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Newsletter of the Vintage Carriages Trust. Published by the Trust at
Haworth Station, Haworth, Yorkshire

No. I. June 1972.

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Assembled on the Worth Valley Railway is a unique collection of standard gauge rolling stock, ranging from early 4 and 6 wheelers to the ultimate in pre-nationalisation design. Even the more modern vehicles in daily passenger use represent types now virtually extinct on the national network. This collection is as historic as the locomotive fleet and as impossible to replace.

The VCT is responsible for many of these vehicles and in this, our first newsletter, you can read of our plans to start work on the considerable task of restoration. Our aim is to present the Worth Valley Railway with vehicles which it will be proud to exhibit in the new museum at Oxenhope. We hope that they will also be suitable for use on special occasions.

The standards we must aim for have already been set. The North Eastern saloon at Didcot, the Clapham collection and, nearer home, John Dawson's "Old Gentleman's Coach" are all examples of what can be achieved given sufficient time effort and cash.

But do not underestimate the work and money involved. It is one thing to buy an old coach at scrap prices, quite another to turn it into a worthwhile exhibit.

SECR No. I

Estimates for the total restoration of this coach are settling to around the £1000 mark. The joinery will cost up to £400, roof turnerising £100 and new seat covers £500. This last item is clearly the most expensive but we are reliably informed that this must be done to safely eradicate dry rot. We should be able to manage the rewiring and repaint with volunteer labour.

Whilst the outlay may seem unduly large for just one vehicle we fully believe that the historic value of this interesting and attractive coach justifies the expenditure. We are delighted to hear that the WVR is prepared to transfer this coach to the VCT and trust that our membership will give their full support to this venture.

G. M.

The VCT Sales Organisation

The sales department of the Vintage Carriages Trust has the task of providing 95% of the money required by the Trust.

With the VCT forming such an integral part of the Worth Valley Railway it was necessary to find a method of fund raising which would not conflict with the activities of the KWVRPS. This was difficult for it was obvious that the Sales department of the Worth Valley provided an excellent service capable of fulfilling the requirements of the railway enthusiast. Well; nearly all the requirements. With the demise of the steam locomotive a surge of interest centered around relics, out of print books, timetables, railway magazines etc had developed. The term Railwayana best describes the 1001 items falling within this category.

Fortunately Mr. Guy Henderson, one of the working members of the Worth Valley Railway, became interested in the work of the Vintage Carriages Trust. Advertising extensively in the railway press enabled him to obtain a quantity of books and relics. These were then made available to enthusiasts via a postal sales service. Over a two year period these operations from his London address raised the necessary amount of money to buy two coaches for the Trust.

During 1969 David Ma rehouse joined the sales department and continued the postal sales service from his address in Keighley.

The next logical step was to seek premises on the Worth Valley Railway. This was achieved in the latter part of 1969 when the station waiting room on platform 4 at Keighley was made available to us. 1970 saw us safely installed in our present position at the north end of platform 4, the room formerly used by the British Railways Gas Fitting Department.

Most items of railwayana are on sale in the shop although nameplates are generally not displayed for security reasons. Nearly all the books on display are wrapped in cellophane to keep out dirt and damp. It is hoped that gas heating will be installed in the near future.

D. B. M.

"N-UTS"

For more years than many of us care to remember the 'hen huts' have been standing in the open slowly deteriorating from the ravages of weather, children and over-exuberant visitors. The only respite from their sorry state has been the occasional coat of paint for filming purposes, except for the restoration of the GNR 6-wheeler by Robin Higgins and the work by Tony Cox on LYR No. 2.

Naturally these vehicles have no practical value to Worth Rail and as such they have received no attention other than the allocation of siding space. Nevertheless the time is fast approaching when we must have at least a statement of intent for the future, otherwise the rate of deterioration will start to accelerate and scrapping of some vehicles may be forced upon us.

The case for retention of at least some of the 6 coaches concerned can perhaps be summarised as follows:

- 1) The Worth Valley can properly present in the future a range of coaches unequalled elsewhere which will demonstrate the development from early 4-wheelers to recent bogie vehicles.
- 2) Such vehicles suitably restored will provide a much more interesting and balanced public collection.
- 3) Film companies may continue to be attracted to the line if such vehicles are available.
- 4) The restoration will be financed by VCT and therefore no costs will fall on Worth Rail.
- 5) The continued presence of these tatty vehicles at Oxenhope will tarnish the WVR's public image.
- 6) Any scrapping is bound to produce adverse comment elsewhere and prejudice any possible future acquisitions (e.g. BRB).

The following plan is suggested as a medium term objective to remedy the worst of these difficulties:

"Select 3 representative vehicles and allocate say £250 to each for external restoration to exhibition finish (say £100 joinery and £150 painting). Good examples would be the MS&L 4-wheeler, a 6-wheeler (probably the GNR), and a saloon (say LYR No. 2). The programme to be put into effect immediately money is available following the SECR No I project. At the same time we must secure from Worth Rail the agreement that these coaches (perhaps along with J. Dawson's saloon) will be allocated space in the exhibition shed. It is worth noting that the finished 'green' shed will have 720 feet of space and these three vehicles would occupy a total of only 94 feet. The total length of the WVR loco fleet will be something less than 1000 feet and many of these locos are needed at Haworth for restoration or maintenance even in deep winter.

Remember that this is very much an immediate problem and some action is needed in the very near future. At the moment efforts are required at Oxenhope to secure a number of coaches against unwelcome intruders. Any volunteers?

AGM

Anon.

The VCT Annual General Meeting will be held at the Globe Inn, Keighley on Saturday, July 8th commencing at 8 p.m. A special vintage train for VCT members only will leave Oxenhope at 7.15p.m. and Haworth at 7.25p.m.

1972 Subscriptions

Members who have not yet renewed are reminded that their subscriptions for 1972 (50p) are now due. These should be sent to the Membership Secretary, Mr. J. Wright, c/o Haworth Station, Haworth, Yorkshire.