

GCR ROLLING STOCK TRUST

Nottingham Transport Heritage Centre, Ruddington NG11 6NX

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Greetings GCR enthusiast

31 July 2017

One busy year – so far

Yes, this News Letter is far later than we intended - but it does explain why, and where we have been busy, have been making progress and we are getting ourselves ready for the next carriage restoration challenges. Dealing first with the running of the Trust, you will find enclosed the record of the AGM we had at the beginning of the year and the accolades that we placed on the team at Ruddington. This put heart and soul into overcoming all sorts of obstacles to complete the work on our now fabulous MS&LR six wheeler and to bring it so close now to operation. Our team has worked wonders – acknowledged with grateful thanks.

First, a special welcome to Andrew David our newest Trustee. Then just to remind you of our up-front restoration team members, they are Tony Keeble, Pat Sumner, Roger Penson, Francis Bailey, Clyde Pennington, Doug Atkins, Andrew David, Melvyn Rowthorne, Wilf Atkins, John Quick and Jeff Cox. And all of you who have so generously contributed to their progress. In management change at Ruddington, Roger Penson has agreed to act as Executive Trustee manager and co-ordinator for a while and Kate Tilley is driving the Trust's promotion, also with revival of our Trust's website – still in constant change and updating.

At Ruddington we are organising a special treat for you. The outline of this one-day event is enclosed. Here is the opportunity for you to come-and-see what we are doing at our **GCR mini Gala on Sunday 17 September** at the Heritage Centre. Special will be your being able to examine our gleaming gem, 6-wheeler no.946, join in its poignant commemoration, talk with the team over a glass of real ale (if you partake, of course), brain-bash in a prize John Quick quiz and what we are doing, readying for Barnum fleet restoration. To this we are adding a GCRN steam hauled return trip to Loughborough and GCR-theme around the Centre.

You will find also enclosed a donation form which will go into the draw for those determined to be the lucky few to take the first public ride in The Royal Scots Regiment Quintinshill memorial vehicle, our Victorian 6-wheeler. This is now likely in the Spring next year, the centenary of the last year of the Great War. The unexpected arrival of a most generous bequest from the late model maker Garth Patrick reminded us of our mortality – and that Willing a gift to the Trust is most generous and easily arranged. I am signing up a bequest right away. Our needs for restoration require so much more funding. And we are most grateful for every donation that you make. Thank you so much. Now mark your diary and see us at Ruddington soon.

Yours sincerely



Richard Tilden Smith
Chairman
GCR Rolling Stock Trust

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

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News and Insight

RST's Come-and-See event at GCRN

It is to be a GCR-themed “Come-and-See” event on Sunday 17 September, especially for Members of the GCR Rolling Stock Trust and the Great Central Railway Society and as many GCR enthusiast friends as possible, announces Roger Penson, Executive Trustee of GCR Rolling Stock Trust. “All GCR enthusiasts are welcome – but the **first 50 RST and GCRS members** on site will not only be able to inspect the GCR Rolling Stock Trust's work on its fleet of original GCR carriages but also **have a free ticket to ride over the GCRN tracks** from Ruddington Fields to Loughborough (Brush Works) and back. There's incentive!”

In pride of place at the Heritage Centre at Ruddington will be the newly restored and gleaming MS&LR 6-wheel carriage on display and in the open for the first time. This vehicle has been dedicated to those 225 troops of The Royal Scots Regiment who perished in a similar type of carriage in the worst-ever rail disaster in 1915 at Quintinshill. Now for the treat. For a modest donation there will be a draw for the first 20 seats being offered for the first VIP public outing in the Spring, to be launched on GCR London Extension metals.

As Roger continues: “Also on view we will have numerous displays on the former Great Central Railway theme and this will be taken up by the offering of visits to the GCR stock of Barnums, the chosen Suburban carriage being converted to a vital stores van, especially the Barnum no 228 which is already part restored and heavily researched. Progress on the new GCR Museum build at Leicester North we hope will be revealed.”

Expected on site will be GCR locomotives and stock in the numerous gauges – run by the NSMEE and the Model Railway Club – and an update on the progress of the MS&LR 4-4-0 tender locomotive being recreated by the 567 Locomotive Group. So it is essential that you bring your invite and be among the first to arrive as the gates open at 10.00 hours. Roger says: “Please come and enjoy the day with us.”

