

GCR ROLLING STOCK TRUST

Nottingham Transport Heritage Centre, Ruddington NG11 6NX

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Greetings GCR enthusiast

18 December 2017

One crucial watershed year

This has been a truly significant 12 months for the Trust and its dedicated team of rail heritage restorers. It has been a year of downs - but also of splendid highs.

Yes, we missed out on the rebuild of a Barnum following an invitation to take part in a TV-film-making of its restoration – an astonishing request requiring a 9-month reconstruction to running condition. Instead we opted for completion, but for some details, of our 129-year old 6-wheel passenger coach from the dark mid Victorian era. All credit goes to Tony Keeble and Pat Sumner who led the assisting team through some very interesting events and Roger Penson who completed with the upholstery.

Now it is the turn of the biggest type in our fleet, the Barnum. And here we have Roger Penson leading a spirited researching of the interiors of which there is hardly any real evidence of the originals. It is coming together well – and we are starting to get a quite convincing specification together. But while the 6-wheeler is to museum standard, we are intending now that our first Barnum no.228, will be finished very smartly to operable, exhibition condition, replicating the striking GCR originals.

We acknowledge with great gratitude the generous support we get. We appeal for far more. We are so moved to have the support of our Great Central Railway enthusiasts, and we hope for a speedy recovery of those afflicted, by illness, injury or surgery. We need volumes of practical skills. Without your support we would be nowhere.....

Yours sincerely



Richard Tilden Smith
Chairman - GCR Rolling Stock Trust

Trust Operating Base: Nottingham Transport Heritage Centre, Ruddington, Nottingham NG11 6NX

Registered Charity No. 1082199 Company No. 3927595

Registered Office: Highdown House, 11 Highdown Road, Leamington Spa CV31 1XT

See our website for news, views and much more detail: www.gcrrollingstocktrust.com

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Notice of the Annual General Meeting of

GCR ROLLING STOCK TRUST

At NSMEE, Nottingham Transport Heritage Centre,
Nottingham NG11 6NX

On Sunday 14th January 2018 at 12.00 hours

Chairman: Richard Tilden Smith

Agenda

1. Apologies for absence
2. Approve Minutes of the 2017 Annual General Meeting
3. Matters Arising
4. Receive the Chairman's Annual Report
5. Receive and Approve the Annual Report and Accounts for the year 2016/17
6. Elect Trustees*. Those eligible are:
Arthur Barber, Andrew David, Mike Firth (Company Secretary), Andrew Horrocks-Taylor, Tony Keeble, Roger Penson, John Quick, Richard Potter, Pat Sumner, Richard Tilden Smith (Chairman)
Receive nominations
7. Clyde Pennington – Trust Action Group Report
8. Approve Harrison Beale & Owen costs for 2017 and appoint as Trust's auditor for 2017/18
9. Any Other Business** Formal questions asked
10. Close of formal Business

As in previous years, there will be an Open Forum discussion after the completion of the Annual General Meeting. Topics for discussion:

1. Fund raising – Funding resources and HLF bid for NRM project
2. Buildings no.1 and no 4 – Progressing the Project
3. MSL 6 wheeler restoration/Barnum fleet
4. Trust Action Group - further objectives

* Those wishing to stand as a Trustee should advise the Secretariat by
5 January 2018

**Any formal questions must be with the Secretariat by 5 January 2018

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14.30 hours - Afternoon Planning Session

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Notice of Meeting of the Trustees of

GCR ROLLING STOCK TRUST

At NSMEE, Nottingham Transport Heritage Centre,
Nottingham NG11 6NX

On Sunday 14th January 2018 at 11.00 hours

Chairman: Richard Tilden Smith

Agenda

1. Apologies for absence
2. Approve Minutes of Previous meeting
3. Receive and Approve the Chairman's Annual Report
4. Receive and Approve the Annual Report and Accounts for the year 2016/17
5. Endorse Trustees. Those eligible for election:

Arthur Barber, Andrew David, Mike Firth, Andrew Horrocks-Taylor, Tony Keeble, John Quick, Roger Penson, Richard Potter, Pat Sumner, Richard Tilden Smith (Chairman)

6. Trust Action Group – Endorse restoration plan/Local Management of Build and Restoration/Outsourcing skills/Impact on Project – Building no.4 progress, carpentry shop use and output, making things happen.
7. Collaboration with other Trusts and organisations
8. Recommend Harrison Beale & Owen 2017 fees are paid and appointed Trust's auditor for 2017/18
9. Any Other Business – AGM Open Forum
10. Close of formal Business

After the Annual General Meeting, discussion topics proposed:

- a) Fund raising and LF bid
- b) Buildings no.4 – Progress Report
- c) Policy on Stock holding and restoration plans
Trust Action Group – further objectives

Afternoon Planning Session – Progressing the Restoration of Barnum no.228

RST/ag17/05December 2017

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News and Insight – On the Roll.....

