

VV	VV	CC	TTTTTT	NN	NN	EEEEEE	WW	WW	SSS
VV	VV	CC	TTTTTT	NNN	NN	EE	WW	WW	SS
VV	VV	CC	TT	NN	N NN	EEEEEE	WW	W WW	SSS
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VVV		CC	TT	NN	NN	EEEEEE	WW	WW	SSS

Newsletter of the VINTAGE CARRIAGES TRUST.
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Chairman: R. Higgins.
Secretary: W. G. S. Henderson.
Treasurer: G. Massey.
Membership Secretary: J. Wright.
Editor: C. G. Smyth.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Vintage Carriages Trust will take place at The Globe Inn, Keighley on Saturday August 4th commencing at 8 p.m. A special train of VCT rolling stock will depart Haworth Station for the Globe at 7.30 p.m. This service is for the benefit of VCT members only.

The Balance Sheet and Income and Expenditure Account for the year ended 31st March 1973 are being circulated with this Newsletter.

THE NEW IMAGE

Even those members normally indifferent to the progress of the WVR C&W Dept. could hardly fail to notice the enormous improvement in the appearance of the operating coaches. Unfortunately commercial painting has proved slower than expected which will delay the obliteration of BR blue but twelve months from now the fleet should be very presentable and largely uniform in livery. The adopt-a-coach scheme, recently launched by the Guards Dept should, if successful, markedly improve overall cleanliness.

THE METS

Mike Cope and Gordon Massey have been negotiating with the owner concerning the future of these vehicles, particularly the first class coach which has been languishing in Oakworth shed for some two years now. So far no progress has been made. Meanwhile the 2 in traffic continue to see intensive use.

LORNA AND SALOON

A WVR delegation recently met the owner and it is confidently expected that agreement should shortly be concluded securing these vehicles on WVR metals. Meanwhile Dave Smith has been repainting the saloon in primer ready for a crimson lake top coat when paint is available. It is hoped that funds may be made available to have the vehicle professionally lined out, possibly from VCT sources. Unfortunately the interior has been open to the ravages of vandals for over 12 months, repeated requests for a key having so far proved fruitless. It is remarkable that (so far) little damage has been done.

PULLMAN ZENA

Looks very tatty indeed now that SECR No. 1 is parked close by.

GNR 6 wheeler

Revarnished by Dave Smith during May and now a 'prize' exhibition on Haworth No. 3 road. Observation indicates that the public are showing considerable interest in this vehicle (judging by the number who heave on door handles trying to get in).

MS&L No 176

Now in Oxenhope stone shed drying out. The joiner has completed a preliminary survey and recommended that we send it by road to his yard in Bradford. On cost alone this would be worthwhile (we would avoid paying the joiners' travelling time each day) and should be good for publicity. It is hoped to move the coach in the autumn.

MR 6 wheeler

Standing outside Oxenhope green shed. No change but a quick repaint would do no harm (any volunteers?).

BULLEID No 5

Taken out of traffic on 18/6/73 for new brake shoes to be fitted. WVR have kindly complied with requests to keep this coach off school party trains.

LMS No 6

Now a cause for major concern. Exterior panels are rotting badly and VCT may shortly have to approach WVR concerning the future of this vehicle.

GRESLEY BSK

The joiner who came to look at 176 also had a look around this coach and concluded that a "Chatham Job" was probably looming. Negotiations with the Gresley Society seem to be both protracted and confused at the moment. Dave Smith has done a limited amount of exterior work.

NER 4 wheeled saloon

It is understood that the renovation of this coach is currently under consideration. Dave Smith has expressed an interest in repainting it, subject to the owner's permission.

NER Bogie saloon

John Dawson has obtained a rather high quote from British Rail Engineering York to refit this vehicle and we are currently looking into ways of getting the work done more cheaply. Meanwhile the overall appearance is still very presentable and the coach is on display in Oxenhope Exhibition Shed.

