

# Vintage Carriages Trust

## Members' Newsletter: April 2017

### **Flying Scotsman visits Vintage Carriages Trust Museum at Ingrow**

Perhaps it would be more accurate to say: "*Flying Scotsman* visited the Keighley and Worth Valley Railway from 31<sup>st</sup> March to 9<sup>th</sup> April 2017. For part of this visit the locomotive was in steam on static display with visitor access to the footplate outside Vintage Carriages Trust's Museum at Ingrow on Saturday and Sunday 1<sup>st</sup> and 2<sup>nd</sup> April".



This ten-day visit of *Flying Scotsman* to the Worth Valley Railway was incredibly successful.

It began with a rail tour from Oxenhope to Carlisle and return, organised by the Worth Valley Railway. This was the first such train to travel this route for 14 months or so, following completion of Network Rail's £23M rectification works after a major landslip at Eden Brows, just North of Armathwaite. This re-opening of the Settle to Carlisle route attracted quite a number of VIPs on to this train, also considerable television and other media coverage.

This *Flying Scotsman* charter train was fully booked and ran pleasingly uneventfully. Strictly speaking it wasn't the first train to run since the landslip – the scheduled through DMU services had restarted earlier that morning, in both directions. VCT Chairman Trevor England and Trustee Chris Smyth (on this occasion representing the Railway) took one of these services to travel ahead of the *Flying Scotsman* train to Carlisle, to brief Press and others awaiting the arrival of the *Scotsman* train. They were able to join this train on its return working to Keighley. This allowed them to join what we understand was quite a celebration of the occasion!

The locomotive then spent the following two days at Ingrow, these being Saturday 1<sup>st</sup> and Sunday 2<sup>nd</sup> April. The offer was pre-booked footplate visits preceded by a well-organised introduction. There were one or two minor hiccups but overall the Railway must congratulate itself on its very professional organisation – as must our own VCT. Recorded visitor numbers at Ingrow were 750 on the Saturday and 1,100 on the Sunday. The Saturday was very comfortably busy and the Sunday was almost uncomfortably busy. VCT did quite nicely in the Shop and welcomed a great number of visitors. Hopefully these visitors liked what they saw of us and now they know where we are will return in the future to and spend rather more time with us.



As part of the overall arrangements the Railway hired our "Bulleid" coach to reinforce the relief service train throughout the week. In this photo we see this train passing Ingrow on 1<sup>st</sup> April, with the "blood and custard" livery of our coach making it quite conspicuous within this train.

Still at Ingrow, VCT's resident Scotsman and Trustee Bill Black displays a model of the locomotive *Flying Scotsman*. The original locomotive forms the background, and Bill here is supported by members of the Leeds City Pipe Band. The Pipe Band played at Ingrow on a number of occasions over the course of the day.



## Rail Story

*Our Trust is of course an active partner with the Bahamas Locomotive Society and with the Worth Valley Railway in the "Rail Story" project at Ingrow. This project is helping us to work much more closely together and to make Ingrow as a whole a much more coherent visitor attraction in its own right. Debbie Cross is the Audience Development Officer for this project. She writes:*

2017 has definitely started with a bang! We have already been busy with lots of events, group visits and site developments and we still have so much more to come.

2017 will see an even bigger events programme as we build on the successes of the last few years. You will see some of the old favourites like the Model Railway Exhibition (1<sup>st</sup>/2<sup>nd</sup> July), the Beer and Music Festival (19<sup>th</sup> to 22<sup>nd</sup> October) and Santa Specials (weekends from 2<sup>nd</sup> December to Christmas, also Friday 22<sup>nd</sup> December). These will be interspersed with new and upcoming events like the Steam & Ale Trail (10<sup>th</sup>/11<sup>th</sup> June), Small Engines Gala Weekend (7<sup>th</sup> to 9<sup>th</sup> July), and Character events like Paw Patrol (31<sup>st</sup> May and 1<sup>st</sup> June). We have just had the privilege of hosting the *Flying Scotsman* at Ingrow over the weekend of 1<sup>st</sup> and 2<sup>nd</sup> April which was a great delight and wonderful to see so many people visiting the site and our Museums. Thank you to all those that made it so special.

