

Vintage Carriages Trust

Members' Newsletter: April 2006

Our Trust never rests on its laurels. This *Newsletter* brings news of fresh contacts and of moves into the world of Contracts – and a reminder for those yet to renew!

In the Beginning...

...a word of thanks and a reminder: from Malcolm Clark, our Subscriptions Secretary:

Thank you to everyone who has renewed Membership for 2006, and thank-you also to those of you who were able to make a donation with your subscriptions – your additional contributions and the good wishes which often accompanied them are much appreciated.

One of the sadder aspects of renewal time is that the renewal note sometimes results in us being told of the death of a Member and we are sorry to record the passing of Mr A P Tatt from London and Mr K Rylatt from Bingley. We send condolences to their friends and families.

If you have not yet renewed your Membership, you will find a reminder with this Newsletter – please return this before the end of April if you wish to continue to support the Trust as a Member. If you have decided not to renew, it will help us if you let us know and, particularly, please tell us if your decision is because you are unhappy with anything so that we can try to put things right. You may find it convenient to email us at admin@vintagecarriagestrust.org.uk.

2005 was a very successful year for membership numbers – please help us to improve on this in 2006!

Contacts and Contracts

Contacts: As we move into the Spring we remember that last year there were all sort of corny headings being bandied about. “Spring into Spring” is one that ‘springs’ to mind. We are still in the spring examination renewal and repair scene but as you read further you will realise that a great deal has happened in that department. Our coaches may be vintage old ladies up above but they are gradually getting a new spring into their step, and their under parts are now looking very good. Read on for news of this slow (and very expensive) business – but with your help it’s a programme of work which is progressing very well.

So what has been happening as we move into Spring 2006? As usual, it’s a positive picture. We are moving into new and interesting times for the Trust. It was reported in the last *Newsletter* that two of our Metropolitan Railway carriages (the Brake Third and the Nine Compartment Third) were to be hired to the National Railway Museum (NRM) for use at their ‘Thomas the Tank Engine’ event in February. Stuart Mellin designed and fitted frames to one end of each coach to allow faces to be affixed without damaging the coach in any way. On a visit to the NRM whilst these coaches were operating, we were pleased to note that the NRM had created two types of face to fix onto these frames, one being from the original Reverend Awdry book illustrations and the other from

the modern TV illustrations of the story. The two carriages spent a busy fortnight shuttling folk up and down the demonstration track as part of the ‘Thomas’ festivities. We hear that Thomas himself was rather poorly and had to be put into the care of the Fat Controller whilst Percy sprang to the rescue and manfully hauled the train. A careful check on their return to Ingrow found no problems, other than the need for a good wash and that the NRM had been over-enthusiastic in their choice of adhesive to stick safety notices on to the glass of the door droplights.

