



# Vintage Carriages Trust

## Members' Newsletter: December 2012

***Firstly, we take the opportunity to wish all Members a Happy and Peaceful Christmas and a good New Year.***

This *Newsletter* is a rather packed edition covering a wide spectrum of the Trust's activities. There is good news and bad news in perhaps equal portions – and a reminder that it's **subscription renewal** time. More about this follows: but first here's an important note about our locomotive *Bellerophon*.

### ***Bellerophon* needs your help!**

Although we are a Carriage Museum, as all long time Members will know we do own three small but very interesting industrial steam locomotives – *Bellerophon*, *Sir Berkeley* and *Lord Mayor*. Of these, ***Bellerophon*** now needs much attention and your support at the present time. We are taking the opportunity with this issue of the *Newsletter* to launch an Appeal to get this iconic locomotive back in action once again. There will be those among our more recent Membership who know little of



*Bellerophon* and why it is it owned by the Vintage Carriages Trust, which is after all a carriage restoration group. If you would like to know the full story, the small book "*Bellerophon: Haydock to Haworth*" is on sale in the Shop or available by post at £3, including postage and packing. It tells the story of this locomotive, built in 1874 by Josiah Evans at the Haydock Colliery and Foundry. Its rescue into preservation is described, as is its restoration with the financial help of VCT Members' donations and various grants. As the Trust has nowhere to safely store the locomotive it was decided some years ago to put it into the care of Foxfield Railway in Staffordshire, with our Trust retaining ownership. The loco can be seen working on the Foxfield Railway and is also a popular loan locomotive to other Heritage Railways around the country. However *Bellerophon* like many of us is showing his age (138, if you haven't just worked this out!) and we are now in need of funds for some major repairs. Unfortunately, these will cost far more than the pot of money which Foxfield and VCT have collected in hire fees and steaming revenue.

*Ian Smith explains further:*

"The locomotive has been showing his age this year, which began with him suffering some serious problems with the piston valves. Our partners at Foxfield were able to repair the locomotive after some difficulties, but this proved expensive and has eaten into the loco's repair fund, set up each time the loco enters service after a ten-year overhaul. Normally, this would not particularly matter, as the loco continually pays into its own fund and repairs of this magnitude don't occur too often between heavy repairs – unless you are an 1874-built locomotive, that is!

During a routine steaming of the locomotive earlier this year, it was noticed that one of the keys that keep the driving wheel fastened to the axle was coming loose. Further examination revealed that other such keys on other wheel sets were also beginning to work loose. This means that the locomotive is now unfit for further service until a repair is made.

When the engine was first restored in the 1980s, the axleboxes were mistakenly cast to just above scrapping size. Whilst somewhat embarrassing, this didn't matter unduly as the locomotive was only intended to run short distances at Keighley and other such lines and thus wouldn't be too troubled. However, 20 years later, these axleboxes have been causing concern and we were intending to thoroughly investigate repairs over this Winter. What has been happening since the engine arrived at Foxfield is that the wear in the axleboxes has allowed the brass bearings to move around. Foxfield is an old colliery line and therefore has some ferocious curves and the movement in the boxes has allowed the axles to collide with the engine's frames, causing the keys which hold the wheels to the axles to come loose over time. If left to themselves, these keys will eventually fall out, allowing the wheels to come loose and quite literally fall off. This is generally regarded as not a good idea!

During the loco's original restoration, the axles were metal sprayed and then machined to bring them back to a reasonable size. Whilst still an acceptable repair in general industry, metal spraying in the railway industry has a number of drawbacks and

thus VCT and Foxfield have been thinking about how best to repair the locomotive and also bring him back up to a standard more acceptable to the 21<sup>st</sup> century.

After much investigation during the Summer we have come to the conclusion that the best method of repair would be to replace all three of the loco's axles, refitting the wheels to the newly-machined axles and then casting new bearings, using the original axleboxes. This will give us a set of axles of known quality and a high quality repair that will last for many years. This should work out cheaper than re-casting new axleboxes and bearings, which would in any case leave those metal sprayed axles in situ and perhaps cause issues in the future. As part of the repair, it is intended that we keep the unique concave section journals of the original design, in keeping with the locomotive's historic status. Great care has been taken to ensure that these repairs do not compromise *Bellerophon's* historic status.