We now have a very varied programme of events for all our audiences ranging from the enthusiast to families to young couples. This means we need a diverse group of volunteers who are interested in helping to run our events programme. Over the next twelve months we are hoping to recruit volunteers to help support our events throughout the year. There are many different types of events to cover all interests if you want to get involved. On the 11<sup>th</sup> March we held our first Volunteer Recruitment Day for Rail Story and it was great to meet with new members of the public who were interested in volunteering with us. We are hoping to hold another recruitment day later in the year and would love it if you could come down and find out how you could become an active member of our team.

As well as the opportunity to get involved with our special events you could also get involved with one of our new audience development projects.

In 2017 we are hoping to launch three new projects which will hopefully bring in different audiences to the railway. Firstly on 13<sup>th</sup> May we will be launching our Saturday morning Science Fun Club which will take place every other Saturday from 10 am to 12 noon. The Club will run from the Rail Story Learning Coach at Ingrow West Station and will be open to all children aged between 10 and 14 years old. The hope is to keep children engaged with science, engineering and technology and for local children to visit the Railway until they are old enough to join our Young Persons Group. It would be wonderful to have a group of volunteers to help run this club or to pass on their knowledge and ideas for workshops to the Science Club team.

The second project for 2017 is for us to become the newest venue for the Café Scientifique Project. Café Scientifique is a place where, for the price of a cup of coffee or a glass of wine, anyone can come to explore the latest ideas in science and technology. Meetings take place across the country in cafes, bars, restaurants and even

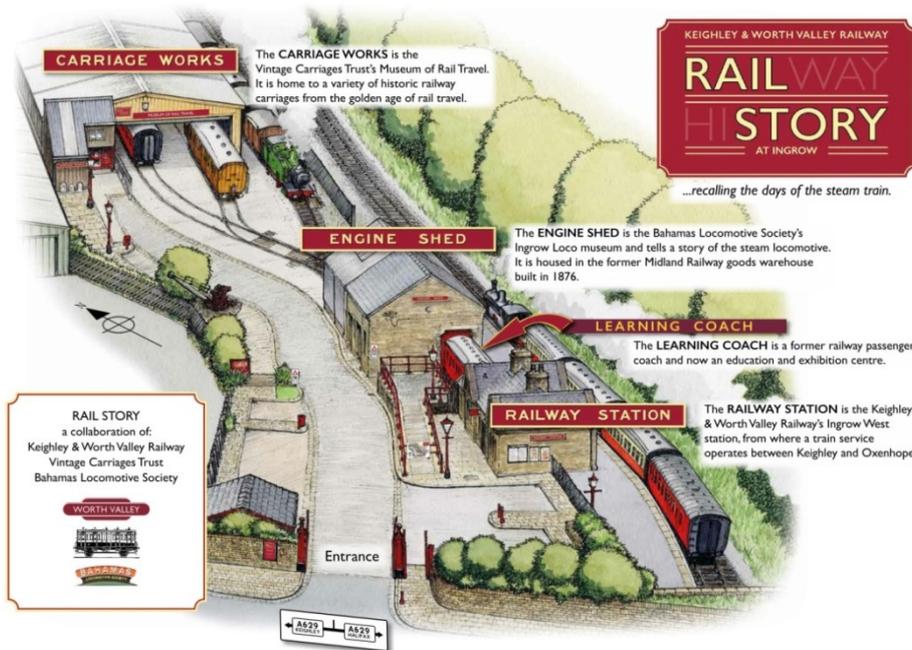
speaking about and are interested in volunteering your time to lead one of these evenings please do contact me. The topics don't have to be railway related, they can cover any subject around science and technology. As soon as we have our completed programme for the year we will advertise it on our websites so please keep an eye out for further information.