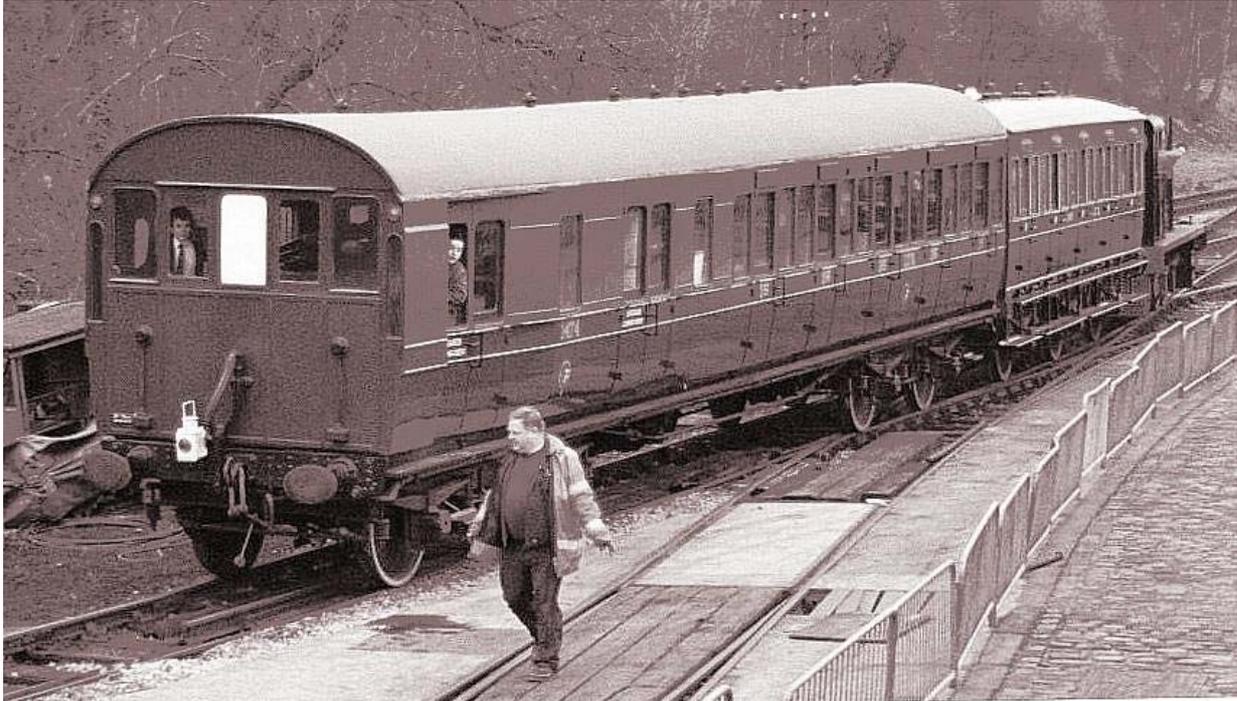
Hiring our carriages for these type of operations is a good way of raising money for the conservation and restoration work on the Collection as a whole, as well as enabling access to our Collection by a great number of people. It does however require willing volunteers to oversee the departure and arrival of low loaders to take these large loads across the countryside. We are sure that if you are stuck behind one of them on the road the joys of seeing a part of railway history on the move is not uppermost in your mind! We are however looking to developing this link with the NRM and with other preservation groups as the policy of the Trust has always been carefully-controlled *usage* as the best sort of interpretation of our collection. We are very committed to our slogan – we are “a Museum on the Move”.

Contracts: The removal of the two Metropolitan coaches from our Museum for the above-mentioned excursion left a rather big hole in the display, including over the February half term weeks.

The Trust therefore consulted with the Worth Valley Railway and the Lancashire & Yorkshire Railway Trust to borrow two coaches from Oxenhope to put in the gaps to make an interesting display. L&YRT's 1882-built 6-wheeler No. 1507 (carried on an LMS BGZ underframe dating from 1938) and the privately owned North Eastern Railway clerestory Saloon 1661 sprang to

mind. However, the North Eastern Saloon is having much-needed roof repair work done by members of the L&YRT, so L&YRT's Hughes taper-end Brake Third coach No. 1474 was offered.

The L&Y six wheeler has been restored to a high standard externally and internally by a small team led by our President Robin Higgins, wearing his L&Y hat. The "Hughes Brake" has been nearly complete for a number of years and is usually to be seen on display in the Oxenhope Exhibition building, with occasional use on Vintage Train days. The two coaches duly arrived and two temporary display boards put in place.



Mark Collinson (Secretary of the Railway's Management Committee, and VCT Member) leads the two L&YR Trust carriages into our Museum *Photo: Malcolm Clark*

It was at this stage that we, and in particular our Engineer Chris Smith, with Robin gave the under regions of the Hughes Brake what could be described as "a very good coat of looking at". It became apparent that the known looseness in the brake rigging and in particular the linkages on the two bogies could benefit from attention, and that VCT was in a position to do something about it whilst the coach was at Ingrow. The result was our Trust doing contract work for the L&YR Trust, with Chris re-bushing and re-pinning a great number of the linkages and so helping bring this coach back into first-class order. His recent experiences with similar work on bogies from our own coaches proved most helpful!