Fast recovery please....

First matters first. Too many of us are beginning to suffer from *anno domini* – the incessant tick of time and the afflictions that we pick up on that journey, the aches, pains and need for remedies, indeed perhaps a reluctance to get up and about of a morning. Every best wish and speedy relief to all afflicted.

However we have crucial members suffering – and our hope is that Francis will soon be over hip and hernia operations, Tony recovered from facial injury, Arthur with paining knees and then there are those of our clan who have less visible but much more aggravating conditions. May you soon be in a happier state.

Pride in the line-up

We are rightly very proud of our association with the Great Central Railway with our fleet – and indeed with the dedication of our first fully restored carriage to those who perished on board this type at Quintinshill in 1915; and all the former GCR employees who were maimed or killed in the Great War. We keep coming back to one single fact. The newly out-shopped 6-wheel MS&LR carriage is a gem. And that in itself is the base of our constant challenge. It is our pride and joy – but it has absorbed an astonishing 17 years of our lives. As it has been dedicated to the GCR Great War dead and to an horrific number of The Royal Scot Regiment at Quintinshill in May 1915, this moving memorial can travel the rail system to help the encourage the wider understanding of the massive carnage that so afflicted the nation.

Now one done, only seven to go. At the moment we are in the dark as to the intentions of the NRM with regard to their Barnum no.664, destined for the new rail museum at the southern end of the Great Central Railway, a vital new element in the City's museum quarter. As with all heritage projects it is a matter of funding and drawing together the right skills in the right quantity, right order.

The quality of finish of the 6-wheeler is intended as a convincing element when it comes to seeking our own funding for new projects and being judged on our ability to deliver. It is all too easy to think that we can get grants for our work - excellent though it is. The reality is that fund-chasing is one of the most depressingly time consuming activities there is – having proved that to ourselves already. However we are going to renew our efforts as we consider that two unique vehicles we have, despite being part restored, are worth the extra effort.

There is a strong view that the Barnum brake no.695 of 1910 and the Clerestory of 1905, both fascinating vehicles in their own right, should be attracting Lottery other funding. While they were brake carriages, both are so very different in style and age. Built only 5 years apart, the Barnum is a corridor open saloon with brake and baggage compartments while the Clerestory was essentially the last of the traditional part saloon, part compartmented but self contained 1st/3rd/lavatory brakes – very similar to the GCR's slip carriages but for the attach/detach gear. Restoration costs are such that the Clerestory may be double that of the Barnum.

While Buckingham Rail Museum at Quainton Road has a fine 6-wheeler, of similar vintage to our own (there is also a late Robinson suburban there which we also admire) – still we have the largest fleet of GCR vehicles to this day.

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Commemoration

On Sunday 17 September the 129-year old Victorian carriage received “wows” from a launch-audience led by Nottinghamshire's Deputy Lord Lieutenant Col Roger Merryweather and distinguished guests that included Rt Hon Nicky Morgan MP, Chair of the All Party Parliamentary Select Committee on Heritage Railways.

In collaboration with the Great Central Railway Society, the Trust decided that, upon completion of the carriage, its dedication to the 436 casualties of the Quintinshill rail tragedy in 1915, (when 225 members of The Royal Scots Regiment perished) should be extended to the memory of the 3470 employees from every part of the former GCR system who fell or were grievously wounded in the First World War. This gives increased legitimacy to the carriage's intended appeal.

It was a particularly poignant ceremony, accompanied by the RHR Cadet Corps of Drums and Bugles. Led by RST Trustee Roger Penson who introduced our celebrant, Revd. Andrew Buchanan, Vicar of St Peter's, Ruddington, the specially-commissioned GCR memorial plaque was unveiled by Col. Merryweather. Vice President Ken Grainger of the Great Central Railway Society gave a moving eulogy, the result of extensive research into the GCR employees caught in that War.