The final project we will be trialling in 2017 is to run a quarterly "Open Mic Night" session out of the Museums at Ingrow West Station. The idea to run these nights resulted from last year's successful event for the national "Museums at Night" which was organised brilliantly by Mick Halcrow and Jim Pickles. Every year we take part in this national weekend event with bands performing at the front of the Carriage Works Museum. In 2016 on the final evening we decided to run an open mic evening and it was so popular we have decided to offer this event throughout the year. This is also a great way for us to start using the Museums and the spaces across the Railway for different uses to really help widen our

audiences and introduce new people to the work we do here.

Our first Open Mic Night took place on Saturday 11<sup>th</sup> March in the Carriage Works and it was a really enjoyable evening. We had performances from Pete Skellon and yours truly singing along with my husband Paul. We had a great audience turn out for such a cold and wet evening and I would like to thank Jim for all his hard work setting up this event. Our next evening will be on the 20<sup>th</sup> May and it would be great to see lots of you down there. You

don't have to play or sing, you can just come to listen to the great music. If you or your partner, a member of your family or friend is interested in volunteering or taking part in any of these events or projects please do get in touch. I would love to speak with all of you and hear all of your ideas. Please call me on 07825 632 123 or contact me at [Deborah.cross@ingrowloco.com](mailto:Deborah.cross@ingrowloco.com) or



theatres with the idea being to meet outside a traditional academic context so people can meet in a relaxed environment and openly discuss each topic instead of it feeling like they are at a lecture. Our Café will be held one evening a month from the Learning Coach at Ingrow West Station. We are currently trying to set up the first twelve speakers so we can advertise a full year's programme. If you have a topic you would like to

*Interpretation boards as illustrated above will shortly be in position at Ingrow, to help our visitors understand the layout of the site as a whole.*

**An important note: please be aware that there will be no Worth Valley Railway Autumn Gala this year.**

## Our Annual Meeting and Chairman's Day: Saturday 14<sup>th</sup> October 2017

With the success of merging the AGM and Chairman's Day in 2016 we have decided to keep the same format for 2017. The date of the AGM will return to its usual date in October with the Chairman's Day event in the morning for Members and invited guests starting at 10.30 am. This will be followed by a buffet lunch before Members are invited to the formal Annual General Meeting at 2 pm. Full details will be available in the next *Newsletter* – but please note this date, now!

### The Workshop: lifts, the heater, the bogie, shunts, Oliv and other matters

Logistics are becoming ever more important for our Workshop (and for the Museum). Planning what goes where and why is determined not only by what we want to do on individual coaches but also on the comings and goings of occasional Contract work. Almost all of our vehicles are of different lengths, meaning that moving any vehicle can result in a major shunt, just to fit things into an acceptable layout.

One such shunt was needed recently to place our **Great Northern 6-wheeler No. 589** over the pit to facilitate inspection of its underframe. The need for this follows a rather heavy impact on to this coach by our two Southern carriages (the "Chatham" and the Bulleid) as they were being returned to the Museum after their active involvement in the Railway's Spring Gala.

A side effect of this shunt was that the Railway's **diesel multiple unit bogie** is now temporarily on display in the Museum, as shown below.



This bogie has been with us as a Contract renovation project for the Railway for a great deal longer than had been anticipated. Much of this delay was due to difficulties in acquiring some of the specialised components and materials needed to complete this renovation. Hopefully experience gained here will assist in any future work on the other bogies when we are able to find space and time to give attention to them.

Only very little work by our Engineer Chris Smith is now needed to complete this overhaul. The bogie will then be returned to the Railway – this will (of course!) involve another significant shunt.

Progress continues steadily with our **Midland Railway six-wheeler No. 358**.