As part of this major repair, we intend to repair or replace all the locomotive's springs to ensure he is correctly sprung and fit for service for many years to come.

We have received a quotation of £18,000 to replace the axles, which compares with £25,000 from the same company to simply replace the existing axleboxes and bearings, which would leave the axles in the same condition as now."

We would very much like to see our historic locomotive running again in 2013 to be able to use the rest of his boiler certificate. He is a real Ambassador for the Trust wherever he goes.

***We would ask our members if they can assist in getting our old friend back into service and steaming at Foxfield and elsewhere for 2013 – there should be a donation form enclosed with this Newsletter for your use should you wish.***

*Ian's photo, on the previous page, shows Bellerophon's last steaming before repairs are undertaken. This was on 21<sup>st</sup> October last – please help this not to be "Bellerophon's last ever steaming"!*

## **Membership Subscriptions**

It is the time of the year for **subscription renewals**. If you pay yearly you will find that our Subscription Secretary Jeanette Achilles has placed a renewal form within this envelope. If on the other hand you are a Life, Standing Order or Honorary Member you will find your 2013 Membership card enclosed. If it's not, please contact Jeanette. The good news is that the Membership fee was confirmed at the Annual Meeting as the same as last year, at £10 per year, with Life Membership £300.

Jeanette as Subscription Secretary has worked hard this year and with good success. Nearly all Members have renewed and several new members have joined. She does appreciate the positive comments given when you meet her when she is looking after the VCT's interests on Vintage Train days and Gala weekends on the Worth Valley Railway. We also do appreciate your donations of railway-related books, magazines and photos and of course your very generous donations of money. Jeanette reflects on whether we give you value for money in what are difficult economic times. She

assures you that our Workshop Engineer Chris Smith and the Workshop volunteers are very conscious of costs as restoration work progresses and all are at pains to spend the funds we receive from our Members in the most effective way possible. The three *Newsletters* a year tell of other activities including the use of the Collection. This, together with the possibility of attending

## New Members

We welcome the following new Members: Mr R Wanty (Leeds), Mr S Bedford-Carter (Leeds), Mr D Nelson (Ilkley), Mr D Yeomans (Manchester), Mr G and Mrs Y Graham

## Volunteering

We would also like to see more of you coming along and joining the team. There is plenty of opportunity to help in the Shop and with welcoming visitors, and to join the Workshop

## Sir Berkeley

*Ian Smith writes again, this time focussing on the problems of our locomotive Sir Berkeley, which also has spent some time in hospital, so to speak.*

"The engine was loaned to the Midland Railway Centre at Butterley in August, but sadly ran a very hot axle box in the rear wheel set. This has prevented the engine from being used since that time.

As with *Bellerophon*, we are dealing with a very elderly locomotive – Leeds-built in 1891, so this time 121 years old. Having done some measurements, we realised that the journal was actually approaching a very critical diameter and that if we were not careful, we could end up requiring a new set of axles for the locomotive.

Once the loco was back at the Middleton Railway, the Engineers at Moor Road began to work out the best means of repair, in consultation with VCT and KWVR CME John Reddyhoff as we would like the engine to still be able to operate at Haworth from time to time.

Thanks to Middleton's CME, Steve Roberts, a repair was agreed with KWVR and ourselves and the wheel set and the axle box in question were sent to Bootham Engineers Ltd (now part of the Sulzer Group) at York for repairs to be carried out.

## "How do we make any money?"

With all the news of locomotive problems and with discussions on which carriages should go where and when one tends to forget the many other activities which go to make up the Vintage Carriages Trust and our Museum of Railway Travel. It's perhaps too easy to forget the hard work and the generosity which go towards making the very necessary money used in restoration and maintenance of the Collection and in running the building in which it is housed,

Chairman's Day, is our way of endeavouring to give you a picture of our many activities in restoration work and lets you know of possible plans for the future. As you know we are open every day except Christmas Day, so do make yourself known if you call in. We are very happy to meet Members and give a personal "thank you" for your support.

