

Vintage Carriages Trust

Members' Newsletter: September 2014

Please note that our Annual Meeting will be held at the Museum of Rail Travel on Saturday 18th October 2014 at 2 pm.

You will find the formal Notice of Meeting and the Agenda on the sheet enclosed with this copy of your *Newsletter*.

A light buffet will be available from 1.15 pm. We look forward to seeing you there!

Going forwards – backwards!

The Trust has come a long way in the building stakes since those first tentative moves to build a shed at the Keighley end of Ingrow Railway Yard site in the late 1980s. Since then we have built *sideways* and *upward*; we have gone *forward* and most importantly we have gone ***backwards*** to create a first class Workshop. The conservation and restoration work carried out in this latter extension is quite amazing. There is however an acute lack of space to carry out the various tasks and to accommodate the very necessary further access pit and further equipment which make the work so much more manageable. The length of the coaches permits only certain combinations in the Museum and the Workshop. There is only one way to go which does not impinge on the activities of the Worth Valley Railway and that is to go further ***backwards***.



Perspective drawing by our Architect, Steve Brown, showing the intended extension. This is the dark green section to the right, including a second roller shutter door and a further pedestrian access door. This is looking Southwards (that is, towards Oxenhope). The grey area to the left is taken up by the Railway's two sidings (with the Keighley High Level Sewer running underneath them), with the Railway's main line to the left of this.

In the *Newsletter* of September 2011 it was reported that VCT Vice President William H (Bill) Black had taken to his drawing board again and started working on plans to create more Workshop space by erecting an extension to the rear of the Ingrow Museum building.

Bill has reported steady but positive progress since then, notably at last year's Annual Meeting and in the December *Newsletter*. This has included obtaining the necessary permissions from the local Authority and from Yorkshire Water. Yorkshire Water's involvement is a considerable one as a storm overflow culvert from the Keighley High Level Sewer (which itself runs parallel to and quite close to our Museum building) runs diagonally under our Workshop to a flap valve to discharge into Gingerbread Clough. Gingerbread Clough is the small stream running at right angles

under the Railway and then across land very close to the rear of our building – the intended extension will be constructed in part above this Clough (and above the flap valve). Obviously Yorkshire Water has a very close engagement with all this, and we are very grateful to them for their cooperation and assistance in making our extension project possible.

The area may look small partly because at the moment it is covered in vegetation, small trees, long grass and weeds which cover an assortment of what can only be described as "junk". There is no doubt that clearing all this away will reveal a reasonably large space which will expand the Workshop area by about 30% and allow our Collection that bit of extra space in a safe and protected environment.

Bill has continued to investigate and produce further helpful drawings. Recently our Chairman Trevor England arranged what proved to be a definitive meeting, despite being held round a table in a coffee shop in Leeds Station Concourse. The members of the group were Steve Brown (Architect), Dave Carr (Secretary VCT), Jackie Cope (Treasurer VCT), Trevor himself and of course Bill Black. The discussion was very useful and the way forward was mapped out in some detail. The decisions of this meeting have since been endorsed by your Committee and we are very positive that we will be proceeding with this project.

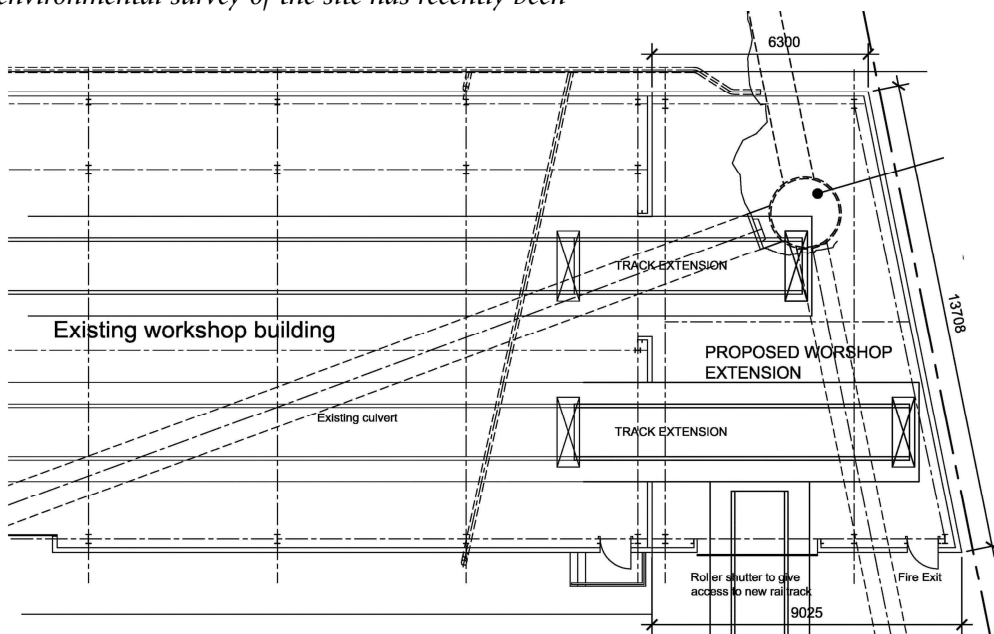
Architect Steve Brown of BDS Architecture introduces himself and takes the project forward into its next phase:

“BDS Architecture have many years of experience working in a multi discipline environment co-ordinating the design activities of construction projects and are delighted to have been chosen to deliver the next stage of the works, the design and detailing for this project. This latest phase of development to the end of the existing VCT Workshop represents a substantial investment in the Museum building that will greatly enhance the visitor experience and will hopefully open up further funding opportunities in the future. The scheme represents countless hours of preplanning work including meetings and negotiations with neighbouring land owners, businesses and statutory undertakings before finally arriving at the present scheme. Planning approval has been granted and an environmental survey of the site has recently been

commissioned and a report is now ready to be forwarded to the local planning authority for discharge of the first of two conditions.

A protected species survey is to be carried out on the site to ensure that the VCT legal responsibilities are met and to avoid potentially expensive delays during the construction phase.

The next phase of the project is the detailed design of the foundations and superstructure which will be very involved due to the complexity of the site and requires a close working relationship and understanding between the Architectural and Engineering disciplines. Materials used on the project will be recyclable, obtained from a renewable resource and have a low carbon rating in their manufacture. Green technologies will be considered for the project and incorporated in the design where the budget is available. Once the detailed design is complete the second planning condition can be applied to be discharged and the tendering process for the construction can commence.”



..and here's a further Architect's drawing from Steve Brown showing the intended Workshop extension. The storm overflow culvert runs diagonally from bottom left upwards to the round construction, which is where the flap valve allows discharge into Gingerbread Clough. The Clough itself runs from bottom right near-vertically and is itself culverted at this point.

How can you help with this important project?

Over the years – indeed, over the decades – Vintage Carriages Trust has always been successful with projects concerned both with our Collection and with the building within which it is housed. As the various speakers at this year's Chairman's Day reminded us, VCT has progressed remarkably in providing secure undercover accommodation for what is now an important Collection.

The estimated cost of the present project, including a contingency allowance, is £123,000. We intend starting at least the groundworks late this year or early next year.

So – how can you help? Next year sees the 50th Anniversary of the Vintage Carriages Trust and it would be great if we could proceed with this important project during this coming year. So please help the Trust in “Going Forward, Backwards Again”. Please seek out the yellow appeal form enclosed with this Newsletter and consider how you may be able to help with this project. This would be very much appreciated!

Locomotive News

Bellerophon is enjoying life again this Summer back at its base at the Foxfield Railway. Ian Smith's fine photograph shows the loco on a special outing on 7th August with the two North Staffordshire Railway coaches Nos. 61 and 127 on their first official run since restoration. Foxfield's track maintenance machinery in the background together with the ground signals remind us that we are indeed in the 21st Century!



The event involved *Bellerophon* hauling the two coaches into Blyth Bridge and thence to Dilhorne Park. The MP for North Staffordshire, Sir William Cash, flagged off the inaugural train. Sir William's family were accountants to the North Staffordshire Railway and also to George Hudson. Sir William amused those present by pointing out that Hudson's financial peccadilloes were somewhat worse than anything done by members of Parliament recently!

