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Newsletter of the VINTAGE CARRIAGES TRUST.

Published by the Trust at Haworth Station, Haworth, Keighley, West Yorks.

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Chairman ; R. Higgins.
 Secretary : W. G. S. Henderson.
 Treasurer : P. Andrews.
 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 9th, 1975 commencing at 8.00 p.m.

The Worth Valley Railway has once again agreed to provide the "traditional" special train, probably of VCT stock, which is scheduled to depart from Haworth Station for the Globe at 7.30 p.m.

Only fully paid up VCT members may travel on the train and attend the meeting but renewals and new membership applications will be accepted on the night. Those members who have not yet renewed their membership for 1975 should contact John Wright without delay.

M.S.& L. Tricomposite

This coach returned to WVR metals during February after almost exactly a year in Messrs Waltons yard at Bradford.

But our pleasure at its return was dampened by the number of jobs that have been left uncompleted and by the very high cost of the work that has been done.

In fact the Committee had to instruct Waltons to cease work on the coach in November 1974 when they submitted an interim claim for more than three times the £1000 ceiling to which they were supposed to be working.

Since then the matter has been the subject of correspondence and meetings with Waltons and has, of course, taken up a large slice of time at Committee meetings. In addition publication of this issue of VCT News has been repeatedly delayed in the hope that the final outcome could be reported to VCT members.

Unfortunately the matter is not yet closed, though we hope that Waltons will eventually give written confirmation of a verbal agreement reached last February. Up to date information and fuller details will be available at the AGM.

A further disappointing development is that the coach has had to be withdrawn from the Stockton and Darlington 150 year celebrations. This is mainly because BR are unwilling to transport such a vintage vehicle to Shildon by rail, but the incomplete state of the restoration work may well have influenced the BR inspector's decision!

At the time of writing the MS&L coach can be found on display in the WVR Exhibition Shed at Oxenhope. It is in white undercoat and has no glass in its windows. The door handles have yet to be fitted and the coach ends are in urgent need of attention. If these items can be sorted out we will have an exhibit to be proud of. Are YOU going to lend a hand?

CONGRATULATIONS

To VCT Secretary Guy Henderson on his recent marriage - and our profound sympathy to Marion who now has to look after Guy, Christopher, Fred and Bert!

Guy and Marion will be settling in Halifax and we hope to see them frequently in 1976.

Unfortunately the problems associated with setting up house and changing jobs mean that Guy will be unable to continue as VCT Secretary and he has indicated that he will be resigning at the AGM.

A successor who visits the Worth Valley often enough to coordinate VCT activities and who is not already fully committed to WVR or VCT will be difficult to find. Any volunteers?

S&D 150 Celebrations

Although the MS&L tricocomposite is not now going to Shildon the Chatham coach should be there in the company of John Dawson's saloon (which will probably go from Shildon to the National Railway Museum at York), Mr Watkinson's LMS coach (en route to Aviemore), the WVR Sales BG, 92220 (en route to York), 51218, 41241 and possibly "Lord Mayor".

A joint WVR/VCT team will be at Shildon to look after the exhibits and man the sales stands. Anyone interested in attending should contact Chris Williams c/o Haworth Station.

THANKS

Are due to VCT Trustee W. W. Mellor who has provided £1000 (part gift, part loan) to help meet the bill for the MS&L.

Mr. Mellor has been elected an Honorary Life Member of the VCT.

The Metropolitan Coaches

Most members will by now be aware that the Trust now owns the three Metropolitan Coaches on the Worth Valley Railway.

These coaches were previously owned by David Kitton, who purchased them from London Transport following the extension of the Metropolitan Line electrification, intending them for the Westerham Railway scheme. When it became obvious that this scheme could not proceed, Roy Edwards (then the owner of the Chatham coach) put the Worth Valley Society and David in touch. After inspection at Neasden (by me - I then knew even less about coaches than I do now!), agreement, "out of gauge" rail transport northwards, the coaches arrived on Worth Valley metals on July 31st, 1965. It's interesting to note that on that occasion they were hauled up the branch by the Gresley Society's N2, and were in company with the Gresley BSK, the now-departed Midland clerestory coach (the original "Midland Mansions": known by many, loved by some) and the I&Y Hughes taper-end brake.

The Agreement between the WV Society and David was for an initial period of four years and then on a year by year basis, at the peppercorn rent of one shilling annually. This agreement was of great value to the Railway in the first few years of operation, when money for outright purchase of coaches was in even shorter supply than it is now; and the coaches were heavily used. However in the last two or three years the Railway found the need to know the future availability of these coaches before spending considerable sums on necessary renovation. After prolonged negotiation, the position finally and amicably reached is that David has sold the coaches to this Trust; and that they have been included in the Agreement between the Trust and the Railway (Society and Company) by which the Railway has the assured continued use of these useful and interesting vehicles.

At present the Railway is using two of the three - the Brake and the Third Class compartment coach - and is carrying out work on these two for continued operation on the Railway. The remaining coach, the First Class coach, has been stored out of use in Oakworth Shed for some time past.

The condition of this last-mentioned coach is that there is an extensive area of dry rot, affecting the whole of one partition, the roof above two compartments and a limited amount of the main framing; and with relatively limited outbreaks elsewhere. Investigation here continues: but there appears to be no reason to 'write off' this coach for this reason.

Also all ceiling and partition surfaces need replacing. These carry "Lincrusta"-type patterns, unfortunately on a compressed-board material which has sagged most sadly over the years. All moquette throughout the coach needs replacing; a limited amount of other upholstery work is required; rather a lot of glass is missing; and the underframe needs descaling, protecting, and repainting. Restoration won't be an overnight job!

The price the Trust paid for the three coaches was modest by comparison with the current price for redundant Mark 1 stock from British Rail: it reflected the need for money to be spent on all three coaches, and represented only slightly more than that paid by David Kitton some ten years ago, plus a realistic 'Bank interest'.

I would welcome any information concerning these coaches, in particular their internal appearance at various stages of their life. Drawings kindly provided by London Transport for Phil Kilburn some time ago show that both of the third-class coaches (that is the nine-compartment coach and the brake) were built as semi-saloon vehicles, having groups of two or three of their 'compartments' connected by a central gangway. Apart from that, and the upholstery, their internal appearance seems to have changed surprisingly little; and their external appearance virtually not at all. Anyway: if you have further information I should be pleased to hear from you.

I should also be pleased to hear from anyone wishing to assist with the work of restoration of the First Class coach. Finance looks like restricting activity here for a bit, but there is much which should be done this year.

M. W. Cope.

Keighle Shop

The VCT Shop on Platform 4 at Keighley continues to do good business but supplies of items for sale are less plentiful than in previous years.

Do YOU know of anyone with supplies of unwanted railway magazines, model railway equipment, dinky toys, books or other railwayana? Gifts are always welcome but for larger quantities we are usually prepared to make a cash offer. We can arrange collection from most parts of the country.