This contract work undertaken on the Hughes Brake coach has greatly helped the L&YR Trust and has brought in useful revenue for our own Trust. It also caused some disruption in the layout of the coaches in the Museum. Fortunately this has been in the very quiet time of the year, and all is now back to as near

to normality as we ever get in VCT, thanks to a very long day put in by the Railway's April Fools' Day Works Train crew – John Adams, Dave Ashworth and Mike Worstenholme – ably assisted by Trevor England, Dave Carr, Joe Langthorne and Jim Pickles. All we have to do now is to get the right display board against the right coach, which will dispel much of the confusion and ensure that we can welcome our Easter Visitors with an intact Museum. This sort of contract work may well become of importance within the future work of the Trust. Care is needed in deciding what we do, but making use in this way of our Workshop and the facilities we now have available within it makes good sense and could be a very real help towards securing the long-term future of our Trust. There is a further Worth Valley Railway-associated project under consideration at the present time – but this is still at a very early stage and it's by no means certain to go ahead. We will keep you briefed if progress is made!

Carriages: good progress continues

First Class Metropolitan Railway Carriage

The bolster springs for the second bogie are not only back with us but are also now back in position. This last involved a fairly strenuous midweek off-season shunt, as there was the need to position the coach so that we could roll out the bogie for it to be under the hoist so as to lift the bogie bolster to put the two pairs of bolster springs back in position. The shunt took long enough, with the actual rolling out of the bogie, putting the springs in position and rolling the bogie back again being the quick and easy bit! Pressure of other work – notably that on the L&Y Hughes Brake – means that the eight axle suspension springs on each bogie are yet to adjust, controlling as they do the

Great Northern Railway six-wheeler

The springs are still at Sheffield and there is little more we can do until they are returned. Most work on the underframe and running gear is now as complete as it can be without all eight springs being back in position. In the meantime, Keith Smith has virtually completed painting the outside of the underframe and is tidying up the woodwork on the doors, which themselves have been brought back into good order by Stuart Mellin. The intention is to bring this coach to a position where it can be actually used, either for filming or for passengers – full restoration to original condition of the body will have to wait until the detail of what needs doing has been fully decided. Our Chairman



buffer height. However, all looks well and hopefully this will give little difficulty. We then will be able to try the coach in operation once again, and look with interest to see if the previously-noted “bounce” is still with us!

There are still a few oddments needing attention. These include correctly painting the power jumper receptacles, surviving from the coach’s later days of electrified-railway operation, and making battery box covers. However, final completion of the restoration of this vehicle could be at hand – rather more than thirty years since it began!

Trevor England is leading a small team considering just what this restoration should consist of, and how much it will cost. He would welcome assistance with this task – so, if you would like to help initially with historic research, could you please contact him?

As a small part of the overall work we have had a new “A star” plate cast (see photo), which is now in position on the solebar. Also in hand is replication of a small (width three inches or so) brass or copper plate carrying a “5”, as shown below. There is also one on this coach’s “big brother”, No. 2856, identical other than that the number is “3”. Does anyone know what these indicate, please?



Bulleid

Good progress continues to be made. The remains of the corridor connector bellows at the Keighley end put up a good fight but were finally removed, with enquiries in hand to find a supply of the necessary material, also someone capable of remaking the two corridor connector bellows.

All the cladding panels are now in position, other than the two for the upper sides of the toilet and those for the Keighley end of the coach. As part of the mega-shunt to put the bolster springs back into the First Class Met. coach we pulled the Bulleid forward to bring the outer corridor connector steel frame under the hoist, so allowing it to be lifted off. This allowed

us to remove the old cladding sheets from the Keighley end. These will be on their way to Smiths Fabrications in the fairly near future to act as templates. The new panels, for the toilet sides as well as for the Keighley end, should therefore be with us in the fairly near future. Meantime, Robin Bannier has glazed all 64 panes making up the toplights for the whole coach. Not all are in position as yet, as we first need a supply of a rather strange section of material acting as a wiping strip between the sliding and the fixed portions of the toplights. Robin has now turned his attention to adding the waist strip, for both sides of the coach. This goes on a bit!