As an aside: two further NSR coach bodies have been found at Rudyard Lake and are being salvaged for rebuilding in due course, to make a complete NSR period train. This is great news. We are very pleased to hear that *Bellerophon* will have some beautifully restored coaches with which to enjoy life. A visit to Foxfield Railway to view the two restored coaches, *Bellerophon* and view the possible restoration projects is very worthwhile. Always check on activities via the Foxfield web site before visiting.

Sir Berkeley continues to work well at Middleton and is, as always, kept immaculate. The engine comes out of ticket in 2016, so we are planning to get both *Sir Berkeley* and *Bellerophon* together at Foxfield's July 2015 Gala – watch this space!

Bellerophon will provide a very special treat this coming Saturday and Sunday November 22nd and 23rd when it teams up again with at least one of the two coaches to form an "historic prototype" inspiration train at the Warley Model Railway Show at the Birmingham National Exhibition Centre.

"Locomotion", the National Railway Museum at Shildon, is having a special gala in September which invites previously visiting locomotives back to the site. This takes place on Saturday and Sunday 20th and 21st September and should be quite an occasion. "*Bellerophon*" is one of the invitees and will be giving rides on the demonstration line. Having had substantial attention recently, the old engine should be in fine fettle.

The repairs carried out last year have proved very satisfactory and the engine has settled down to work very well at Foxfield and elsewhere.

Retail News

Mick Halcrow continues to ensure that the retail side of our Museum is one of its greatest assets. He writes of successful progress with sales, which at the end of last month were showing a 9% increase on the corresponding twelve-month figure just one year ago. Sales have been particularly good over the Summer, exceeding £6,000 a month on occasion.

This is due to a dedicated team who look after the Shop and sort the magazines and books. Some, like John Stephenson and Hussan Ali, come during the week to store and stack in the magazine room.

Keith Pitts looks after the Shop on four days a week, also as a volunteer on one Sunday a month. He continues to frame pictures, which sell well and decorate the Shop. Mick is always busy with retail and many other VCT activities. We should also like to thank Rose Thompson for keeping the Shop so clean. Our sales efforts continue to rely on the generous donations of book, magazines,

models and relics from our supporters – so please keep them coming!

New lines recently are an extended range of mugs at the low price of £3.90 each, and mouse mats at £3.50 each. We also have a collection of plates decorated with railway scenes. These are boxed with Certificates of Authenticity at the special price of £5 each. We currently have an excellent collection of model locomotives and relics at good prices.

We will be holding a Book Sale during the Worth Valley Railway's "Autumn Steam Spectacular" Gala, to be held from Friday 10th to Sunday 12th October. This will include many first-class railway-related books and will be a superb opportunity for you to buy some excellent titles at low prices.

Once again we thank all those who keep us so well supplied with books, magazines, and other railway ephemera. The Museum/Workshop extension you have been reading of earlier in this *Newsletter* relies on your continuing support!

The late Miss Nora Curry

It is with sadness that we note the death (in June, at the age of 98) of one of our long-standing and generous members, Miss Norah Curry. Miss Curry lived an interesting life, working for His Majesty's Factory Inspectorate. This work took her into engineering works and factories around Britain. On retirement she moved from Glasgow back to Ingrow, where many years previously her father had been Vicar at St John's Church, almost

opposite Ingrow Yard gates. Miss Curry took great joy during her retirement in strolling down to the Ingrow yard visiting the BLS and our Museum Workshop, getting on her knees to look under locomotives and carriages and discussing with the volunteers the problems their restoration work was addressing. As she said: "what better way to spend a sunny afternoon!" We will miss her.

Debbie Cross and Audience Development

The May *Newsletter* gave a very brief introduction to the new Audience Development Officer Debbie Cross. Debbie is working mainly with the Bahamas Locomotive Society. This is part of their successful Heritage Lottery Fund grant, with of course the lion's share mainly going towards the restoration of the locomotive *Bahamas*. However both the Railway and our own Trust are contributing to Debbie's salary. Certainly Debbie is a real added bonus. Here she writes of her plans for working not only with BLS but also with the Worth Valley Railway and ourselves (VCT):

"After my induction it was down to business and to focus in on the main aims and objectives of my position. My main goals are; to make Ingrow a main visitor attraction on the railway and for the local area, to increase visitors for all three societies, to encourage new audiences to visit Ingrow and to create a complete learning offer for all ages.

