

# Vintage Carriages Trust

## Members' Newsletter: December 2016

### Ingrow: in the limelight at last?

Ingrow was at one time a rather overlooked minor station on the Keighley & Worth Valley Railway, with the station yard a wasteland and with the station buildings themselves being semi-demolished and heavily vandalised. The early days of the preserved Railway saw this start to change, with the near-identical Midland Railway Foulridge Station building in Lancashire being dismantled stone by stone and then rebuilt as the new Ingrow Station building. This was visually a great improvement and gave the Railway a fully-operative and historically accurate new building on the Ingrow Station site. Separately we, the Vintage Carriages Trust, built what was initially intended as a storage shed for our historic carriages at the north end of the station yard, with the Railway achieving the levelling and paving of the yard itself, via the (then) Manpower Services Commission. Our carriage storage shed developed via a number of extension projects to the Museum of Rail Travel we have today.

Revitalisation of the Ingrow site continued with the arrival of the Bahamas Locomotive Society (BLS), who rebuilt the goods shed at the south end of the yard and opened it as today's locomotive Museum and Workshop.

The result has been a gradually developing site as the various elements work separately and together. Resulting from BLS's successful Heritage Lottery Fund grant to allow the full restoration of their locomotive *Bahamas*, the latest development is now becoming recognised under the title "Rail Story". (Signage now in position makes this title clearer. This is "Railway History" with the "way" and the "Hi" obscured but just-visible.) VCT actively participates in Rail Story, which is endeavouring to reach out not only to existing visitors to the railway but also to the community as a whole. This encourages visits by school groups, coach parties, people who have never previously heard of the Worth Valley Railway (let alone Ingrow!) – and to encourage more visitors travelling on the Railway to alight at Ingrow and to see what is on offer there. Debbie Cross as Audience Development Coordinator has been developing the Rail Story project. Later in this *Newsletter* she writes about activities at Ingrow as part of the recent children's National Takeover Day – going very well, until the snows came!

***Very recently we heard that the locomotive Flying Scotsman will be visiting the Railway, and in particular Ingrow, late March/early April of this coming year. Available details are noted below – what could be more "into the limelight" than this?***

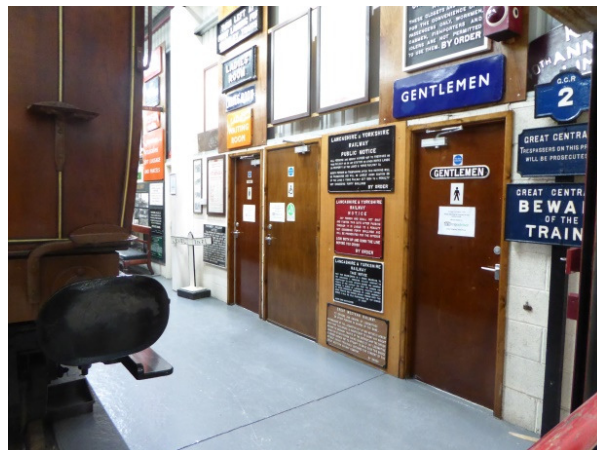
During all this activity the Trust and you our very supportive Members have not been idle. The



backwards extension project which got off to a shaky start finally "took off". Working as we did within the bounds of what was affordable we set out our stall to achieve this. Now a very useful extension is in place which some Members attending the Annual Meeting and Chairman's Day on the 3<sup>rd</sup> September were able to see complete. A number offered advice on how to make the best use of the extra space which the extension brings. The next move being studied by the Trustees is to use these and other ideas to resolve two items which have become major problems for the Trust. These are **storage** and **toilets**. Perhaps not the most interesting items we could think of, but resolving them is essential!

Certainly for storage we need to look again at the gallery in the Workshop, which has a wheelchair lift to its upper level. This gallery was initially provided to allow visitors to see volunteers at work and also all the other projects currently in the Workshop. We soon found that the only thing that one can see is roofs of the coaches being worked upon and a lot of dust. It is already in use as a storage area: for example just at present there's all the seating from the railbus "temporarily" stored on the gallery: should we enclose at least part of this gallery and install proper racking, to allow neat and ordered storage of such items?

One of the successes of the past summer has been the number of "Rail Discoveries" coach parties visiting us. Two particular challenges have emerged. Firstly is the provision of tea and coffee, at a rate far in excess of the capacity of our otherwise excellent coffee machine. This we successfully attended to, with the help of our "Burco" boiler and much volunteer time, notably from Jeanette, Mike Holmes and Bob Sprot. The second challenge is our fairly minimal provision of toilet accommodation (see photo, right). One ladies/one gents/one accessible and one staff is fine for most of the time but even one coach party results in rather unhappy queues. Should we make further provision, and is this justified "just" for when a coach party visits us? Can we afford it? If so, when?