(Huddersfield), Mr D Wood (Keighley). Mr N Cox (a past Workshop volunteer) has now converted to Life Membership.

team which is small but friendly and very willing to welcome you into the nice warm Workshop, come and share you skills or if necessary learn new ones.

The wheel set and axle box were returned in late November and by the time of writing (December 2<sup>nd</sup>) the locomotive was fully reassembled at Middleton. *Bellerophon* will be test-steamed during the following week to ensure all is well and provided that is the case will then be winterised ready for the 2013 season. Obviously, repairs will be made if we find any issues, but this is not anticipated. The engine will then perform at Middleton for much of the 2013 season. We are very grateful to Steve Roberts and the Middleton engineering team for their help and patience with this repair.

*Sir Berkeley* still has four years on his boiler certificate and it is intended to turn him around immediately, since there should be very little work to do following the major rebuild undertaken six years ago – the only exception being that the engine will most likely need a new smokebox by that time. We are all looking forward to seeing the engine in action again in 2013 and are planning a reunion with *Bellerophon* at Foxfield, probably in 2014 – watch this space!"

plus the many other activities which make up our Trust.

One vitally important area is **retailing**. Sales of books and magazines alone raised more than £22,000 over this last year. These, plus donated model railway equipment and some hardware, makes up the bulk of our sales lines, but not all. **Keith Pitts**, who took over looking after the welcome and Shop area mid week following the death of Bob Stott a few years ago, brought with

him his hobby of framing pictures. If you walk in the Shop now you will see the result of his handiwork. The walls are covered with many small and some larger pictures of railway-related scenes, both locomotives and carriages. We could never sell pictures in the past: now we sell several nearly every week. The difference is those we sell today have been nicely framed! Folk will spend £4, £24 or even £40 on a picture of an iconic locomotive or a scenic viaduct for example, especially when they do not have to take it to a picture framer before they can hang it on the wall.



Meanwhile **Mick Halcrow** is trying to address the mammoth task of book sales. The “Buy One, Get One Free” promotion during the whole of

October was very successful but there is still room on the shelves for more good quality books, videos (yes: videos!) and DVDs. As ever, donations of these, also of magazines and indeed of any railway-related items are very much appreciated. (Photos: Keith below left, Mick top right).



A brand new publication now available in our Shop is the new edition of Jim Shipley's 84 page booklet “The making of *The Railway Children*”. This expanded edition contains new information and new pictures with lots of

interesting facts not previously aired. The followers of the iconic film will love the snippets of information about their favourite actors and stories of incident whilst filming was in progress way back in 1970. The price has been held at £4.95: plus £1 postage and packing if you would like Keith to send it to you. Usual postal or email addresses apply.

We cannot mention *The Railway Children* without noting that sadly Dinah Sheridan, who so beautifully played the mother in the famous EMI film version, died on 25<sup>th</sup> November at the age of 92. A wreath was carried on the front of the locomotive in use on the Railway over the weekend of 1<sup>st</sup> and 2<sup>nd</sup> December. This is a tradition on the Railway, being a way to honour and remember those who have in some way or other played an important part in its development. *The Railway Children* and Dinah Sheridan's role in it will always have a place in the history and the heart of the Worth Valley Railway.

## Carriage Restorers Weekend

What a way to spend a weekend - if you are really interested in railway carriage restoration - than to attend a “Carriage and Wagon Restorers Weekend”? That is what Mike Holmes and Chairman Trevor did in October when it was hosted by the Bluebell Railway's Carriage and Wagon Department.

*Mike Holmes writes of this weekend:*

“Saturday: delegates gathered at Horsted Keynes Station. The introduction was very thought-provoking as it promoted the building of totally new four and six wheeled underframes. With more and more very early coach bodies being rescued from use as holiday chalets, garden sheds and the like, the shortage of suitable underframes from donor vehicles will necessitate

new build underframes to assist in the restoration. The idea being proposed is the establishment of a generic design which can be built to a variety of different lengths within a given range and either four or six wheeled depending on the vehicle being restored. In their Workshop a London, Brighton & South Coast Railway ‘Balloon’ stock six-wheeled brake

coach was being lovingly rebuilt with new body frame timbers replacing missing sections and new timber panelling being fitted to the framework. The body from this vehicle was formerly in use as a home but was being replaced by a new bungalow. Members of the Bluebell approached the owners who gifted the Mid Victorian body to the Railway.