All six external doors of the Bulleid are now on their hinges and are in position, with Stuart Mellin working also on the door frames and the vestibules. We recently welcomed Phil McGowan as a mid-week volunteer: he's now working on cleaning the Keighley end of the coach, where he has found rather too much rotten wood at floor level. This appears to have as much to do with the adjacent two toilet compartments as with being at the exposed end of the coach, and represents a further challenge...

The big panes of glass are now on order and should be with us within the next few weeks. As will be the bill! We now have the spun metal rings to be cut into quarters for use as the corners of the window frames. The Z-sections for the sides of the window frames will be with us fairly soon, which will allow the complete frames to be welded up. So it shouldn't be too long before we can start glazing the coach as a whole. Robin will tell you just how many holes will need to be drilled and screws will need to be driven before this is complete: it's obvious that Mr Bulleid was not troubled by there being many hundreds of these!

Drilling holes and fixing window frames are but two of the many tasks still to do on this coach.



Our Bulleid coach as seen in late March this year. The "missing" upper section of the cladding can be seen top left, with the exposed wooden framing of the Keighley end extreme left. The toplights are glazed, and the waist strip can be seen on the further half of the coach.

Most of the work is done midweek, with an emphasis at present on Tuesdays and Thursdays. So if you are able to join us then and would like to take part in this project, we would be delighted to welcome you. These days, rather less volunteer work takes place at weekends but if this is the only time you can get to Ingrow and you would like to work on this coach, please let us know!

Nine-Compartment Third Metropolitan Railway Carriage Brake Third Metropolitan Railway Carriage



As mentioned previously, these two coaches took part in the National Railway Museum's 'Thomas' event last February. Mark Astley's photo records the occasion, albeit with 'Percy' standing in for the ailing 'Thomas'.

When the two coaches returned to the Worth Valley Railway, the **Met Brake** coach spent some time in the Oxenhope Exhibition Hall to allow space at Ingrow for work to take place on the L&Y Hughes Brake. This in itself led to a small problem. The Worth Valley Railway Stockbook gives the length of the Hughes Brake as 54' 0", which is the same as that of the Metropolitan coaches. Not so: the Hughes Brake is substantially longer than the Met. Brake, which meant that the one couldn't fit in the space vacated by the other – hence the major re-shuffle at Ingrow to allow everything to fit in to the building.

...and the other coaches:

The **Chatham** coach remains available for service. It is however becoming obvious that some attention will be needed to the interior within the next few years. In particular rather too many panels are working loose and need refixing, which in turn will lead to quite a lot of interior repainting. Apart from that its condition is quite good with no indication of significant mechanical attention being needed in the short-term future.

Great Northern Railway bogie coach No. 2856 continues to be in good order. Ray Sowerby and John Boddy have completed installing the second drop-down washbasin. Here some of the wood trim is yet to complete with a little varnishing to follow. Doubtless this will happen once the weather warms up a bit. The few remaining items are relatively minor things that will follow "as and when".

Locomotive News

Lord Mayor caused quite a stir at the Railway's Spring Enthusiasts' Weekend as it sat apparently in light steam in Ingrow yard. "What!" I hear you cry, "How can this be?" It is amazing what our Chairman Trevor, ably assisted by Dave Carr, can do with some waste oil, some rags, and a match. This stir certainly brought the crowds to see what was happening. This, together with our Chris Smith giving the Scammell a good clean and then running it up and down Ingrow Yard, helped towards commercially the best weekend we have ever had.

Sir Berkeley's Heritage Lottery Fund-assisted restoration continues steadily, if not as rapidly as we and our friends of the Middleton Railway would like. Completion of the new boiler has slipped a little further but hopefully Messrs Israel Newton's of Bradford should achieve this within the next month or two. However, the determining factor may well be the delivery of the new wheel tyre blanks to Ian Riley's of Bury. Again this should take place within the next few weeks, after which Messrs Riley's can then get on with fitting the tyres to the (already machined) wheel centres with final delivery to the Middleton Railway being hopefully at about the same time as the boiler is completed. Until these major components reach

Hopefully we will be recovering from the resultant shortcomings in display before you read this.