*Michael Cope considers this further below – and asks for your views please. Regardless, please bear in mind that despite the spectacular financial and other support given by our Members towards the extension project (for which we continue to be very grateful) we are very short of money for these or for any other projects. It will certainly be months and quite likely years before we have fully recovered financially and can afford to put any new project into effect.*

## **Review, rethink, reinvigorate...**

The New Year of 2017 is fast approaching. New Years are traditionally the time to review, rethink and reinvigorate. Bearing in mind the situation as outlined above, this three-pronged challenge is of special importance to your Trust at this time. Currently VCT is making excellent progress with the Midland coach. The Shop is in good order and the Museum is open for business. One way and another the Trust is in good shape and is able to face whatever the New Year of 2017 might bring with confidence.

"But" is the word which tends to follow such statements. In our Trust's case that which follows is that despite the spectacular financial and other support given by our Members towards the cost of the Workshop extension (again, the Trust's repeated grateful thanks go to all involved!): we are now short of money. Pleasingly, we did not need to take up the several kind offers of interest free loans to help cover the building project (again for which many thanks). We did however dip below our long-agreed minimum cash funds figure – if only for a few days.

Our recently-submitted quarterly VAT claim was fairly spectacular (by our standards) and should result in a significant increase – indeed, a near-doubling – of our presently-available cash funds. There's certainly no cause for alarm, but we will

need to plan our way very carefully for quite a long time to come.

"Planning our way carefully" has many aspects. Certainly we will need to continue to support our Shop and its Manager, Mick Halcrow. We will need to continue to make sure that the "Rail Discoveries" and hopefully other coach parties are well looked after and enjoy their visit – and are tempted by items in the Shop to act as souvenirs of their visit. The same applies for the increasing number of school parties, and of course to all our visitors.

Just to help things along, it's recently become very obvious that our display cabinets are definitely at the end of their life. The base problem is the age of these cabinets – they were surplus to the National Railway Museum's requirements when they transferred them to us. Presumably at that time the cabinets were at or approaching the end of their expected life – and this is now more than 20 years ago. Priorities, again: noting that display cabinets are expensive, what should we do? What would you do? Which has the priority, toilets or cabinets?

A further slight hiccup, with immaculate timing, is that the gas boiler providing hot-water radiator warmth for the Shop, magazine room, meeting room and mess room has just failed. Replacing

this will cost just over £2,000. This expense we could do without – but this time of year we can't do anything other than to replace it! We can't really complain, as this boiler must also be just over twenty years old, so we've had reasonable life from it.

More planning decisions await resolution in the Workshop. Restoration of our Midland 6-wheeler is proceeding very satisfactorily, with the assistance of the Worth Valley Railway Trust's much-appreciated grant. However, major expenditure awaits. A preliminary "back of envelope" assessment of the cost of the upholstery gave a figure of over £25,000 for the upholstery. Please note that this does include all the seat and back frames and the rather specialised springing as well as the upholstery fabrics themselves, and that the First Class compartments are fairly spectacularly complicated. We are seeking to refine this figure and are also investigating possible cheaper alternatives. We are however in agreement that the upholstery when completed must be of the highest quality to complement the top quality work being done by Stuart Mellin and those working with him.

Completion of the Midland will be some time yet. This means that it will be quite some time before any other projects can be fully tackled. The queue includes the railbus, also both of our locomotives *Sir Berkeley* and *Bellerophon*, as well as our Great Northern bogie coach No. 2856 (further work is required around the damaged bogie pivot point). Also we would like to give some attention to our "flagship" coach, the Manchester Sheffield & Lincolnshire Railway four-wheeler, now showing signs of it being some 31 years since we first restored this coach.

So, we have a great number of decisions to be made, apart from the major question about what (if anything) we can do about the toilets.

For the toilets, an obvious solution would be to expand this provision into the storage space currently used for carriage spares etc. – as shown in the photograph. This leads to the problem as to what to do with the items then displaced from this store. A solution suggested is to transfer at least some of this, plus the several "big, dumb" objects currently getting in the way



in the Workshop, into a shipping container to be located just beyond the buffer stop ends of the two sidings beside our Museum. These include for example a couple of brake cylinders, the two gas cylinders from the Midland coach, possibly both lots of access staging and maybe even the Matterson jacks. Planning our way, carefully, here involves reaching agreement about, and permission for, the siting of the container (or even two containers) and whether or not this really gives acceptable and safe longer-term storage conditions even for these "big, dumb" items.

