

# VCT News

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As you will be well aware, this is the first issue of the VCT news since July 1976 - ever such a long time ago, and an unfortunate (?) result of the fact that most of the VCT's working population are also Worth Valley servants wearing different hats. (some wear more hats than one might imagine - literally).

This is not a conjecture that very little progress has been made by the VCT with regard to its unique collection of passenger coaches. One only has to venture into the white shed at Oxenhope to see the vast amount of progress made by our man Mr. Cope on the first class Metropolitan Railway Dreadnought, or take a glimpse inside the brake compartment of the Met Brake to appreciate the excellent restoration work which has taken place. This latter vehicle has now been stripped of all of its external paintwork, and now sports a neat crimson livery in preparation for a large filming exercise in June. Subsequent to this, the coach is to be repainted in London Transport Brown, and carry "London Transport Metropolitan Line" along with its L.T. number (427).

Bulleid "SO" No. S1469S has also been the subject of a considerable amount of interior work. This, the only real restoration work embarked upon since the coach's arrival, has highlighted the fact that proper maintenance is as important as restoration.

The problems revealed with regard to the Bulleid are by no means serious, but will require fairly heavy repair work in the not too distant future. The removal of a small amount of interior wood trim for restoration revealed that the sealant around the window frames (Which are bolted to the coach bodysides) now allows water to pass through, (and has apparently been doing so for some time) and into the steel panelling below the windows. This has resulted in the corrosion of these panels which will require replacement in due course. In future, the method of prevention of this corrosion will be a part of routine maintainance whence the window frames are removed, and re sealed after a number of years. This is a very large commitment, but one which we must come to grips with unless we only want to see static exhibits under cover - something which I would suspect none of us would like to see. However, the contingent of members who concern themselves with the more modern vehicles have made a start, initially with the acquisition of spares from S.R. EMU's which will hopefully be available soon, and for which we must extend gratitude to both Phil Heelis and British Rail. The other areas for concern are the roof, and the interior. The roof, of wood and canvas construction is just about due for a re canvas job, or possibly a sprayed fibreglass coating. With regard to the interior, plans are afoot to obtain new moquette of a pattern used by the Southern Region since the early 1960s, and as previously stated, some of the interior wood trim is receiving attention.

This brief outline of the basic work required on one vehicle highlights the large amount of work we are faced with, especially with steel bodied vehicles. Indeed, experience would seem to point to the somewhat easier nature of maintenance and repair work on wooden bodied vehicles, and the durability of a well treated timber.

M.L.

## VINTAGE CARRIAGES TRUST ??

It would seem that owing to the sheer complexity and vast amounts of red tape involved (not to mention the exorbitant cost) in the VCT becoming a limited company, we have, unfortunately, had to pension off the above idea and pronounce it unacceptable.

However, at a recent committee meeting, it was pointed out that we are not in fact a trust, (having no trust deeds) and an honest trustee continued by saying that in the event of the VCT having financial difficulty, he would not be liable for any debts. It was therefore considered apt by the meeting that professional advice be taken on account of our interests, and so that the VC should become the VCT.

M.J.L.

## PROGRESS REPORT

### CHATHAM

Not much to report really, although a certain VCT member who happened to be browsing through the coach last Christmas appreciating the Southern Railway antimacassars noticed a small split in one of the compartment ceiling panels. The application of his finger to this unobtrusive wood feature resulted in the finger disappearing within the realms of the roof..... and to the discovery of one rotten ceiling panel. This defective panel was duly removed along with 79½ nails (rust and the cause discovered. Rot. Mr Woodtreat was summoned, and quickly came to the rescue to prevent any further infection, which has not yet been diagnosed. Happily, the ceiling recovered, and a new panel has now grown.

The Chatham brake continues to reside in Oxenhope Exhibition shed from which it makes fairly frequent dignified sorties as a part of the Worth Valley's "Supatrain"

The Chatham will probably play a part in "Yanks" filming, but it must be stressed that this is one vehicle which will not appear in Maroon! Cleaning and general care (along with the rest of the Supatrain) has been in the authoritative hands of Ken Roberts who manages to keep the train spotless.

