage news

The **Great Northern six-wheeled Brake** No. 589 has reached the "very nearly finished" stage. The only outstanding items are now the upholstery, external lining and lettering, and nets for the luggage racks.

The recent weather is probably at least in part to blame for the lack of action for the upholstery and for the lining and lettering. Dave of Messrs Pickerings collected the moquette a few weeks ago and hopefully with what is now somewhat better weather will be able to come over from Bradford to do the necessary fitting. This in itself should be a relatively straightforward task, as all four

compartments are Third Class and therefore lack complication.

Similarly the weather has not been appropriate for Bob or Ralph Timmins to travel from Shropshire, let alone to do the necessary lining-out and lettering. The heating in our workshop means that work can continue in even the coldest weather, but isn't ideal for varnishing or applying lining, particularly where this coach is currently located. With the heater on, there's a warm draught which means varnish dries too quickly – turn the heater off and the wood rapidly goes too cold: you just can't win! We will be further in

touch with Bob and Ralph as soon as Spring actually arrives: after all, Spring is traditionally the ideal time for varnishing and therefore for lining and lettering!

Communications with the Malton-based firm which was to tackle the netting for the luggage racks has been somewhat extended and rather frustrating. However, Ian Wild's wife Joyce has now kindly made up a sample piece of netting with good success, and has volunteered to set about making the necessary eight nets. Many thanks in advance for this, Joyce Wild!

The only item then remaining will be provision of a working emergency cord, together with the necessary vacuum release valve and the associated pipework on the outside (Oxenhope) end of the coach. Stuart Mellin has the "inside" work in hand and Chris is exploring the way forward for the "outside" valve and pipework.

The **Midland six-wheeled Composite** No. 358, built in 1886, is most definitely the next major project. Stuart is at the head of those who feel "the sooner the better" and are looking forward to

Worth Valley Railway Vintage Trains: Summer 2013

The Railway's Timetable shows Vintage Trains every Sunday from 23rd June to 28th July. Three of these will use VCT's carriages – the dates being 30th June, 14th July and 28th July. The other three Sundays will use L&Y Stock.

As the North Eastern Saloon is likely to be based in the Museum over the Summer it may well be

The Museum: where now?

The Trust continues to be very short of space, especially in the workshop. A lot of thought has gone into this problem and Vice President Bill Black has carried out a great deal of work and liaison with relevant bodies to assess the feasibility of extending the workshop into the small area of land owned by the Worth Valley Railway at the rear of the building. The main problems are the presence of Gingerbread Clough and of a storm drain overflow pipe from the Keighley High Level Sewer, which sewer runs between our Museum and the Railway itself.

Lighting: where now?

The Trust was successful in obtaining an Arts Council England grant via Museum Development Yorkshire under the "Greener Museums" project. This was for a professional review of electricity use within our Museum. This was to consider how to improve the lighting, both to reduce electricity costs and also to enhance the visitor's experience through increased lighting levels.

This review was carried out by **co₂sense** of Leeds, who have produced an exemplary report which is

getting started, which will be as soon as the GN six-wheeler is fully completed.

Otherwise, all other of our carriages are available for passenger or filming use as and when required. Of these, the **Metropolitan First Class** carriage No. 509 (built 1923) is likely to be in the workshop fairly soon for a re-varnish. After that, workshop visits are planned for the "**Chatham**" coach (Southern Railway Corridor Brake Third No. 3554, built 1924) (clean and paint underframe), possibly also for the **Manchester Sheffield & Lincolnshire** four-wheeled Composite No. 176 (built 1876) (general freshen up) and **Great Northern Brake Composite** No. 589 (some attention to brake rigging). There's no specific timescale for these, which are lesser tasks to be attended to as and when convenient.

As previously mentioned, we expect to very shortly welcome into the Museum Chris Lawson's **North Eastern Saloon**, which will occupy the space liberated by the departure of our nine-compartment Metropolitan Railway coach, on loan to the Buckinghamshire Railway Centre.

attached to our Vintage Trains, with cream teas available in the Saloon.

If you are interested in travelling, and particularly if you would like to book a cream tea, please check with the Railway's website www.kwvr.co.uk or ring Haworth Station before setting off (01535 645214).

Bill's expertise has been tested as he has worked out in some detail a design proposal with supporting detailed drawings and has worked with an Architect and with Yorkshire Water to establish whether or not the idea is feasible. Yorkshire Water is now commissioned to carry out a study at a cost to the Trust of £3,000 which should provide fixed price information on the work which Yorkshire Water would need to carry out on the site. Any member interested in supporting this project please do get in touch with the Trust, preferably by email at admin@vintagecarriagetrust.org

now receiving detailed attention. If any reader has technical experience of LED tube light fittings we should be pleased to hear from you – please contact Philip Walton or Michael Cope. Also if you have views as to how the overall presentation of the Museum might be improved, would you please contact Jackie or Michael Cope. Contact details for the Trust are at the bottom of the last page of this *Newsletter*.

