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Newsletter of the VINTAGE CARRIAGES TRUST.

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ANNUAL GENERAL MEETING

The Annual General Meeting of the Vintage Carriages Trust will take place at the Globe Inn, Keighley on Saturday July 27th commencing at 8.00 p.m.

The Worth Valley Railway has very kindly agreed to provide a special train, probably of VCT stock, which will depart 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 1974 should send their 50p to John Wright without delay.

The last twelve months have seen a number of arguments about the future of preserved coaches on the Worth Valley Railway. Why not come along and make your views known?

FUTURE COACH POLICY MEETING

Your editor found himself in hot water for including the minutes of this KWVRPS meeting with the last issue of VCT News.

Certainly it is unusual to include details of another Society's meeting in a Newsletter of this sort.

However on this occasion there were rather special circumstances. For the Future Coach Policy Meeting was discussing the future of all VCT stock, and it was doing so at a time when the VCT Committee was involved in delicate negotiations with the Worth Valley Railway (both Society and Company) and the Gresley Society.

Happily the KWVRPS Council, which discussed the matter at its December 1973 meeting, reversed the Future Coach Policy Meeting recommendation on the Gresley BSK. Negotiations have continued and, with luck, the formal agreement on VCT custodianship of this coach should be signed by the Gresley Society, the VCT and the WVR this month.

It is worth noting that the KWVRPS Council accepted all the other recommendations of the Future Coach Policy meeting.

M. S. & L. Tricomposite

Since the last Newsletter progress on the restoration of this vehicle has been dramatic. During February Messrs Elliot's of York moved the coach by road from Ingrow to Messrs Waltons works at Bradford. A recent visit by your Secretary showed the coach resembling a toastrack, all panelling having been removed, only supporting timbers remaining intact.

Messrs Waltons experienced considerable difficulty in raising the roof which had sunk in the middle to almost six inches out of true. In order to obtain maximum stability and at the same time control disfiguring the interior of the compartments, each joint between the roof cross beams and the upper main side beam was firmly secured together by means of a triangular metal sheet. Prior to this the roof had to be carefully jacked up and supported in the centre by a series of temporary pillars. Once all the roofing beams had all been secured to the side beam the roof timbers were all carefully replaced, all having been found to be in good order. In addition to jacking the roof up, special clamps had to be made so that, once jacked up, the side beam did not spring out of position. Five out of the sixteen door posts require complete renewal as do many of the doors.

Great credit is due to Mr. Brennan, Director of Messrs Waltons, and his men for the enthusiasm with which they have tackled the work. Every piece has been carefully removed and several interesting items have come to light including GCR match strikers and both carpet treads from the first class compartment. Panelling is to be restored with mahogany instead of teak (latest price of teak being about £350 per cubic yard) which can then be either painted or stained and grained as we wish. Internally the vehicle will be restored with all bulkheads replaced and seat frames in place before it is returned to the railway for finishing off. Remember the coach was completely gutted inside so it will represent a considerable achievement to have all the compartments in place before attempting to furnish them. This part of the work should make an interesting project for the VCT restoration team during next week (sic Ed) and if all goes well we should see the M.S.&L. tricompartment on exhibition and, who knows, running in 1975.

WGSB

KEIGHLEY SHOI

Receipts for the first 6 months of 1974 were £840. This represents an increase of approximately £100 on the same period last year.

Customers seem rather thinner on the ground than last year but those who do come spend more money when on the premises.

Staffing is still a problem and volunteers to help out from time to time would be most welcome.

WE NEED any old railway junk such as back numbers of railway periodicals, books, photos, dinky toys etc. Remember that our sales outlet at Keighley provides us with nearly all our income with which to restore our coaches.

Any information on sources please to John Wright or Iete Andrews at Keighley station.

GRESLEY BSK

Agreement has now been reached between ourselves and the Gresley Society over the future of their BSK. This vehicle will now be the subject of a custodian agreement whereby the VCT undertake to restore and maintain the coach as part of the VCT collection and will remain on the WVR as a running exhibition coach similar to No. 3554. Work is to commence shortly on preliminary restoration, mainly roofing maintenance and renewal of compartment ceiling panels which are in an advanced state of damp rot.

OBSERVATION CAR AND GRESLEY BUFFET

These two fine vehicles were moved from Oxenhope to Keighley on Saturday July 6th and were due to leave Keighley for Ashford on Monday July 8th.

Because of the restricted Southern loading gauge external steps were removed at Haworth en route.

No. 3554 EARNS CASH FOR THE VCT.

Granada TV are shortly doing some filming on the WVR and require the use of No. 3554 for at least one day for which we receive £20 per day. The TV company have agreed not to alter the coach in any way.

S1469

Bulleid coach no. 5 has been in service throughout the summer. It still looks quite smart but may well need a little attention by the end of the season.

TULLMAN CAR LORNA

One happy result of the Future Coach Policy meeting is that KWVRIS has purchased this vehicle for £2500, a project towards which VCT has loaned £500. The coach is currently on display in Oxenhope Exhibition shed and external restoration is being actively considered.

THE MFS

Coach 3 remains in store at Oakworth while nos 2 & 4 are usually to be found in the long siding at Oxenhope from which they make occasional forays as strengthening vehicles. Negotiations with their owner have not yet produced any positive results.