Alongside was their next project, a similarly aged South Eastern Railway vehicle. Work was also proceeding on a 1920's Pullman Car and a 1950s Bulleid vehicle, which like the VCT's was being re-skinned with new steel panelling. Discussion turned to the VCT's two Southern Railway designed vehicles. Several delegates including those from the Bluebell praised our 1950 Bulleid Open Third and 1924 Continental Stock Brake Third for the quality of their restoration into 1950s carmine and cream livery. We also visited the new carriage running shed where we were treated to beautifully-restored vehicles not only from the pre-grouping companies mentioned earlier but a couple of

### **Workshop: steady progress**

Anyone looking casually into our Workshop may be forgiven for thinking that nothing has changed over the last many weeks – Great Northern Railway six-wheeler to the far right: Midland six-wheeler in front of it: brown-painted Metropolitan carriage to the left. Much as things have been for a very long time past.

No progress? Well, actually yes – quite a bit.

One step forward is inconspicuous but is important. The hint is the two wires running at high level for much of the length of the Workshop. These are the important part of a fall-protection safety harness system, which will very considerably improve the ease and safety of undertaking work at high levels and in particular when working on carriage roofs. As of now only two have the necessary certification (our Engineer Chris Smith together with Michael Cope, who happened to be passing at the time) but a planned on-site course will shortly increase this number. This fall protection safety system was quite expensive but particularly in the present Health and Safety climate was something that we really had no choice but to install.

The comment “no progress” could be pointed at the Midland six-wheeler. It is however now clearly identified as the next project – we hear your cry “and about time too”: it is the *only* Midland vehicle on the Worth Valley Railway, which was of course a Midland Railway branch line! This has encouraged those who are seeking information to help with the accurate restoration of this carriage. If this is an area which particularly interests you,

vehicles in the truly sumptuous salmon pink and lake livery of the London & South Western Railway livery. We also had the opportunity to look closely at the Bluebell's rake of four Metropolitan Coaches, which pre-date the VCT's Metropolitan 'Dreadnought' design by some fifteen years. These are commonly known as 'Ashbury's' due to their builder, despite one vehicle having been built by Cravens of Sheffield.

Over the weekend the opportunity to travel in the beautifully restored Maunsell Southern Railway coaches from the 1920s and 1930s and Bulleid vehicles from the 1940s and 1950s was an opportunity too good to miss. The attendees at the weekend possess such a wealth of knowledge, experience and skills it can only benefit the VCT to be involved in such a convention.

As a final aside to the weekend, various carriage restoration groups showcased their projects and the facilities in which they undertake their restoration work.”

or if you would like to help with any aspect of planning for this restoration project, or with the actual restoration itself, do please get in touch. Ideally this should be with Stuart Mellin in the Workshop: but please ring, write or email us if you can help.

As seen from a distance, nothing seems to have changed on the Great Northern six-wheeler. Walking up to it will reveal otherwise. Courtesy of Chris Smith's excellent craftsmanship, externally the varnished wood is now as near perfect as anyone can manage – next time you call in at Ingrow, please don't hesitate to ask to have a look at this finish. It's now ready for Ralph or Bob Timmins to apply the necessary lining and lettering etc. One or both had planned to call in before Christmas for the purpose but this is now looking less likely. Early in the New Year maybe, Ralph (or Bob)?

Also on the Great Northern – but also not particularly visible from even a short distance – Chris, Stuart and Ian Wild have progressed enormously with the interior of all the compartments, to a high standard. Here, Ian has also contributed a great deal of work on the rods and brackets of the luggage racks, continuing the work started by Robin Bannier. Talking of Robin, we were pleased to see him recently when he drove to visit us at the Museum. He was looking quite well but sadly isn't in a position to do any work with us at least for the present.