We also have a major unresolved problem when it comes to storing timber, now a valuable commodity and of which we have rather a lot (including hardwoods). The easy answer is to put all this into the container, but further consideration is needed here: are the conditions within a container acceptable for long-term storage of softwoods and hardwoods?

A further option, as mentioned above, is to enclose at least part of the gallery above the Workshop to provide storage space for the smaller items currently in the carriage stores. The gallery is just too low to allow reasonable viewing of what's going on in the Workshop: also, and inevitably, it gets very dusty up there! Providing storage by enclosing at least part of this gallery seems attractive but would be an engineering and building challenge needing professional design and construction.

Again, your thoughts on how to ease these problems would be very welcome.

A more radical suggested way forward would be to build a second storey all along the side of the Museum, above the present toilets, the carriage stores (seen in the photo) and the magazine room. This had been proposed at the design stage of what was then the "sideways extension" but had been eliminated on the grounds of cost as far back as 1994. Jerry Turner of Sycamore Construction (the builders of our recent Workshop extension) has had a very brief look at this challenge and is reported as saying that it could be practicable. The logistics

of preparing for and then working within this confined space would be challenging but this possibility deserves consideration. If we were to proceed with this scheme, problems other than the previously-mentioned toilets and carriage parts storage could be addressed. For example, a

magazine sorting area separate from the magazine room itself: book storage: better provision for our small but growing Library: a dedicated Museum store, rather than the random and unsatisfactory multi-location storage at present employed (under display cabinets: filing cabinets upstairs: on the floor upstairs).

More positively, we have two very useful plan chests containing posters etc.: it's unfortunate that they are a bit close to the (failed) gas heating boiler (it's to the left, on the wall, in the photo).

Certainly building a second storey could open up a whole new range of possibilities – if it is technically feasible.

Without doubt there's a whole range of possibilities for us to investigate. When working towards a finalised plan of action we need to bear in mind in particular timing. One thing is absolutely certain and that is we can't do anything extra at all at least for the next

several months as we have *no* surplus money! This does mean that we have time and the opportunity to get our planning absolutely correct. In particular we need to make sure that we don't do



anything in the relatively near future which might compromise longer-term projects. In the meantime, your comments, views and recommendations would be very much appreciated! Perhaps fortunately the present absence of significant cash means that we now have time enough to think through these problems, hopefully allowing us to get things right, first time!

There's enough here to keep your small restoration team and all others working in the

Museum busy for a good many years to come.

For many of these projects it's manpower rather than immediate cash that is the main limitation. If you have thought about possibly joining this restoration team, why not call in and see what we are doing and how you could take part yourself? If you

would like to do this for preference please ring in first, either to Keith Pitts or Mick Halcrow at the Museum, telephone 01535 680425: or to me (Michael Cope) on 01535 646472.

*Before reading any further please put **Saturday 11<sup>th</sup> March 2017** in to your diary. Our Chairman Trevor England has selected that day as "Volunteers and Members Day 2017". We will welcome interest in any of the many areas of our activities. Please call in on this day and have a chat with one of those already involved. There will be freedom to look around: this could be the beginning of a really interesting involvement in practical restoration work, or in Museum display and interpretation, or in Sales work! It might also be your opportunity to meet Debbie Cross on site or in the "Learning Coach" and see the variety of activities in which she is involved.*

## **Rail Story: National Takeover Day**

*"Rail Story" continues to progress, in the capable hands of Debbie Cross as Audience Development Officer. Here she reports on a rather different aspect of her work. This is when the national "Children's Takeover Day" descended on Rail Story at Ingrow:*

As we enter the festive season I want to use this time to write to you a good news story. As I have mentioned in my past reports, our education offer is going from strength to strength and we are welcoming more and more children to the railway and our Museums each month. It is such a wonderful experience to witness a child's reaction when they first walk into one of our Museums and are faced with a huge engine or carriage. They are always so excited and eager to explore everything the Museums have to offer and I am very fortunate to experience this excitement with them each time.

Due to the success of our educational workshops, this year the learning team felt that they were up for an extra challenge by taking part in National Takeover Day. This event is for all Museums and heritage organisations across the county to take part in and it is our chance to show children their heritage in a different way and for them to take full ownership of it. It is especially important for organisations like our own to take part in events like this and encourage children to really get involved as these are the children who will become our members and working volunteers in the future.