M.J.L./C.G.S.

WAGON (custodian Chris. Smyth )

As yes, the VCT's wagon is coming the end of its useful life.

As it is not a particularly historic vehicle and would be expensive to restore (chiefly in man hours but to a lesser extent in hard cash) it seems likely that the VCT committee will approve a Worth Valley suggestion that it should be scrapped.

GRESLEY BSK

The more observant among you will have noticed that some carpentry work took place on the outside of this vehicle between Easter and Whitsun 1978. This was to have been stage one in the vehicles long delayed return to traffic (in maroon livery as a working brake).

However events have overtaken us as the coach's owners, the Gresley Society, have expressed a wish to move it to join their N2 at Loughborough. While VCT Committee members naturally regret this decision such a move is probably best made at the present stage, before restoration work begins. Those who take an interest in financial matters will be glad to hear that VCT expenditure on the coach has been almost exactly matched by donations from the Gresley Society. We wish them every success at their new home.

CL (E43003)

This vehicle was bought by KWVLR early in 1978. The VCT aided the purchase with a £1000 interest free loan, repayable in 2 years.

Now sporting maroon livery for the filming of "Yanks", it was discovered during the stripping down of pre dated areas that the vehicle was one of a batch which started its life on the LT & S line between Fenchurch Street and Shoeburyness before being transferred to Kings Cross when the LT & S line was electrified.

The new livery is very attractive and it is probably fair to say that the CL is the best of the Worth Valley Railway's mark 1 suburban coaches.

C.G.S.

METROPOLITAN BRAKE (Custodian Graham Bentley)

Whilst 'Yanks' filming has done a lot of good for two VCT coaches the Met brake has, if anything suffered because of it!

Restoration to London Transport brown livery was well under way when the film company arrived with requirements for an all maroon fleet. They will, of course, pay for the additional coats of paint but the Met brake now seems likely to spend somewhat longer in maroon than we had envisaged. Some features of the restoration work can already be enjoyed. If you get

the opportunity have a look at the transformed brake compartment, which, now restored to L.T. colours is one of the best brakes on the Worth Valley Railway.

C.G.S.

#### SECOND CLASS METROPOLITAN COACH

(Custodians Graham Bentley and Mike Syrn)

This vehicle's restoration programme has been dramatically accelerated by filming requirements and it was rudely awakened from its slumbers down Haworth Yard number 2 road firstly by paint stripping, and then by its first move in some time - to Oxenhope Workshops for repainting. It should be used both for a Yorkshire Television sequence, and for Yanks filming before returning to its more mundane role of strengthening vehicle.

BULLEID (Custodian John Adams)

Following its annual performance in the Worth Valley Christmas 'Panto' the Bulleid spent the winter 'resting' and by easter it was urgently in need of a further engagement. Fortunately this turned up in the shape of Yanks filming. As a result the coach is returning to the maroon livery it carried when it arrived in the Worth Valley. After the completion of Yanks filming the Bulleid should rejoin the WVR fleet of TSO's in ordinary revenue earning service.

G.G.S.

#### VCT SHOP

The VCT shop on platform 4 at Keighley Station was taken over by David Fairlie at the beginning of 1978 to allow the previous shop managers (including Keighley Station Master John Wright) to concentrate on other railway duties.

Regular customers will have noticed several changes to the shops layout and these certainly seem to have been successful with excellent sales figures during the winter and spring.

Highlight of the year so far was the visit to Rochdale Model Railway exhibition, always an enjoyable social event. Doncaster Locomotive Works 125th Anniversary celebrations promise to be successful also.

In the near future, it is hoped to obtain some storage heaters for the shop, in order to keep it warm during the winter and at night. This will hopefully improve the conditions for storing books and magazines, and make it a touch warmer in the winter months.

M.J.L./C.G.S.