Fortunately it was a very quiet time of year, with not too many visitors, and all seemed to accept this as an unavoidable temporary dislocation.

The **Nine Compartment Met** remains available for service, as is the Brake. However, the generally tired state of the Brake means that this is likely to be the next coach for significant attention, with work likely on at least the bogies and running gear as soon as space is available in the Workshop.

The **Manchester, Sheffield & Lincolnshire Railway** four-wheeler and the **Midland** six-wheeler remain as before.

For the MS&L this is as our long-term 'flagship' carriage, on display and in good order.

The same cannot be said of the Midland, which needs full overhaul and is not currently in a condition where we would like to use it. "Doing the underframe" in a similar way to that now approaching completion for the Great Northern six-wheeler is a possibility.

However, the main problem remains the need to do a deal of research as to just how the full restoration of this coach should proceed, to be followed by planning and costing. This needs doing before we can embark on any such restoration – if you would like to volunteer to help with this planning, we would be delighted to hear from you!

Middleton there's not much further that can be done – which is perhaps just as well as Middleton have been well and truly involved in work on their own major Heritage Lottery Fund-assisted project, involving new buildings and notably a new Exhibition Hall and extensive track re-modelling. We understand that Middleton intend a "soft opening" this present Easter, with a formal opening to follow somewhat later, maybe next year. We wish them all the best with this as a successful major project, which will certainly very considerably change (for the better, we hasten to add!) the Middleton Railway as a whole.

Bellerophon: the news here is not startling but we keep an eye on the situation and things are at last beginning to move. We were pleased to receive from a gentleman by name of James Johnson a copy of an article in the St Helens 'Star', which outlined the history of the locomotive's restoration. Mr Johnson remembers seeing *Bellerophon* when he worked at the Haydock Old Fold railway sidings, at the time looking a sorry sight. We can only hope that with the Foxfield Railway (as the present location of *Bellerophon*) we will manage once more to get "owd Bell" back in steam in the foreseeable future.

Museum matters

We have recently returned to the National Railway Museum the fine collection of tableware, both pottery and silver, which we have had on loan from them for some years. It has been very useful in creating a display that helped to illustrate our theme of “passenger travel”.

However, our Trust has been gradually increasing our Collection by acquiring many items, sometimes by purchase but usually by donation or loan. These are frequently from interested visitors who have seen the Museum, have appreciated what we do, and have returned with offers of items for display. We do not always accept these items as we need to keep our displays relevant to passenger travel, but we are very grateful to be given the opportunity to consider these items.

Amongst many other items, we now have a fairly small but interesting collection of pottery and cutlery. This means that we can mount our own display in the future to illustrate the place that eating and dining had in railway travel. These were the days of pure white linen cloths and when all items on the table from knives and forks and the salt cellar to the soup tureen were marked with the Railway’s initials and often its crest. Today’s paper plate and polystyrene cup perhaps do not present quite the same image!

Our cabinet exhibition for the Spring concentrates on a representative display from the Trust’s collection of carriage prints. The development and variety of carriage print design and use makes fascinating study. These prints were originally developed as a form of advertising to an audience that was even more captive than the TV viewers of today. Over the years there has been constant evolution in the style of these prints. Many top

artists, including members of the Royal Academy, were employed to produce carriage prints, and also posters for station platforms. Our collection includes prints of paintings by artists such as Claude Buckle, Kenneth Steel, Frank Sherwin, Cyril Barraud and Hamilton Ellis. Our display includes a few of the Architectural Series of the early 1950s, showing views such as the Leeds Station Concourse, plus examples of many other series in both colour and

Coming Events

Three of our carriages – hopefully, all three Mets, but this cannot be guaranteed – will be in public service as a “Vintage Train” on the Worth Valley Railway on **4th June**.

