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Newsletter of the Vintage Carriages Trust.
 Published by the Trust at Haworth Station, Haworth, Keighley, West Yorks.

No. 7. February 1976.

Chairman : R. Higgins.
 Secretary : C. G. Smyth.
 Treasurer : P. Andrew.
 Membership Secretary : J. L. Wright.
 Editor : M. J. Leving.

1975 has only been a moderate year for the VCT. The Walton's account for the restoration of the M.S.& L. Tricomposite still remains unsettled, although we hope to have this matter cleared before long.

A large amount of work is required to bring this coach to anything like museum standard. If you feel that you have any spare time to devote to this coach. Robin Higgins will be pleased to hear from you.

On a different note, it is pleasing to report that VCT coaches have ventured out on to B.R. metals twice during 1975.

The first occasion was on August 18th, when 3554 formed part of the train of exhibits from the Worth Valley, bound for the S & D 150 celebrations at Shildon. On this occasion and the corresponding return journey, the train was hauled by 41241.

The second occasion was on November 27th, when 3554 and mets 427 and 465 travelled to York for their part in "The Seven Per Cent Solution", on what should be termed as revenue earning service for the VCT.

It is unfortunate that most VCT members are working members of KWVRPS. Why unfortunate? Because their Worth Valley duties often compel them to give their VCT commitments relatively low priority. Consider the VCT coach caretakers:

GN 6-wheeler	R. Higgins	RO, Driver, Chairman Rolling Stock Committee
Chatham	M. J. Leving	VCT News editor, WVR Exhibition organizer
Met 3	M. W. Cope	RO, DRB driver, Chairman WVR Sales Committee
M.S.&L	R. Higgins	See above
MR 6-wheeler	Messrs Smith, England & Pearson	Loco Painter, Standard 4 Soc & School Party Organiser, respectively.
Gresley BSK & Truck	C. G. Smyth	WVR Sales Manager, Guard, RO.

Is it surprising that VCT achievements during 1975 were modest?

To be fair, it would have been unrealistic to embark upon another major project with the massive bill for the MS&L restoration hanging over our heads. But the financial outlook looks much brighter. Who is going to take on the restoration work made possible by our Sales Team?

Where could all the new bodies come from? The WVR would not thank me if I asked all VCT members to down tools on their WVR jobs! Well how about trying to attract some new workers, such as those who turn up on WVR midweek in summer saying "I would come at weekends but all the interesting jobs are filled". VCT can offer them a variety of interesting jobs to progress at their own pace. We could also include those who feel

that the WVR is no longer a challenge – coaches like the Midland 6-wheeler must surely be sufficient challenge for even the most optimistic restorer!

Obviously all work on a VCT coach must be under the control of the coach's caretaker, but I am sure that these gentlemen would be only too willing to pass some (or even all!) of the responsibility into other hands. I am equally certain that Messrs Kilburn, Roberts and Eastham would welcome any assistance they might be offered in maintaining the VCT's service coaches (Mets 2 & 4 and the Bulleid).

I am not suggesting that you point the next "grip" you meet at the Chatham coach (though you could always put him to work knocking the bottom out of my truck). But perhaps you could mention the VCT when talking to those who are still seeking a niche, particularly anyone who seems disenchanted with the less romantic side of WVR (industrial engines, Mark 1 coaches and so forth). Let's try to make 1976 a year of positive achievement!

C. G. Smyth

MEMBERSHIP

Members are reminded that subscriptions were due on 1st January 1976, and anyone who has not yet renewed his or her membership is kindly asked to do so as soon as possible.

The rates are the same as previously, viz: 50p per annum, and should be sent to:

J. Wright.
Membership Secretary,
VCT,
The Railway Station,
Haworth
Keighley
West Yorkshire BD22 8NJ

Membership figures for 1975 are as follows:

Fully paid up members: 43 (a drop of 10 on 1974)
Latest serial number: 123

VCT NEWS

Back numbers of the above mentioned newsletter are still available. Members requiring back numbers should send a stamped addressed envelope to the Membership secretary, (address above) stating their requirements.

J. L. Wright

PHOTOGRAPHS

Good black and white prints of VCT coaches are required for publicity and advertising purposes. Anyone capable of supplying these should send them to the Publicity Officer, VCT, Haworth Station.

LETTERS TO THE EDITOR

Dear Sir,

Some years ago, when I was quite a small boy, I remember going on holiday with my parents by train to Rhyl. Retrospectively, that event was not significant on account of the holiday (I can hardly recall it at all now) but because of the clerestory roofed coach in which we travelled from Bradford Exchange station at least as far as Manchester Victoria. Youthful eyes are not deceived, and I well remember "our" coach having a roof which distinguished it from most of the others I had observed, as we walked down the platform, by virtue of its raised portion in the middle. I believe that it was a compartment vehicle as opposed to one with a side

corridor, but had the virtue of having access to its own lavatory, (although possibly shared with the people through the partition) the door to which was located in a central position in the dividing wall, thus splitting one of the traditional bench type seats into two. I remember climbing over someone's tightly strapped suitcase to gain entry, but have no recollection of the delights within, my child's mind being preoccupied with other simplicities.

In recent years, I have tried on a number of occasions to identify the origin of that coach, but could find no description of anything pre-grouping which fitted my mental picture described to you above. Can any other member of the V.C.T. offer any clues please? The year was 1956.

Yours faithfully,

G. Bentley

KEIGHLEY RELIC SHOP

The above mentioned establishment provides our main source of income for coach restoration etc. Fortunately sales over the past year have been to say the least excellent. Unfortunately our sales stock is consequently very low. You can probably guess what is coming next:-

Yes, an appeal for unwanted railwayana, magazines, books and model railway equipment. We are even prepared to make a realistic cash offer for larger collections, so why not find your unwanted railwayana?