There's the temptation to say “it's almost finished” for the GN six wheeler. This may be

true: after all, it's "only" upholstery for each compartment, sort out the lights, provide a communication cord and the associated brake release valve, and tidy the roof. However, these all take time, so we're making no promises! We are however already thinking towards the Midland six-wheeler....

This leaves the "brown-painted Metropolitan carriage to the left". At first glance one could be forgiven for thinking this to be the Metropolitan Brake, which has been in this location for quite a long time. However, the second glance would register that the body is no longer separated from the underframe by a number of steel beams, and that in any case it's not the Brake but is the Nine-Compartment Third. Why the change?

Very recently – Tuesday 4<sup>th</sup> December, to be precise – we took the Met. Brake to stand just outside the Museum, where our near-neighbours

Messrs Powerrun very quickly and efficiently lifted the body slightly, removed the steel supporting cross members, and then lowered the body back on to the underframe. The accuracy of this was very pleasing, with all the securing bolt holes lining up first time and correctly.

After Chris Smith had given this carriage its first wash for quite some time (see photo: miserable December cold weather, icy underfoot: just the day for this task), this carriage was then returned to the Museum, rather than to the Workshop (for some work on the body and within the compartments, which will come later). In its place the Nine Compartment Met was placed into the Workshop. Agreement has been reached with the Buckinghamshire Railway Society at Quainton Road for a medium-term loan of this carriage to them. This move will free up space in our Museum and will so allow further development in

future years, opening up the possibility of such loans between like-minded railway carriage restoration bodies, to the benefit of all. Before its departure for Quainton Road we (which means mainly Chris) will give this carriage a modicum of attention, which may include revarnishing the exterior.

This leaves the question: what will fill the gap in the Museum? Your Committee is actively discussing this - if you have any suggestions here, please contact our Chairman, Trevor England, via the usual postal or email addresses or by leaving a message at the Museum (01535 680425).



## **Cardbox, MODES and all that**

*Our Hon. Archivist Robert Harvey writes:*

Way back in the mists of time I wrote an article for the *Newsletter* attempting to describe why and how we document our collections. Since then things have changed somewhat, particularly on the 'how' we document. A quick recap of my 2009 article on why we document: the Trust's museum objects come in all shapes and sizes – carriages, posters, signs, etc. At any one moment, some objects are on display, some are stored away and some may be on loan to other organisations. If we don't have proper documentation, it is very difficult to know what there is in the museum collection, or where it is. And if we don't know what we have got, then we can't use it or share it.

Accredited Museums such as ours have a duty to record information about the objects in their care; this information must meet a minimum set of standards (known as Spectrum standards) defined by the national accrediting body. The basic facts are hand-written into the accessions book. This may be old technology, but it will provide basic information about the collection for years to come, whatever happens. However, it is much more convenient to keep this information on a computer database, which we can search and sort, and most museums use both systems. Until recently we have used two different databases called 'Cardbox' and 'Adlib'. Cardbox has limited

search facilities, cannot produce lists of things, and is not widely used in the UK museum world. All of our collections are currently recorded on Cardbox.

So, what has changed?

After much deliberation we have decided to go forward with a system called MODES. This new software will be used to combine everything that we currently have on Cardbox and Adlib. It is much more 'media' friendly which means we will be able to link far more photographs and videos to the records; we can also include links to information outside of the system (for example to web pages). This will give us much more detailed information on objects in our collections. The system is also 'web friendly', which means that we can make the information available on the

### "Peaky Blinders"

No, the editor of this esteemed *Newsletter* has not lost the plot – in fact we have just gained one as it is the name of our latest filming assignment. This is good news as these assignments bring in much needed revenue... It is some time since we have been involved in a major film or TV series so it was with joy that Paul Holroyd announced that three of our coaches along with a Bahamas Locomotive Society locomotive and Lancashire &



Yorkshire carriages would be used in filming on the Worth Valley Railway in a six-part drama series with the somewhat odd title of "Peaky Blinders". This is an epic gangster saga, the name being derived from the practice of sewing razor blades into the peaks of caps and the men so named making money from off-track betting, protection and robbery. Carriages from the VCT used for sequences in the film included the Southern Brake Third No. 3554, and two Metropolitan carriages Nos. 509 and 465. (Paul's

internet, probably via our website. We can choose what information we make available, so, for example we may decide not to release the name and address of our well known donor Fred.