Carriages: where now?

The departure on loan of our nine-compartment Metropolitan Railway has left a very obvious physical gap in the Museum. Your Committee is in the process of selecting an appropriate “new” coach to take this place, though a final decision

Bringing the Collection to life

The presentation and interpretation of the carriages has been considerably enhanced by the addition of two videos, one in the “Bulleid” carriage and the other in the Brake compartment of the Great Northern bogie carriage. The physical installation of these was by Philip Walton, with the production of both videos (plus one on our website) being the work of volunteer Michael Massey.

Michael writes: “I have now produced three videos for VCT. One is the ‘Welcome to VCT’ website video, and the other two are located in the Bulleid and Great Northern 2856 carriages. They are designed to tell the visitor something about the history of the carriages and the restoration process.



In order to produce the videos I spent a long time looking through VCT’s extensive photographic collections so that I could capture images showing the carriages at various stages of restoration and some of the people responsible for the work.

I then persuaded some of the key players to be interviewed, promising the shrinking violets that they would be more heard than seen, while the video sequences would show the details they were describing. In this way I was able to convince Robin Banner, Stuart Mellin and Michael Cope (see the photos of these two “talking heads”), Chris Smith, Paul Holroyd, Trevor England and Mike Holmes to take starring roles! A real coup was the chance visit to the Museum of Philip Walton’s son, Michael, over from the US, who happened to have worked on the Bulleid in the early days of its restoration. He agreed to be a

may take some time yet. If you have a view as to what this replacement should be (or even should *not* be!) please have a word with or write to Chairman Trevor.

talking head as well and that gave the video an added extra!

Meanwhile I shot a lot of footage of the carriages themselves in order to illustrate the work of restoration by showing them in their ‘finished’ states. I also plundered some of the moving footage belonging to VCT which shows the carriages ‘in action’ on the railway.

The final task was to edit all of the above into sequences which would tell the story of the carriages, their place in railway history and their part in the on-going work of the Trust. Since I produce videos for other non-railway-related purposes, I use a fairly sophisticated bit of video editing software called Sony Vegas Pro. I record the voiceovers on some ex-BBC audio recording software called CoolEdit Pro, no longer available, pinched the music and ambient soundtracks from my band’s CD and other sources, and put the whole lot together in Vegas to complete the sequences.

The completed videos are then handed to Philip, who does the really clever work of making them appear either in the carriages or on the Museum website.

I am now working on some other sequences about the

Museum and about Ingrow Yard itself, which will probably be put on the website. It would be good to hear from anyone who has suggestions for further video coverage, so that we can produce material of interest for both the membership and the wider community of visitors to the Museum. Apart from the video stars mentioned earlier, I would like to thank Jackie Cope, Philip Walton and Mick Halcrow for their continuing support and encouragement”.



Membership

Our Membership Secretary Jeanette Achilles reports that membership renewals have been brisk and now stand at 506 members with 60 or so still to renew. We think a few more have renewed since she wrote her report, but nevertheless we ask those who have not yet renewed to please do so as we need your help to keep all our activities going. Jeanette enjoys receiving your comments and memories about our locomotives and carriages. Many have written with memories of *Bellerophon*. One member called it "a gutsy little engine", and it has endured in people's hearts and minds. We are pleased to welcome the following new members: Mrs S Billington (Huddersfield),

Retail News

The other area of income on which we heavily rely is of course the Shop and Magazine Room. Looking back to the photo on the first page of this *Newsletter*, Mick and Paul digging a path all the way down Ingrow Yard resulted in sales of well over £50 of books and a lamp over the weekend. These plus other smaller sales represented quite a result, particularly as some of the roads around the Worth Valley were completely closed by snow and ice. We are amazed that anyone managed to reach the Museum at all!

The low customer visitor figure over this last weekend is in considerable contrast to that for the Railway's Gala Weekend at the beginning of the month. As in past years we advertised a "two for

Locomotives: *Bellerophon*

Ian Smith reports on progress:

"The Appeal for *Bellerophon* has proved most successful and the Trust is grateful to all those who have contributed so generously towards his overhaul. The total at the moment stands at around £8,500. This is well short of the sum required to sort *Bellerophon's* problems but is very welcome and we thank all Members who have contributed. The appeal is still open and we would encourage all who have an interest in this unique locomotive to help us to keep it as a working piece of railway history.