One of our carriages is likely to be in use as part of a Vintage Train on the Railway on **July 2nd** and also on **6th August**. (The reason for just one carriage being available is that this is during the Railway’s “daily running” period, when our Museum is busy and needs to be as complete as is possible). See you there?

sepia prints. We hope our visitors will catch some of the enthusiasm for these works of art, which are very well documented by Greg Norden in his book “Landscapes under the luggage rack.”

Also on display is a recent loan from John Ball of a very detailed model of an English Electric built Class 37 diesel locomotive. Full sized versions of these locos were used in both freight and passenger workings around the country. The model complements the excellent model of a Stanier LMS 3rd Class carriage on loan from Mr George Cocking.

One aspect of our Metropolitan coaches, which we have not previously been able to show, is destination boards. The holders for these boards are in position high up on the sides of all three coaches, but we hadn’t the boards themselves. London’s Museum of Transport has kindly made a short loan to us of three of the boards from their Collection to allow us to make replica boards for display. Our old friend John Holroyd of GN 2856 ceiling decoration fame will execute the lettering. These boards are double-sided – the photo below shows one side of each of the three boards.



In the meantime two Metropolitan Railway destination boards have come up in auction and we are pleased to say that we managed to obtain Stanmore/Baker Street and Liverpool Street/Aldgate. Remembering that Sherlock Holmes can be very clearly heard in one of our sound cameos, we are particularly pleased to have acquired the Baker Street destination board.

Looking ahead just a little further: **2008** will see the **40th Anniversary of the reopening of the Keighley & Worth Valley Railway**. In his capacity as K&WVRPS Vice-Chairman, VCT Chairman Trevor England is involved with meetings discussing ideas as to how this may be celebrated. He notes that three of the six coaches of the Re-Opening Special train were the 'Chatham' Brake, the Met Brake and the Nine-Compartment Met. So our Trust now owns half of the coaches used on this Special. It has been suggested that some of these vehicles could form a special train hauled by the Ivatt 2-6-2T 41241. Other suggestions focus on a static exhibit consisting of the USA 0-6-0T No. 72 (not now in working order) together with our Metropolitan Brake coach, painted back into the Royal Blue and Yellow livery of this first train. There are many other ideas and any further suggestions would be welcomed. It is all part of our history, the study of which is becoming very popular. A new National initiative is being launched in June entitled "History Matters: Pass it on", so perhaps it is time for some of the "oldies" to remember?

The VCT Committee Train

Guy Henderson recalls Globe Inn Halt and its part in Committee meetings of the 1970s:

Participating in the rather infrequent train to Globe Inn Halt was an eagerly awaited event. That the train was allowed to run at all was truly remarkable. It was imperative that one acquired a footplate crew sympathetic to the VCT cause, because on those far off days the membership, consisting of at most two dozen, were viewed in general as a bunch of dreamers interested only in "hen huts" (WVR-speak for a historic railway carriage).

At about seven in the evening on a particular Saturday in the 1970s an incredible assemblage would drift onto Haworth Station with one or two carriages along with the GN 6-wheeler in tow and a large uneconomic steam engine. It did not matter very much which one – the larger the better. VCT Vice-Chairman, Gas Kilburn, amid the gloom and the stench of his pipe and now in his official capacity as Guard for the evening, would signal the train off and away we trundled on our merry way to down-town Keighley.

At this stage, witness if you will from inside the Globe Inn. Early customers were being treated to the entertaining sight of an irregular looking train disgorging its passengers down the embankment and in

the general direction of the Globe itself. Up the carpetless stairs we stamped and into what passed as a function room. All participating members were by now "supplied" and the committee meeting declared open.

After some two hours of convivial debate and argument about matter VCT, members would drift off to our waiting train, not however before witnessing a truly Victorian spectacle then still alive in West Yorkshire: Harry on 'the spoons' would be in full swing, leading a sing-a-long from the piano. One had to be very careful not to upset the waiters in their very own dedicated area: 'WAITERS ONLY' the notice proclaimed, hanging under the glasses.