The event marked the completion of the restoring of this original Manchester Sheffield and Lincolnshire Railway 50-seat carriage. Tony Keeble, who helped to buy the wrecked vehicle for just £50 in 1970, and former BR C&W engineer Pat Sumner, led the team – Clyde Pennington, Andrew David, Peter Wilson, Melvyn Rowthorne, Wilf Ankers, Doug Atkins, Jeff Cox and a host of supporters - that transformed the wrecked carriage into a pristine example of the restorer's skills, topped by the final furnishing abilities of Trustees Roger Penson and Francis Bailey.

Classic video of event

Amazing talent lives just next door, it seems. Our Commemoration event, in September, covered by BBC TV and the City of Nottingham Press, was also recorded in truly professional style by Bob Rowe, a near neighbour of our key volunteer Keith Stimpson, who wanted to trial his new video equipment. That he was a top BBC TV camera man and Producer, brought an astonishing opportunity we just could not miss.

Bob indeed covered our event in sparkling fashion – and in particular the moving eulogy by Ken Grainger – and that is now available as a universally playable disk.

Our Gem on display

The 129 year-old MS&LR 50-seat carriage is currently on display to an enthusiastic reception in the GCR-rail connected museum at Nunckley Hill, on the Mountsorrel branch. As there are some mechanical and safety adjustments yet to be made this fine vehicle has yet to be run in public service – and you could be on the very first run if you make a donation and enter the draw for a prized seat. (*See Entry details*).

Our arrangement with Nunckley Hill museum, thanks to the support from Director Steve Cramp, means that we have been able to release invaluable space at Ruddington to enable us to get on with our next major restoration.

“We were sorry to see our pride leave Ruddington for the Nunckley Hill museum project but we will be back again to our home on GCR,” commented Trustee Roger Penson. “ We have an excellent arrangement to display the carriage to an enthusiastic GCR public, not so far away, and to release space for our next project, Barnum no.228, this is vital to us.”

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Ticket Ballot for First-ever 6-wheeler ride

So, you could win a First Trip out on the old Great Central Railway when we put on offer the tickets to ride the flagship and first major restoration of our 1888-built 6 wheel carriage. As Tony Keeble says: “This fabulous carriage is as good as new – and vastly more comfortable than the original – but this is the first time such a vehicle has run on the GCR London Extension in over 70 years. The ride experience is a totally different, due to the three axles and Mansell wheels. The compartments have turned away from the era's common wooden seating to fully upholstered cushioned comfort.”

How do you get your ticket? Because of the demand, each ticket will require a donation of at least £10.00 and then each donor's name will go into a Grand Prize Draw. While there are 50 seats available, 20 have been booked for the restorers and special guests who have helped make and fund this gem's restoration. This could be you.

Telling the World we need help....

Communication methods certainly move on fast – and the Trust is now indulging in updated Website, in Facebook and Twitter - not all our stalwarts quite understanding what we are about! Fortunately, we now have a marketing and PR guru in Kate Tilley, known across the present GCR as she served very effective years at Loughborough promoting the GCR PLC.

Social media seems to be the current means of telling the world what we are about and indeed that we want to attract skills and help to our restoration processes. We have a very absorbing hobby – but there are too many who have retired who have just the practical skills and experience we so need. Why not become a Friend and join our Club, bringing the early days of the GCR back to life? We are already benefiting and that is excellent for our cause.

Trust on show....

You have seen already the ¼-scale model of the Barnum seating led by Roger Penson and Keith Stimpson. This proved an invaluable addition to the first time displays the Trust put on at Quorn for the Model Railway event, the Commemoration Gala day at Ruddington, and then back at Quorn for the GCR's Autumn Steam Gala.

We keep hoping that we will revive or seek out new sources of knowledge which we have not tapped. Carl Lardner has helped as too Phil Hetherington. John Quick is a constant tap of in-depth information. Now we have re-discovered a tremendous source of knowledge of the Barnums in a meet up again with Bob Meanley, highly talented Chief Engineer at Tyseley. He was much involved with Dr Geoffrey Noon in recovering the Barnum on the Severn Valley until it came to the GCR as a travelling Board Room. Interesting details will emerge!

Recording Barnum Restoration

Overcoming a shortage of original plans for railway carriage restoration is a big challenge – especially with the Barnum builds now over 110 years old, two world wars and massive changes in record keeping and losses in the railway industry since – reports Roger Penson, leading the re-creation exercise with electronics genius Keith Stimpson. But we are gradually getting lucky as new sources come to light and we are setting up to record how the restoration proceeds..