The money is needed to deal with the necessary replacement of the axles. We have accepted a tender from the South Devon Railway to replace these and then there is a deal of fettling work required to make everything work again – a not inconsiderable task. The quote is £10,000 per axle and whilst at first glance this seems expensive it should ensure our historic loco is fit for many, many years of service. As Foxfield Railways Chief mechanical Engineer Matt Healey puts it: "This should see me out!"

Mr A Cox (Carnforth), Mr A Tarran (Bradford), Mr H Ali (Bradford), Mr A Darvasi (Bradford), Mr T Stevens (Peterborough) and Mr C Horsey (Life Membership: Uckfield). Also we have three existing members who have converted to Life Membership: Mr M D Fletcher (Newark), Mr John Morris (Keighley), and Mr Barry Slater (Huddersfield).

We would also like to congratulate one of our Life Members James Garthwaite on his forthcoming marriage to Stephanie Fennell on 17th April. James was a very young VCT volunteer with his family some years ago and went on to be an active volunteer on the Worth Valley Railway.

the price of one Book Bonanza", which was very successful. All VCT trading records were broken over the three days. This success was perhaps helped by the large black locomotive in steam, parked in the yard right outside our doors for most of the weekend!

Of course this would not have been possible if there were not volunteers willing to give up their Friday, Saturday or Sunday and come along and help. Do contact Retail Manager Mike Halcrow via email or by post (details at the very end of this *Newsletter*) or ring the shop any day between 11 am and 4 pm if you would like to become involved in this side of the Trust's work.

The engine is due to leave Foxfield Railway for Buckfastleigh on 5th April as part of a deal involving the return of two locos to the Bodmin & Wenford Railway, thus saving transport costs. The lead time for the new axles is approximately 28 weeks from the time of order, and they have now been requested. The next major task, once the engine is at Buckfastleigh, is to dismantle him and then our engineering team will go to site and discuss further details to ensure the engine is not only overhauled but the work is done to conform with our museum standards.

Hopefully, by the end of the year *Bellerophon* will be back on his wheels and running-in at South Devon for a while before coming back North, ready for the 2014 season. Matt and our friends at Foxfield have agreed that so long as the engine is available for their Gala in 2014, *Bellerophon* can go anywhere in order to earn back some of the cash needed for this overhaul. He will have a good four years on his boiler ticket so we should have a healthier bank balance when the time comes for the boiler overhaul!"

Locomotives: Sir Berkeley

Following the axle box repairs last year, *Sir Berkeley* has had a run out at the New Year, and has then been rested, ready for the new season, which started at Easter.

Middleton's Chief Mechanical Engineer Steve Roberts has done some work on the old pipework for the vacuum ejector and the valve is now inside the cab area. When the engine is withdrawn from service for his 10 year overhaul, the whole vacuum system will be modified to come into line with the rest of the Middleton fleet, so the unsightly pipework will be concealed from public view, enhancing the loco's historic appearance. A

Grants: MRT and BLS

We were delighted to hear that our friends at the **Middleton Railway Trust** have been awarded £69,900 from the Heritage Lottery Fund for the "Acquisition, operation and interpretation of the Monckton Collection."

This is basically Hunslet 0-6-0ST *Brookes No. 1* and 2-6-2T *Picton* and the grant will allow the purchase of both locos, the restoration to working order of *Brookes No. 1* and the static display of *Picton*. Included in the grant is money to produce videos similar to those we have done for our

The VCT Legacy Leaflet

A Legacy leaflet was included in a previous *Newsletter* distribution. Our Legacy Officer, Sheila Seabrook, is contactable through the Trust's various forms of communication. Send your details and she will contact you. The good that a legacy can do can be seen for example in our

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

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.

new smokebox will also be required, but the engine has earned sufficient from steamings and visits to various sites for that to be done.

Whilst in use at the Railway, *Sir Berkeley* has needed a number of fire bars, which Middleton has up to now provided from their stock. The stock is now exhausted and so we have agreed with Middleton that *two* sets of bars will be provided, one each for *Sir Berkeley* and for *Matthew Murray*, with ourselves paying for *Sir Berkeley*. The price of this is around £600 – another reminder that preservation doesn't come cheap.

coaches. We are certain that Members will join our Committee in congratulating Middleton on getting this grant towards restoring part of Leeds locomotive heritage.

Our near neighbours the **Bahamas Locomotive Society** are also to be congratulated on being awarded £775,800 by the Heritage Lottery Fund for the overhaul of their Jubilee Class steam locomotive 45596 *Bahamas* to allow it to return to the main line, and to expand their visitor welcome at Ingrow.

"welcome cum retail" area which was redesigned and furnished with the great help of an unexpected legacy from one of our Members. If you have lost the leaflet and want another just ring or email and one will be sent on to you.

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. 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. 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!