After a mini-conference between Gas Kilburn and friendly Pete Davies, our Driver, it would be agreed that our Globe train would leave in 'about' twenty minutes, allowing time for last-minute refreshments. To the delight of all, we travelled under cover of darkness, night riding by this time being a rare pastime. We duly returned to Haworth, returned the keys, put the train to bed and disappeared into the night before too many feathers became ruffled.



Awaiting the departure of a Committee Train (or possibly an Annual Meeting Train) in 1971.

Left to right,
the late Philip Kilburn:
John Wright:
Robin Higgins:
Brian Slater:
David Moorhouse:
Gordon Massey:
Guy Henderson.

Photo: Michael Cope

Selling ourselves

It is a fact of life that in order to stay in business a project must make money; our Museum at Ingrow is one of the ways we display and give access to the Trust's Collection. The revenue brought in by visitors is an important part of our income. How do we bring in more visitors? How do we successfully market the Trust, the Museum, and our activities?

In order to find some answers, our Chairman Trevor England attended a full day Seminar on Marketing, organised by the Heritage Railway Association. He found it a long and hard day but a very useful one, with much that can be considered for VCT's benefit.

Trevor's notes outline the talk given by Ken Robinson OBE, who was formerly Marketing Director at Beaulieu. He considered heritage railways in the context of other visitor attractions. There is a need to look at our potential customers, who are visiting other attractions but not visiting heritage railways. Assessing our popularity relative to other attractions shows heritage railways to be well down the list.

When considering the question of how far visitors travel to visit, the point was made that most customers live within one and a half hours travelling time of the attraction visited.

It was suggested that we at present tend to market ourselves as a family attraction – but we are really an adult attraction, in which the adults enjoy the memories and the history whilst the children stand around watching – the exceptions being of course Santa trains and 'Thomas' days.

Much advice was given on ensuring that we encourage people to stay as long as possible and that they should spend their money with us.

Suggestions included to set up web sites, which are aimed at the visitors and not (as so often applies) at our members, who already know who we are and what we do. Repeat visits should be encouraged by giving the right experience the first time, and publicising special events.

Lastly but by no means least, there is an imperative need to design leaflets that attract people, even if they are not always technically 100% correct. Show people enjoying themselves,

We gather that Trevor has much more to impart on this vital subject and we look forward to taking the advice and using it to enhance an already very attractive product – which of course is, our Museum!

VCT and the Railway Press

The Carriage Survey receives praise in the "Railways and the Internet" feature in "Railways Illustrated" for April. The Survey is described as "... a great addition to the World Wide Web. ... The information is a result of over 12 years research, and is what the Internet is all about."

We understand also that the Trust will be featured in an article in the next edition of "Steam Railway". This follows an article featuring the Worth Valley Railway in the current edition.

Other Notices

Working Weekends take place at our Museum on the **second full weekend of each month**. So: dates for the next six months are: **April 8th/9th**, **May 13th/14th**, **June 10th/11th**, **August 12th/13th**, **September 9th/10th** and **October 14th/15th**.

We also hold **Working Evenings** on the **First and Third Wednesday** evening of each month, from about 6.30 pm onwards. You are invited to join us for any of these.

There's always work for everyone, with no special skills needed – so how about joining us for an hour or two on one (or more!) of these dates?

Gift Aid. If you haven't as yet completed a Gift Aid form in favour of the Trust and if you pay United Kingdom Income Tax, would you please consider doing so, using the form that should be enclosed with this copy of the *Newsletter*? If you do not pay Income Tax or if you do not wish to take part in the Gift Aid scheme, would you please write "I do not wish to participate" across this form and return it to the Trust.

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!

Giving through your Self-Assessment Income Tax Return. If you pay Income Tax through the Individual Self Assessment scheme, you may now nominate a Charity to receive any tax repayments as a donation. Should you wish to support Vintage Carriages Trust in this way (and also presumably if you have any tax repayments due!) you may do so by quoting the Trust's unique code, which is: FAC78RG. So, if you are self-assessed, 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.

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