To begin with my main focus has centred on the development of the Learning Coach (this is now parked in the dock next to Ingrow Station) and how I can use the space on a daily basis with different groups and audiences. I have been working closely with colleagues from all three societies and Museums Development Yorkshire to create Workshops and activities on STEM (Science, Technology, Engineering and Maths) subjects that can take place within the Learning Coach and around the whole site.

We have successfully trialled some of these activities with school groups and we should be ready to pilot our full programme by October. Over the next few months I will be recruiting a team of education facilitators to help me deliver the new learning offer. Alongside this work I have been meeting with local school teachers to network with them and sell our new learning offer to them. Feedback so far has been extremely positive and the teachers are looking forward to seeing what we develop.

I would like to finish by saying a big thank you to all of you for the welcome, support, encouragement and enthusiasm you have all shown me since I started my position. It has been a wonderful first three months and I can't wait to see what we can achieve over the next three years".

Museum News

Paul Holroyd, as well as being our film contract link, also keeps an eye on the statistics which show whether we are moving in the right direction and are giving the public what they want. He reports that visitor numbers are showing a very useful increase. These now stand at 12,582 recorded admissions over the last twelve months – a 14% increase over the corresponding figure a year ago. The Worth Valley Railway's Summer "Children Go Free" promotion has helped greatly.

Paul also reports that "Trip Advisor" has again published a number of positive comments about the Museum – for example, for 12th August last: *"We were travelling on the K & W railway and it is free to rover ticket holders so popped in. A lovely surprise, lots of thought into the displays and carriages and a little bit of history too. I enjoyed sitting in the Sherlock Holmes carriage and the WWII carriage plus brass rubbing with my nephews. Well worth adding to the list."*

Our own Visitor Comments Book included the following entry by visitors from Cork, Republic of Ireland, on 13th August: *"Wasn't expecting to love this quite as much as I did! Very impressed, we'll be back for the 50th anniversary!"*

As a Filming Footnote, Paul notes that the link <http://www.vintagecarriagestrust.org/filmlist.htm> leads to the official preview of our latest filming credit. Some of our carriages appear (briefly!) in this preview.

New Acquisitions

One of the great things about being involved with the VCT and the Museum is that one never knows what interesting items big and small are going to arrive. Recently two acquisitions arrived both of which the Committee agreed are so relevant to our Collection, its history or its location to formally Access them into the Collection.

The first of these was **locomotive nameplate "Bishop Eric Treacy"**. This came to the Trust via the National Railway Museum who had held it in their store for some years. It, along with the other

nameplate (now on display in Appleby Station's

Booking Office), was taken from Class 86 electric locomotive No. 86240.

Bishop Treacy's links with railways lasted throughout his life. He was destined for the priesthood in the Church of England when the Second World War intervened and he became an army padre, acquitting himself well. This was recognised by his receiving the MBE. His first link with Keighley was his appointment straight from the army to become Vicar of Keighley Parish Church. He moved onwards to various Yorkshire clergy positions, ending his career as the Bishop of

Another acquisition, which came as a kind donation from long-standing VCT member Rabbi Walter Rothschild, is this tangerine **half-flange "Shipley" totem**.

Those with expert knowledge greeted this acquisition with joy. It

is quite rare, there being only two known other survivors. Shipley was within the London

Wakefield from where he retired in 1976. He was invited to become President of the Keighley & Worth Valley Railway Preservation Society in 1966, a position he held until his untimely death

in 1978. During all these years he became the most prolific of all

railway photographers and there is rarely a shelf of railway books in any shop, library or enthusiast's home which does not contain at least one of his books. The National Railway Museum archives hold over 12,000 of his photographic images.

In 1978 he died of a heart attack whilst photographing trains on the Settle Carlisle Railway at Appleby Station – hence the location of the other of the pair of these nameplates.

We are proud that this locomotive nameplate will be displayed and interpreted in our Museum.

Midland region of British Railways for many years until regional boundary changes resulted in Shipley being transferred to the North Eastern

Region in 1958 (and nine years later to the Eastern Region). Tangerine was the corporate colour for the short-lived North Eastern Region. The VCT Committee agreed to its formal accession and it is

now to be seen displayed in the Museum with other (perhaps not so exciting?) totems.