A significant landmark has now been achieved, in that within our new Extension the Matterson jacks have now been used to separate the body of this coach from its underframe – you can see three of the four jacks in position in the photograph opposite. This time the actual lift was only a few inches, but the way is now clear to lift the body sufficiently high to run out the underframe.

Another shunt (!) will see the underframe positioned over the pit. This will allow Chris with Stuart Mellin and others to start what will be the demanding task of renovating this underframe. On the "metal" side, this will include attention to the drawgear, the suspension and all eight springs. On the "wood" side this will include replacing both headstocks. The Midland's body will stay effectively where it is at present, appropriately supported, to allow work to continue. There's plenty of work to be done: if you would like to be involved, please let us know!

You will see in the photograph opposite also **one of the two gas-fired heaters** which give a modicum of warmth to the Workshop over the winter period. Two minor points which we should have seen coming but didn't are, firstly, that the necessary annual inspection of this heater was no longer possible. With the new extension now completed there is no longer a convenient wall against which one could lean a ladder to allow access for this inspection.

The second minor problem was that this heater was now too low. The extension will be the location of most if not all of carriage lifts we will need in the future. For a small and fairly low coach such as the Midland there is no problem, but for a full-sized bogie coach this heater would foul the coach roof before sufficient lift had been achieved. Hence the need to move this heater some few feet to the left – a fairly demanding task successfully accomplished by Messrs Watsons of Silsden. Inevitably there was a need for a short-notice shunt – but this time the necessary limited movement of both the Metropolitan Brake and the Midland (this was before the just-mentioned lift) was achieved by hand, using a pinch bar.



You will recall the EM2 Locomotive Society's **four wheel Drewry Overhead Line Inspection Vehicle** (hence "Oliv") visiting us in summer 2015 to allow Chris to give attention to its bodywork followed by a repaint. Sadly, after returning to the Middleton Railway Oliv was severely damaged in an arson attack in February of last year. It has now been agreed that Oliv will return to us to allow Chris to carry out necessary repairs. The intention is for Oliv to arrive on Wednesday 26<sup>th</sup> April – and yes this will mean a further significant shunt!

*Ian Wild reports:* Compartment number seven of **Metropolitan Railway Brake No. 427** has now been fully refurbished. The ceilings were done early last year and now the remainder of the compartment has been repainted and revarnished to bring it up to the standard of compartments one to six. New moquette-covered plywood panels have been fitted below the windows and a new draught strip fitted around the main line side door to replace the original damaged by water ingress over the years. This completes the internal renovation of this carriage.

However, there are one or two items which need improving in the earlier compartments. Work has started on compartment two (for no other reason than this was the most accessible of the low numbered compartments). The internal panels and mouldings on the doors are being stripped of

## Vintage Train dates for 2017

The Railway's Vintage Trains this year are due to operate on Sundays 25<sup>th</sup> June, 2<sup>nd</sup> and 23<sup>rd</sup> July, 6<sup>th</sup> and 20<sup>th</sup> August, and 3<sup>rd</sup> September. Details are not available as yet, but it's now been confirmed that our Metropolitan Brake No. 427 will go to Oxenhope and be in operation as last year. However, again please note that the Railway is not running an Autumn Gala this year.

paint and then varnished to match the majority of the rest of the carriage. Opportunity has been taken to remove some ceiling mouldings for repairs where sections have broken off previously. This work is pretty much all that is needed to this compartment which will be completed after the carriage has been put on display in the Museum.

There's little to report on **diesel railbus E79962**. Indeed very little will happen with this vehicle until Chris with his metalwork skills is again available. As work on the underframe of the Midland coach and the contract work on "Oliv" takes priority, this will be some considerable time yet! Also for real work to go ahead we will need to lift the railbus body from its chassis. This should be a fairly straightforward exercise but means waiting not only for the body and underframe of the Midland coach to be reunited but also for some concrete work to provide an extension for the jacking area represented by the new Extension – the railbus is somewhat longer than the Midland coach. In the meantime a section of the



railbus floor will be re-laid, mainly to confirm that our procedures and measurements are correct. Replacing the rest of the floor will need to be one of the very last tasks for this restoration. This will be some long time yet!