As Ingrow West Station is a working site and the Rail Story Museums are all working Museums we couldn't just let the children take over fully due to health and safety concerns so we had to be a bit more creative as to what they could do. Instead of having them answer the phone all day or clean objects we decided to create some tasks for them to complete that would really benefit the site and railway as a whole as well as giving the children more of an understanding of our collections. The first task for the children was to create a series of short films about the Museums showing why people should visit. Once edited these films will be uploaded onto our website and YouTube channel and used as a promotional tool to encourage more members of the public to visit Rail Story. The other task was for the children to design and complete a series of posters for use around the railway. These posters ranged from rail safety to promoting our special events.

As our learning team is only made up of four people we knew we couldn't complete all these tasks on our own so we sent out an appeal to all of our members asking for some helpers for the day. It was wonderful to receive so many replies from volunteers wishing to help and support the event.

The event this year took place on the 18<sup>th</sup> November and thirty year 5 and 6 children from Salterlee Primary School, Halifax, were the lucky ones taking part on the day. For the week before the event the learning team worked hard preparing all of the resources needed for the day and went to the school to deliver a pre-visit so the children would be ready on the day. We were very pleased with how prepared we were for the event and even though we knew it would be a cold day in the Museums we were sure that we had enough heaters and hot chocolate to keep the children and staff warm. With all of our preparation nothing could have prepared us for waking up that Friday morning to a very wintry scene. Throughout the night the snow had fallen quite heavily all over the district and at once the phone calls and text messages started with the team for the day trying to find out just how bad the weather and roads were.

I was amazed when I arrived at Ingrow to find that everyone had managed to make it to site with people traveling from as far away as Rochdale, Ilkley and Manchester. I was overwhelmed by the dedication the volunteers had to make sure they

were in to help support the event. Luckily the minibuses carrying the children arrived at the site at 10 am and we were ready to start our day. The children had already been split into six groups of five and it was agreed that in the morning three groups would create their films whilst the other three groups created their posters in the Learning Coach and then they would swap over after lunch. The morning session went swimmingly. The children in the Learning Coach produced some fantastic artwork for their posters and really took the task seriously. They produced a nice mix of rail safety and special event posters for use on the railway and each team posed for a picture with their finished product so we could show off their work to the world on Facebook and Twitter.

The other three groups spent their morning in the Museums creating their films. Each group had already been given a section of the Museums and collections that they were to focus their film on. The group in the Engine Shed Museum were creating their film around the Coal Tank, *Nunlow* and the Museum as a whole and the three groups in

the Carriage Works were looking at the 20<sup>th</sup> Century Carriages and *Lord Mayor* and the Railbus. Each group had their very own gang of volunteer engineers turned film directors helping them produce their films. I have to say from what I witnessed the volunteers were rather enjoying themselves and got

so into the directing that they were teaching the children all the tricks of the trade. I was hearing a lot of shouts of Action and Cut!

Unfortunately at lunchtime the snow decided to start falling again and the roads were getting so bad the children had to go back to school so we couldn't complete our day. The most wonderful news is that the children can't wait to come back and the volunteers feel the same way. The head teacher and I are currently looking for another date in the not too distant future for the children to come back to complete their tasks.

I am so glad we were able to take part in this event this year as it is so important for us to get involved in national events and to work with children in different ways. Days like these wouldn't be possible if it wasn't for our amazing volunteers. I am constantly amazed at the dedication of each and every one of them and I just want to say a massive thank you for all that you do and for happily going along with anything I throw at you. You are all incredible.



## Midland Carriage 358

*Ian Wild writes:*

In the relatively short time since the last notes we have continued to progress the restoration of the Midland 6 wheel carriage. Stuart Mellin (photo, right) has continued with reconstruction of the doors, machining hardwood components from the softwood templates mentioned in the last report. He has spent some time working out a satisfactory method of making the sliding ventilators and surrounds which fit at the top of the doors. Two of the First Class compartment doors are now almost complete and ready for varnishing.

Chris Smith has fettled up many of the castings for the door handles, luggage rack brackets, grab rails etc. and has made spindles from scratch which connect the door handles to the lock mechanism – these were made from square section steel bar turned and threaded as necessary at each end to suit the application.