Shipley, for those who are not local to the area, is a small town near the City of Bradford. The railway from Shipley to Keighley was opened in 1847 by the then Leeds & Bradford Extension Railway, which in 1851 was taken over by the Midland Railway Company. Here is part of Rabbi Rothschild's explanation on how he came by the totem many years ago:

"We moved from Bradford Moor to Heaton in 1967 when I was about 12 and had already spent a year commuting to Bradford Grammar School by bus.

By now my "local" railway was over the hill, and in these years I walked or cycled often in an evening to Frizinghall or to Manningham shed, where I saw my only 'Clan'.things went rapidly down hill: the carriage sidings ripped up, engine shed closed and demolished, the time came when the goods tracks were already closed and I recall seeing a big green Class 40 standing on a lifting train near Shipley. Also there was a pile of unwanted railway scrap bits of old signal posts and fittings such as signal arms, weights, all sorts of unrecognisable "gubbinses". They were all about to be melted down. But for several evenings I would walk down under cover of darkness and

'liberate' an item and lug it somehow up the hill to my home, where it found a place in the cellar. In this way a Home signal arm together with the cast spectacle glass fitting, a yellow fishtail Distant, similarly fitted, also a yellow fishtail enamel section and a short faded red shunting signal arm, and a finial from the top of one of the posts, found their way one by one into the cellar. Where they slumbered....

At Shipley station the Bradford to Keighley platform track was lifted, as it was in any case impossible for two trains to pass at the same time through its sharp curve for clearance reasons. The old platform was left derelict and eventually lamp posts and the signs on them uprooted and also left for scrap..... and so one day a Shipley totem, faded and corroded, was also 'rescued' from a pile of bent scrap."

Vintage Carriages Trust is very pleased that the Rabbi thought of us when clearing these objects which reminded him of his youthful enthusiasm, and that this Shipley totem now is part of our Collection on display in our Museum.

New Charitable Status

Following the decision at the last Annual Meeting to move from the status of an unincorporated Charity to that of a Charitable Incorporated Organisation (CIO) Jim Pickles has tackled with vigour the quite demanding challenges of effecting this transition. This has been not only with vigour but with success – Vintage Carriages Trust is now CIO No. 1156931, registered with the Charity Commission on 6th May 2014.

The mechanics of the situation mean that as at present the "old" Registered Charity (No. 510776) is still in existence. This is a transitional arrangement whilst we move over to the new CIO, with this move including as it does negotiations with a number of bodies, notably with Her Majesty's Customs and Revenue for such things as Value Added Tax and Gift Aid payments.

We are also required to change Bank Accounts. As our previous Bankers now treat us as a small business rather than as a small Charity and the consequential Bank charges have proved to be increasingly expensive, we are taking the opportunity to move to the CAF Bank. This is a subsidiary of the very well-established Charities Aid Foundation and as such "provides simple and straightforward day-to-day banking, designed exclusively for Charities". They also do not charge for the standard transactions (paying in, cheques, electronic transfers etc.): this in itself will save us some £400 annually. In due course we may need to contact those of you who pay your subscriptions and/or kindly donate by Banker's Standing Order – but this is as yet in the future.

VCT Membership

Our Membership Secretary Jeanette Achilles can often be found helping out with other Worth Valley Railway activities and is a marvellous ambassador for the VCT. She writes:

"It has been a busy few months for the hard working members as we attend those yearly events that are always in the calendar such as Wartime Weekend, Diesel Gala and Vintage Train Sundays. We leaflet the compartments with VCT literature, promote the benefits of membership of the VCT and talk to those interested about the ongoing work of the Trust.

This year has seen new ways of welcoming visitors to Ingrow such as live music evenings for "Museums at Night" (from ukuleles to Blues – thanks to Jim Pickles for arranging this first class entertainment). Also two "Family Fun Days" organised by Audience

Development Officer Debbie Cross, using Ingrow Station Yard and both the Bahamas Locomotive Society Museum and our own Museum. This is a new initiative to promote Ingrow as a visitor attraction.

We also assisted the local community to plan its future by providing a site in Ingrow Yard for some of their family events for our area of Keighley, thereby involving families from the Ingrow area. We do thank all those who have supported VCT over these last few months by helping steward our new events with good humour and commitment."