In the meantime, sundry aluminium items from the interior trim are being cleaned and safely stored, as are various other items. If anyone desires a task which is simple, long winded, tedious and yet strangely satisfying; well, here's your opportunity!

Hopefully within the next few months we will be able to convert the present mains-powered lighting within the **Bulleid** coach to be battery powered. This will eliminate the "no lights in the tunnels" problem when the coach is in use on the Worth Valley Railway.

## “Topping, Tailing and Shuttling” at the KWVR Steam Gala, March 2017

*Bob Sprot writes:* It was the turn of our Southern set comprising Bulleid S1469S and Chatham Brake S3558 working out of the VCT Museum each day to carry out timetabled shuttle trips between Ingrow and Keighley at the recent KWVR Steam Gala held between Friday 3<sup>rd</sup> and Sunday 5<sup>th</sup> March.

As well as the Ingrow shuttles the VCT stock, working on the Friday and Sunday with three L&Y carriages, formed a non-stop express train to Damems topped and tailed by various locomotives which allowed an immediate turn round back to Keighley. The same service ran on the Saturday of the Gala but with our Southern carriages paired up this time with the KWVR Suburban set.



Due to the extra length of journey and the constant change to different locomotives on the shuttles to Damems these services were well patronised by the public and once again both the Bulleid and Chatham carriages received favourable comments both as to their comfort when travelling and also their internal appearance.

Thanks are due again to Chris Smith for the preparation of the carriages before the Gala and especially for their smart exterior appearance

which was commented upon frequently by visitors at Keighley Station when the rake was waiting in Platform 3 between services.

*Bob Sprot's photo shows our Bulleid and Chatham carriages with L&Y stock in Platform 3 at Keighley.*

## Our locomotives *Sir Berkeley* and *Bellerophon*

*Ian Smith writes:*

***Sir Berkeley*** is currently resting inside the Engine House at Moor Road, awaiting entry into the workshops to start his ten-year overhaul. Some boiler fittings have been removed but otherwise the engine is intact and on view to the public.

***Bellerophon*** has had some winter maintenance done and has recently passed his annual boiler test. The engine will be attending the Welland Valley Traction Engine Rally in July and may possibly go elsewhere if current enquiries come to fruition. However, 2018 is the last year the engine will steam for some time as it is intended that it will be stored for at least two years, since Foxfield have no room in the workshops for it. In many

ways, this is good news since a couple of years in store, followed by a two year overhaul will see *Bellerophon* come back about five years into *Sir Berkeley's* boiler ticket, giving us at least one engine out there at all times.

As things stand, the engine is due to operate at Foxfield until July 2018. However, it has been requested for Embsay in May next year, which will give VCT Members the chance to see our locomotive very close to home. The VCT Committee is looking at the possibility of organising a special Members' Event when the engine is at Embsay, so watch this space!

## Membership

*Our Membership Secretary Jeanette Achilles writes:*

Can I thank those Members who have renewed their subscriptions for 2017. Some of you will have received a gentle reminder with this *Newsletter*. I believe £12 still represents good value for money when compared with similar heritage organisations. For those who added a donation towards the restoration of our Midland coach, I am pleased to report good progress being made and new hands coming to help with this and other restoration tasks in the workshop. Thank you, as always, for your generosity and support.

As you know, we have a new CAF Bank account for those who pay by Standing Order. Most Members subscribing this way have completed a new payment form. We have recently sent a letter

and form to a small number of Members still to make the change. We need to close our 'old' Lloyds Bank account shortly so all future Membership subscriptions must be routed through our new account with CAF Bank. At the Annual General Meeting held in September the Membership voted to raise the subscription from £10 to £12 for the 2017 year so any new Standing Order instruction would also need to consider this small but inevitable increase in the face of rising costs over the last few months.