All this will take time; as of this report I have taken all the data from Adlib and added it to MODES, and about 500 of the 1350 Cardbox records have been transferred. It will be a few months yet before we will be seeing very much on t'internet.

If anyone would like to see the system in action, then I can usually be found at Ingrow on a Wednesday afternoon, please contact me via the admin email address to confirm first.

Anyone who would like more details of MODES might like to look at: <http://www.modes.org.uk/>

photo shows our First Class Metropolitan carriage No. 509 being transformed into something approaching a Great Western Railway carriage for the purposes of this filming). Paul says there is a great deal of preparatory work which goes into filming – Roger France, Filming Liaison Officer of the Keighley and Worth Valley Railway was first approached in early July. The production team made several site visits to both the Railway and the Ingrow Museum of Rail Travel between July and November to sort out the details. Paul writes: "Filming the twelve scenes was a very complex logistical operation. We are used to sequences being filmed simultaneously by two – or sometimes three – cameras. As well as filming scenes simultaneously with two cameras, the *Peaky Blinders* filming involved "Double Banking", where *two completely different scenes*, featuring different actors, were filmed simultaneously approximately 100 feet apart. So you have two sets of actors, two cameramen, two directors, two assistant directors, etc. A total of 140 people were involved at the filming location and the unit base."

Having watched the camera monitors during filming Paul is confident that *Peaky Blinders* with its impressive cast will be a gripping must-watch drama. It all sounds quite exciting but we have to remember as Mike Halcrow reminds us that the coaches had to be let out of the Museum at 6.30 am on the Tuesday and returned at 9 pm the following day. On both occasions it was dark outside which made the "spot on" accuracy of the shunt all the more satisfying.

## Spooky Stories in the Museum

Whilst on the Weird and Wonderful: there were Spooky Stories in the Darken Museum when on Halloween Jim Pickles arranged for the Haworth Open Storytelling Circle to hold an open evening at our Museum. This took place in the Southern Railway "Bulleid" carriage. With the lights as low as possible and to the background sound of steam locomotives, spooky stories were told. Around three

## Coincidences do happen!

*VCT Committee Member Jim Pickles writes:*

"Today I finally caught up with part of Haworth Festival which concerns a Workshop for a Collective of furniture makers at Damside Mill, Lees Lane, Haworth (next door to the Brontë Hotel). I was shown around, by Nel who I know from the Festival. I was introduced to Pauline Keenoy, who was about to start upholstery courses there in September. I told them about VCT and what we are doing, and they were all very interested. Things then became interesting as I found out that one member of the Collective is providing the official commemorative

## Bill Black

One of our very active Vice Presidents, W H (Bill) Black has been laid low of late following a difficult operation. It no doubt took all the persuasions of the doctors to say nothing of his wife to get Bill to take it easy and leave the Railway and the VCT to their own devices.

## The VCT Legacy Leaflet

A Legacy leaflet was included in the last *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

## 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.

families attended... not a vast crowd, but given the terrible weather on the night (which probably added to the atmosphere), it was pleasing that the families made the effort to turn out. Feedback after the event was very positive and the families are already looking forward to next year's Halloween! Sorry, but we can't promise to turn on the spooky weather.

furniture for the "Metropolitan 150" event in January down in London celebrating the 1863 opening of the Metropolitan Railway in London (or perhaps we should say *under* London). The Bluebell Railway Met. carriages will be in use on the special trains at the events in January 2013 in what will be a really interesting celebration. As for the Collective in Haworth it would seem to me that there could be some possible interworking available here in the future for the mutual benefit of all."

We are pleased to report that Bill has been seen around and about driving for the first time in quite a few months. We are sure VCT members wish him well and look forward to his complete recovery and he being back with us, but taking life a little more gently than previously!

example in our 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](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!