As Roger says: “There is a good but very limited supply of original drawings from the GCR but those we have we are exploiting to the full. We rely on detective work to recreate what was there originally but no longer recorded. Fortunately we have the crucial drawings for the main structure and the mechanical and running gear. And of course we still have the experience of earlier restorers

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of Barnums to draw on. Even now there must be other personal records, drawings and photographs held in private collections. Please tell us if you can help - we must get it as authentic as we can.”

All the data that has been collected so far is being gradually transferred from hard copy to electronic record – fundamental in the rebuild of the last three remaining Barnum carriages.

Skills Drive for the Barnums

Come and see what we do and what we have to do, is the call from Roger Penson who is launching a skills drive for new volunteers at the Nottingham Transport Heritage Centre, Ruddington, the home of the restoration works and storage of the nine GCR railway carriages in the Trust's care. Roger, who has a life-time's experience and knowledge of the history and practice of upholstery, was also a much sought-after lecturer at College and a skilled practitioner.

“Our current restoration is of a Barnum carriage – built in 1910 – but now needing substantial help in reconstruction of its wooden body and the running gear.” says Roger. “Each carriage needs skills and time, a great deal of patience. Most of all it is raising the enthusiasm for converting a near wreck into a classic masterpiece. We want so much to have this vehicle up and running the full GCR line from Ruddington Fields to Leicester North. To this end, we are aiming for “exhibition” finish – so the carriage will look brilliant. To get there we will make minor concessions in terms of authenticity in materials purchase, windows, doors, fire resistant seat covers and filling, to cut any possible delays. Can we get this done before the NRM's carriage? Hmm...! Interesting challenge!

Right now we are benefiting enormously from the highly skilled, professional experience of Peter Wilson who is engaged in consolidating the information on the cladding of the Barnum, and is engaged in setting out the interior and exterior teak boards and other facings which require intricate cutting, shaping and finishing. And the result is superb.

“So we are to hold meet-the-team sessions to show enthusiasts what we are doing and the plans and programme for this magnificent carriage – aimed for completion in time for showing in the new GCR Museum when completed in a few years time. Details of your welcome weekend visit dates will be announced very soon.”

Where there's a Will....

The late, much lamented model maker, Garth Patrick, Lincoln-based producer of GCR and other line locomotives in O and G gauges, made a most generous bequest towards the restoration of our GCR original carriages. The substantial sum would actually rebuild one of the massive bogies of our next restoration – a 64-seat Barnum saloon, but we have other plans....

As we all put on the years – and they go quicker while we go slower – such gifts through will-making reduces the personal inheritance tax burden. What with Gift Aid reclaim of personal tax paid and substantial reduction in inheritance tax liabilities, Charities such as ours are so reliant on donation help – and it is an excellent way of keeping alive the name of those that have gone before. So Garth Patrick will be remembered with affection.

And so to 2018...welcome!

Our planning for the whole year comes up in January. As you will see you are welcome always to come and visit our work at Ruddington and the heritage Centre. We will keep you up to date with our progress by mail, Facebook and website – and as always your support and encouragement is most welcome. If you can, do come and help.

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This records that a Donation of £10.00 or more (£) has been made to the Trust and that the Donor is eligible to take part in the draw for one Free Ticket in the First ever Public Run in MS&LR 6-wheeler no.946 (date to be announced)

Name (CAPS):

Date:

Contact details:

(To be retained by the Trust – with GAD form)

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Our Open Annual Planning Meeting **on Sunday 14 January 2018 at 14.00 hours** **at NSMEE Club Room, Nottingham Transport Heritage Centre,** **Mere Way Ruddington NG11 6NX**

This is to tell you that our open Annual Planning Session is on the radar – after the Christmas and New Year Festivities..... The formal AGM meeting at 12.00 hours and takes an hour. Then we have an informal lunch at 13.00 hours before we look at our achievements. This includes the completion of the now magnificent MS&LR 6-wheeler – and its public début - and what we hope to achieve in 2018 with the next restorations - and of course the difference between museum and exhibition finish.....

The coming year will provide us with increasing opportunities to display – but we have to raise our game in funding our restoration work, Thanks to an amazingly skilled craftsman the work is underway on our first Barnum. And the adaptation of a 1905 GCR suburban carriage 1905 will act as a vital store.

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