We have welcomed as new Volunteers in the Museum and Workshop Sheryl and Benjamin Ashton, Kevin O'Neill and Norman Overend, all of whom joined the regular band of Volunteers

helping to meet and greet our interested visitors and enthusiasts over the 'Flying Scotsman at Ingrow' weekend. It certainly kept us busy and gained us lots of feedback and praise from many people visiting the Museum for the first time.

It is with sadness that I report the death of R B 'Brian' Shaw, one of our local Members. Many is the time someone would give me a playful nudge when I was stewarding a Vintage Train or pouring tea at a Member's day, and just smile quietly. That was Brian. Never one for chit chat, he would tour the Workshop to have a look at the restoration in progress, or board a vintage carriage for a round trip, then go home and take the time and trouble to write a congratulatory letter to the Trust in fountain pen and 'proper' handwriting. Brian was

## **"Music in the Museums"**

*Jim Pickles writes:*

On the evening of Saturday 11<sup>th</sup> March the first, experimental, "Music in the Museums" concert took place in the VCT Museum at Ingrow. Despite the terrible weather, eighteen people attended and enjoyed music provided by other members of the audience. Following the gentle success of that evening further, quite informal, evenings are to be held at Ingrow on Saturdays 9<sup>th</sup> September and 9<sup>th</sup> December from 7 pm onwards. Musicians amongst our Membership are very welcome to come along and perform at any of these evenings.

## **Transport Heritage Conference**

*This event was held at the London Transport Museum Depot, Acton, on Saturday 1<sup>st</sup> April. Dave Carr writes:*

Our three Metropolitan Railway "'Dreadnought"' coaches have long been an integral part of the VCT collection of historic vehicles, so the Trust has always maintained contact with colleagues in the capital. This year, Secretary Dave Carr and his daughter Laura represented the Trust at a well-attended gathering with interests in buses, taxis, trams, and of course railways.

Speakers included Roy Watts from the Bluebell Railway, Peter Osborn of the London Bus Museum and Tim Shields, Curator of the LT Museum and a long-time friend to VCT. Tim expressed a very keen interest in being invited once again to Trevor England's next Chairman's Day!

Subjects included maintaining and operating heritage fleets and developing volunteer support. This last is close to the hearts of the Trustees, for whilst we have a very healthy Membership, who give the Trust unstinting support, the question of succession planning at Trustee level has to be constantly in the back of the collective mind, in order to guarantee the long term well-being of the Trust.

during the break between sessions The delegates were treated to a guided tour of the depot, rides on the gold painted RT and the open-top L&NWR

one of nature's gentlemen and a staunch supporter of the VCT.

We are looking forward to the summer season when we expect to be very busy with visitors. We always welcome new Volunteers if you have time to spare and want to get involved.

New Members this quarter include: Mr Xav Paine (Heptonstall, West Yorkshire), Miss M Lockyear (Leeds, West Yorkshire), Mr Chris Johnston-Senior (Skipton, North Yorkshire), Laura Carr (Clapham, London), and Dinah Forbes (Batley, West Yorkshire). Also, Nigel Thornley (Chester, Cheshire) has joined us as a Life Member and Wendy Anderson (Bradford, West Yorkshire) has converted to Life Membership recently.

Filling in the quarterly staging of these concerts are three special evenings for "Museums at Night", the national initiative for opening Museums into the evening. On Thursday 18<sup>th</sup> May this will consist of Haworth Ukulele Group, playing popular songs from the 50s, 60s and 70s. On Friday 19<sup>th</sup> May it's local gothic-folk-rock band Black Horse Fairy, and on Saturday 20<sup>th</sup> May it's another all-comers evening. The Museum will be open from 5 pm on each of those evenings, with the music commencing around 7 pm.

charabanc; this latter of course, with solid tyres, no power steering and a crash gear box - but what fun!