We have welcomed our President, Robin Higgins, to our small team. Robin and Ian have now completed the paintwork on all four compartment ceilings. The lamp and ventilator pattresses are also painted and fitted in place. We are fortunate that Robin has some experience of scumbling – the grained finish achieved on plain wood which is the required finish for the Third Class lower compartment walls, door panels and window surrounds. This is in the very early stages but the results so far look very promising.

Robin has carefully stored at home for several decades past a set of four Midland Railway carriage transfers, for eventual use on our Midland coach. Here Robin (left) and Ian hold one of these four transfers (in its protective wrapping) in its intended position.

We met with the Upholsterer shortly after the last notes were penned, mainly to check that the seating components that Stuart had produced were satisfactory. Whilst there we did a few calculations to determine a ball park figure for the cost of the upholstery – the rather substantial sum of £25 – £30k was the result, the vast majority of which was for the First Class compartments. We have other avenues to pursue for alternative prices for this work.

Maybe by the time of the next Newsletter we will finally have the body lifted from the underframe?

Ian, assisted by Chris, has now moved back into the final (seventh) compartment of the Metropolitan Brake carriage to complete the upgrading of all the paintwork and varnishing below ceiling level. You may recall that the ceiling in this compartment was dealt with prior to Vintage Train running during the summer months. Once this is completed there is just the dilapidated upholstery to deal with throughout the carriage... another mere question of cost!



## VCT carriage variety at the KWVR Autumn Steam Gala 2016

*Bob Sprot writes:*

Two sets of Vintage Carriages from our collection were involved at the KWVR Autumn Steam Gala held between October 7<sup>th</sup> and October 9<sup>th</sup>.

After a major shunt of our Museum two days before the Gala – including the considerable work involved in preparing the carriages from their ‘Museum status’ to be ready for ‘passenger use’ – on Friday 7<sup>th</sup> October our Metropolitan First Class Carriage No. 509 together with the Metropolitan Brake Third No. 427 working out of the Museum undertook three shuttle trips between Ingrow and Keighley pulled by ex LNWR No. 1054 0-6-2 Coal Tank. Additionally when combined with three Lancashire & Yorkshire carriages the Metropolitans fully loaded with passengers made one complete round trip of the line to general acclaim.

Saturday 8<sup>th</sup> October saw the three L&Y carriages take over the shuttle duties but on Sunday 9<sup>th</sup> October it was the turn of our Southern set comprising Bulleid S1469S and Chatham Brake S3554 again working out of the Museum to carry out the shuttle trips between Ingrow and Keighley. As with previous shuttle operations, this year there was considerable activity in Ingrow yard on all three days of the Gala involving shunt release operations by the LNWR Coal Tank assisted by Hudswell Clarke 0-6-0 Tank No. 1704 *Nunlow*. This delighted visitors to Ingrow, and clearly helped to increase the numbers entering our Museum.

All that was left to do was a further shunt of the Museum a few days after the Gala to put our carriages back in their correct places, clean their running boards, reinstate central walkway access, reconnect



their audio visual points, display their film credit stickers and last but not least put our popular mannequins into their accustomed positions!

Thanks are due to the dedicated team of Trevor England, Chris Smith, Paul Holroyd, Bob Sprot, Roland Wanty and Charles Chandler for their hard work in both the preparation of the carriages before the Gala and their successful reinstatement in the Museum.

Bob's photo shows the Metropolitan Carriages and LNWR Coal Tank at Ingrow West Station.

## Locomotive news

*Ian Smith writes:*

*Sir Berkeley* was given a test steaming on Saturday 12<sup>th</sup> November, when it was found that the driver's side injector was faulty. Since the loco finishes its boiler certificate in early 2017, it has been decided that it would not be cost effective in time or money to repair the injector and thus the engine has now been withdrawn from service. Willing volunteers have cleaned the inside of the frames and the upperworks will now be polished and the loco displayed inside the engine house until the time comes for his overhaul, currently scheduled to start in early 2017. The VCT negotiating team, myself, Trevor England and Dave Carr, is currently working with the Middleton Railway Trust to secure a new ten-year agreement to ensure our historic locomotive has a further 10 years use at Middleton.



*Bellerophon* continues to work satisfactorily at Foxfield. The engine is very much a “star” when working the “Knotty Train” and is gaining much publicity for both Foxfield and ourselves whilst doing so. This winter, the engine needs work on its crossheads and piston rods, which will be repaired ready for next season and its hopeful appearance as part of KWVR’s celebrations.