New Members since April

We welcome the following new Members: Robert Shearer (Queensland, Australia), Alan Holdsworth (Bradford, West Yorkshire), Martin Hill (Silsden, West Yorkshire), Glenn Hardacre (Sheffield), John Kearns (Southport) and Christopher Thomas (Warrington).

Railbus E79962

Progress – at last! The photo shows this railbus sealed by the Contractors for asbestos removal,



complete with an air lock system (centre) to get into, or to go under, the vehicle. This task took longer than anticipated but its completion then allowed the vehicle to be moved to our Workshop. Very soon after its arrival and after a good clean Chris Smith did a quick external repaint. As a result the railbus now looks much more respectable than it does in this photo.

Completion of formal purchase (an agreed £1, plus VAT) and other paperwork means that the railbus is now owned by VCT and is part of our Accessed Collection.

All this is essentially as planned, albeit running several months late. What was not planned is that Chris has discovered a little more asbestos within the two vestibules. This means that this too must now be professionally removed. Until this is done we may not enter or move the railbus. This has in turn delayed an intended shunt within the Workshop and Museum, with further delay to our restoration/conservation programme.

We have had a fairly in-depth look at what we now need to do. The major problem is the brake discs. These have worn so thin that the original thought of truing them up and then affixing pads to make up the original thickness is completely out of the question. Quite a challenge: any thoughts please as to how to resolve this?

Other problems include whether or not to provide a modern “Webasto” water pre-heater in the place

of that which is now missing, and whether to replace the original generators/voltage regulators by a modern alternator system. Both are areas where animated debate is inevitable, as “Museum think” clashes with practicality!

A big unknown is the state of the wiring. That seen thus far has been in pleasingly good order, but there is quite a lot currently inaccessible and therefore of unknown condition.

Apart from this and despite the 20 years or so this railbus has spent out of use it is in surprisingly good order. There is a lot to be done – but (other than that outlined above) all seems to be fairly straightforward.

At present we are gathering information and cost estimates prior to making a decision as to whether we should apply for a grant from the Heritage Lottery Fund or from elsewhere. We should be delighted to welcome anyone who would like to join us in this: please contact Chris Smith or Michael Cope at the Museum.

...and just to encourage us: here’s a photo dating from 1981, courtesy of Nigel Hunt. The target must be to re-create this image, but this time using VCT’s railbus!



In the Workshop....

....things have been relatively quiet lately. Ian has been steadily working within Bahamas Locomotive Society's "Learning Coach", burning off old paint in what will be the one surviving "preserved" compartment within this coach – a long and tedious task. Stuart has taken a bit of a break over the Summer but we gather will be continuing work on the Midland coach quite soon.

Chris has now completed work on both bogies of the Chatham coach – this was to modify the brake block carriers to take standard brake blocks rather than the previous non-standard (and therefore expensive) ones. He is at present making good the two sets of brackets to carry the roof destination boards. Getting these boards into position is another small job that has taken quite some time!



Museum Development Yorkshire (MDY) is our link with Arts Council England (ACE). ACE via MDY and similar organisations throughout the Country provides some funding towards Accredited Museums such as ourselves. In the last financial year MDY kindly offered us a £3,000 grant towards replacing the lighting in our Workshop by modern LED (Light Emitting Diode) lighting. This lighting offers much higher efficiency and therefore considerable savings in running costs. It also offers greatly increased working life. This results in greater safety as changing fluorescent or other lights at a height (as applies for us, both in the Workshop and in the Museum itself), has its dangers. The less often we have to do this, the better!

On the face of it LED lighting is *the* thing to go for. However, finding LED lighting that actually lives up to its promises, is of the required colour and is fit for the stated purpose is far from easy, as we (and in particular Philip Walton, to whom we extend our grateful thanks for his work throughout this project) were to find out. We must thank also Kristina Lomas for her work under the MDY Greener Museums Project and in particular for her very

useful two VCT LED Lighting Reviews. Anyway: we did eventually find suitable LED lamps and they are now in position and very effectively in use. Actually fitting the lamps involved hire of a rather expensive scissors lift. The photo shows Philip on high, with Chris supervising from a safe distance.

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.

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!

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