Following a generous luncheon, delegates split into discussion groups, Dave opting for the "Volunteer" session; whilst Laura, as a strictly "armchair Member" took pity on a less well attended group, and was soon discoursing on the essential nature of social media in publicity and marketing, and on aspects of good business practice. As a consequence, several groups have expressed the wish to consult her for assistance on audience and business development. Perhaps VCT might charge a Consultancy Fee!

Dave Carr was able to chat with colleagues from the Bluebell, the National Tramway Museum and the Epping Ongar Railway, as well as LT Museum Director, Sam Mullins. Thanks to Sam, enquiries are being made about a Metropolitan Railway employee, one W C Bowling, whose long service awards are in the possession of the Secretary. With more details of W C Bowling, we might add the story to our current display at Ingrow. Sam further expressed a willingness for the Trust to take relevant Metropolitan/LT artefacts on loan for display. One for the curatorial team!

## “Welcome to Yorkshire” (Y17)

*This year this event was held at the Theatre Royal, York, on Tuesday 21<sup>st</sup> March. Dave Carr writes:*

Chairman Trevor England, Secretary Dave Carr and Museum volunteer Charles Chandler represented the Trust at this year's publicity and marketing event, to celebrate the successes of the Yorkshire tourist sector, and to look forward to new initiatives.

Arriving fashionably half an hour early, and looking forward to a cup of tea, your delegates were told that they represented a fire hazard for the next thirty minutes, and so stood in a chilling wind for the requisite half hour. As soon as the doors were opened, they found themselves in a throng that choked all non-auditorium areas of the theatre. If there had been a fire at this point, matters would have been interesting to say the least!

No matter, as the VCT delegates swiftly located the trade stand with the finest selection of pies, pasties and tartlets in the Northern Shires and did full justice to the offerings, as only well-chilled railway enthusiasts could.

The presentations on stage by Rob Walker (of snooker on television fame) included Sir Gary Verity, a marching band, the Yorkshire Regiment, four original Calendar Girls, three lady Atlantic rowers, two Kaiser Chiefs and the sister of Jo Cox. An eclectic mix!

## 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.

Delegates heard details of the now annual Tour de Yorkshire and saw the new Welcome to Yorkshire advert for cinemas and television. Of great interest to railway enthusiasts was the announcement by Virgin that on 23<sup>rd</sup> April, on the East Coast Main Line north of York, *Flying Scotsman*, together with its descendants, an HST, a Class 91 and the new Virgin Azuma would all be appearing in a celebration of East Coast passenger travel.

As well as the obvious attractions, the trade stands had copies of new Welcome to Yorkshire publicity leaflets, insurance and waste disposal offers, and exhibition and promotional materials. There was also the opportunity to network with old friends and colleagues, and to speak with other sectors of the tourist and visitor business. Next year, we ought to attend the leaflet swap organised by Welcome to Yorkshire, in order to maximise our efforts in this field.

In one of a number of seat number raffles, Charles was fortunate to win a day for two at the new Spa facility at Ridding Park, including lunch, sauna, infinity pool, swimming pool and treatment pods. Well done, Charles – it could be a good day out, especially at Yorkshire's favourite price!

**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!

Published by the Vintage Carriages Trust (Charitable Incorporated Organisation No. 1156931)  
Owners of the Museum of Rail Travel (an Accredited Museum), Ingrow Railway Centre, Keighley

Printed in England by John Brailsford Print (Yorkshire) Ltd, Rotherham

VCT correspondence address: The Railway Station, Haworth, Keighley, West Yorkshire BD22 8NJ

Museum telephone 01535 680425. Hon Secretary telephone 01759 304176.

Website: [www.vintagecarriagestrust.org](http://www.vintagecarriagestrust.org) E-mail: [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)