## Standing Order payments to Lloyds Bank, Leeds

Returning to more mundane but nevertheless important matters: as mentioned by our Membership Secretary Jeanette, our change from “VCT Trust” to the new “VCT Charitable Incorporated Organisation” requires us to close our “VCT Trust Membership” Account with Lloyds in Leeds, in favour of our new “VCT CIO” Account with CAF Bank of West Malling, Kent. If you are one of the relatively few Members still paying your Membership by Standing Order to Lloyds in Leeds, would you please and ASAP complete and return the new Standing Order Jeanette will have sent you, to put this change into operation?

When doing this, please bear in mind that the annual subscription is now £12, and that if necessary your new Standing Order should reflect this? Many Members kindly add a donation to this £12, with quite a number making a monthly or quarterly payment to the Trust, made up of this subscription plus a donation. We should be delighted if you wish to join this group of very supportive Members!

If you have misplaced any Standing Order form sent to you previously, all you need to do is to ask Jeanette for a replacement. Your action here would be very much appreciated, especially as we do need to close this Account!

## Flying Scotsman – the locomotive

We were delighted to hear that the Worth Valley Railway has secured a visit by *Flying Scotsman* next Spring. All being well, the locomotive will be here from Friday 31<sup>st</sup> March to Sunday 8<sup>th</sup> April 2017.

The present outline plan is that there will be a rail tour from Oxenhope to Carlisle and return on Friday 31<sup>st</sup> March and that *Flying Scotsman* will haul trains on the Worth Valley branch on the weekdays between Monday 3<sup>rd</sup> and Friday 7<sup>th</sup> April. These will be pre booked on a “Santa style” basis, with a second train running in the relief path.

For ticket and other information please make enquiries nearer these dates to the Railway (and *not* to VCT, please!): telephone 01535 645214; email [admin@kwvr.co.uk](mailto:admin@kwvr.co.uk) and website [www.kwvr.co.uk](http://www.kwvr.co.uk)

Of especial interest to our Trust is that over the two weekends of Saturdays and Sundays 1<sup>st</sup> and 2<sup>nd</sup> also the 8<sup>th</sup> and 9<sup>th</sup> April the locomotive will be on static display in Ingrow yard with access to the footplate for visitors. Trusting that the date of Saturday 1<sup>st</sup> April has no unfortunate overtones, these two weekends should see Ingrow yard quite busy: hopefully our Museum also will be busy!

## Other Notices

**Every Saturday and Sunday** (and sometimes also during the week, to help cover for holiday absences etc.) we need volunteers to look after our sales counter, and our visitors. If you can help even if only occasionally do get in touch, in person or by ringing the Museum on 01535 680425 or by e-mailing us on [admin@vintagecarriagestrust.org](mailto:admin@vintagecarriagestrust.org)

**Gift Aid.** If you haven’t yet completed a Gift Aid form in favour of the Trust and if you pay UK Income Tax, would you please consider doing so – please contact Membership Secretary Jeanette Achilles for the necessary form.

**Giving through your Self-Assessment Income Tax Return.** If you pay Income Tax through the Individual Self Assessment scheme, you may nominate a Charity to receive any tax repayments as a donation. Should you wish to support VCT in this way you may do so by quoting the Trust’s unique code, which is: FAC78RG. So, please note this number and please consider using it to support our Trust.

**Data Protection Act.** VCT is registered under this Act. The Trust’s Membership records are included within this registration. VCT Membership records are not made available to any outside bodies.

**Donations:** Please keep your donations coming! As well as financial contributions we welcome items either for the Museum or for sale – everything that’s “railway” is of interest: railway magazines, books, “railwayana” of all descriptions, and especially model railway equipment for selling through our Shop and the website.

**Our twinned French body** is AJECTA, the “Association de Jeunes pour l’Entretien et la Conservation des Trains d’Autrefois”. You can find full information about AJECTA on their website [www.ajecta.org](http://www.ajecta.org). Longueville is close to Provins, to the East of Paris at the outer extremity of the suburban rail network. Contact information: AJECTA, Dépôt des Machines, Rue Louis Platriez, 77650 Longueville, France. E-mail [contact@ajecta.org](mailto:contact@ajecta.org). Tel: (00 33) 1 64 08 60 62, or try the Provins Tourist Office on (00 33) 1 64 60 26 26.

**CAF ‘Give as You Earn’ Scheme.** Those taking part in this Charities Aid Foundation scheme can make one-off or regular gifts to the Trust by quoting ‘Vintage Carriages Trust’ and our Registration Number 00230500 on your Choice Form or Coupon. Your support in this way is very much appreciated!

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