SECR No 1

Entered traffic in March for two special events after feverish activity to get it ready. The compartments are virtually complete apart from replacement of several blinds and a few minor repairs, but the toilet compartment and brake still have a lot of work outstanding. The warm weather has taken the workforce to other areas of the Railway but it is intended to complete the outstanding work in the autumn before our next major project is started.

Despite the slight disappointment that the work is not yet complete the immaculate overall appearance has certainly confirmed that the VCT has joined the 'professionals' of the preservation scene. Many thanks are due to those members who slogged away throughout the winter months to make this project such a success.

Tacit agreement has been reached with the WVR that this coach will be kept in under cover accommodation. If the Oxenhope shed complex is extended this could be as part of a semi-permanent rake linked to the 'Pullmans'.

Coaches 7 & 8

Both have been sold to the WVR at the same price as they cost to us. Neither was considered historically valuable - similar examples are in service on the WVR. Since the sale WVR has resold No 7 to the S&D Circle.

A BALANCED COLLECTION?

A recent rough count of preserved coaches in the UK is given below. The list excludes very early vehicles, vans and other assorted specials. The figure in brackets indicates the number (of the total) which are saloons (either departmental or passenger), sleeping cars, Royal or observation coaches. The comments below relate only to the 'proper' coaches.

GWR (pre 1923)	14 (4)	SR (inc SR Pullmans)	27
GWR (post 1923)	53 (12)	LBSCR	5 (1)
Can	1	SECR	13 (1)
LMS	19	LSWR	5 (1)
LNWR	9 (7)	LNWR	14 (5) + quadart
CR	3	GNR	4 (1)
M&GSWR Jt.	1	ECJ	1
LYR	4 (3)	GER	3
MR	7 (1)	GCR	8
HR	1	NER	5 (4)
GSWR	1	HBR	2
Met	8	GNSR	1 (1)
Pullman (excl SR)	8		

This list excludes the ex-Ashington coaches which are believed to be stored somewhere. All the major pre-grouping companies have at least some representation although the Southern constituents are clearly the most favoured. The advantage is double edged in that most of the 20 pre-SR coaches are intact. The LMS and LNER constituents boast 15 coaches each, strangely more than the pre-1923 GWR which share 11. The majority of the coaches originating from the last 3 groups are believed to be gutted.

When we come to the 'Big Four' a rather striking, but hardly surprising, imbalance emerges:

GWR	31
SR	27
LMS	19
LNER	9 (+quadart).

Most, if not all, of these coaches will be somewhere near intact but the LNER certainly comes a very poor fourth. These figures may help to emphasize the historical importance of the Gresley Brake at Oxenhope, the condition of which is currently giving so much cause for concern.

I must stress that this list is based on a very rough count, a detailed analysis of the coach 'scene' would no doubt be of considerable interest.

G. Massey.

SOLD OUT?

Sales this year have reached record levels and have severely dented our reserves of stock. We are therefore more anxious than ever to obtain second-hand items such as books, magazines, model railway equipment, dinky toys and lead soldiers.

If YOU, or any of your friends, have any of these items for disposal please contact the Secretary.

We shall be happy to collect from your home.

Remember that restoration work can only proceed at the present rate if supported by a steady sales income.

MEMBERSHIP NOTES

The Membership Secretary reports a somewhat disappointing renewal rate for 1973. However a little campaigning by our more active members should bring the VCT to a healthy membership of 100+. Do YOU know any potential members?

All subscriptions should be sent to John Wright.

Remember that at 50p a year the VCT represents one of the best bargains in the Preservation Movement!

EDITORIAL

The forthcoming AGM comes during a period of intense activity for the VCT. During the last few months we have achieved a great deal and, provided we can avoid the Worth Valley tendency to leave jobs half completed, we should soon have at least one coach in true exhibition condition.

Our thanks go to the small team who have carried out the restoration work and to the Sales Department who have provided the necessary cash.

Finally please remember that publication of the VCT News is dependent on the supply of notes and articles. If you have views about the VCT or about coach preservation in general why not drop a line to the Editor.