Here are the details of the GCR Nottingham programme – on Sunday 17 September – thanks to the invaluable support of GCRN, our hosts.

Our September 17 GCR Gala – The Programme

Objectives – These are to invite VIPs, Press/media, our donors and subscribers and all other interested visitors to the Heritage Centre and to reveal progress, to raise the profile of GCRN, the Trust and the reconnection at Loughborough, and of course the aims of the Trust in relation to the GCR Museum project.

10.00hours – Gates open – Check-in at Entrance Marquee

11.00hours - Reveal of the restored MS&LR no 946 – on the car park or on the front apron of Building no.1. Access platform for visitors.

12.00 hours – Welcome to RST members and GCRS and Light buffet in Marquee (Big Tops) on Station Concourse. And special brew Castle Rock Real Ale

13.00 hours - Take GCRN Steam return service from Platform no.1 – First 50 to sign in go free!

14.15 hours - Tour GCR themed site – Barnums (featuring research, seat model) and RST stock on view, reveal no.799 conversion, Building no.4 (new Carriage Shed), NSMEE, 567 Locomotive Group and Model Railway Club Displays

14.30 hours – Commemoration of no.946 to GCR Employees who fell in the Great War 1914-1918

16.00 hours – Tea/coffee – Reveal of winner of John Quick's Prize GCR Quiz - programme end.

RST Website News

It's a massive job. Kate Tilley is immersed on our behalf to recast our excellent but now out-dated website. That is somewhat anomalous as so much of the original site, created for us originally by Nick Berquist and Andrew Horrocks-Taylor is still entirely relevant. Sadly Nick is in the bad lands of Kent(!), a long way off. But he is still a keen supporter.

Much of the original site carried essential details of the former Great Central Railway – and all that will be carried forward. In the last decade however there have been fundamental changes and these are to be reflected as the new site comes together. With the advances in computer technology the site should be easier to use and it will be simpler to make donations direct. Here indeed on a regular basis will be the News! Thank you for sorting this great sort out.....!

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GCR Rolling Stock Trust - Update Report compiled by Clyde Pennington

To the casual visitor to GCRN Ruddington, over the last few months there may seem to have been little physical progress within our GCR fleet at the Ruddington Heritage site. Work nevertheless progresses. There is considerable discussion, planning and research activity ongoing behind the scenes, including a fact finding/photo trip to the much-valued Great Central Railway Society archive at Immingham. Our grateful thanks to all for their warm welcome and assistance.

Here is my brief report on GCR-RST current activities and plans;

MS&LR 6 wheeled 5 Comp. Saloon No.946 Built 1888

The jewel in our crown remains frustratingly trapped, out of sight, within its protective cocoon in No.1 shop. All change though at the upcoming September GCR Gala. This means that, whilst the carriage is in museum condition, we are concentrating on progressing the final adjustments towards our final goal – Running condition. While we had hoped to display our gem running on GCR metals in mid-September it will now be on static display at Ruddington.

MS&LR 6 wheeled 5 Comp. Saloon No. 373 Built 1887/8

The body work is flat packed on its original chassis and is sheeted over in the yard awaiting long term restoration. This will involve an almost total body rebuild. But it is all feasible.

The Barnums - nos 228 664, 666 and 695 Built 1910/11

There has been much progress both on and off site in the detailing, electronic recording and costing of materials, to facilitate restoration of the internals of the “Barnum” fleet to original. The quarter scale seating diorama, to establish best method build for seating, is being progressed by Keith Stimpson and is expecting to develop this to enable final designs to be established.

These 3rd class carriages were all jig built in 1910/11 to a then advanced design/manufacture spec. based on American rail stock, especially for general express and excursion traffic. It was also the first design by GCR of an ordinary open saloon. Built with entrance vestibules and separate toilets at both ends, 2 separated 32 seat compartments with interconnecting sliding door, a central walkway, plus extra-long bogies aimed at increased passenger comfort, many features that are now common on our modern railway coaching stock but, were so revolutionary 100 plus years ago.

Our chosen task is to uncover remaining documentary evidence and by microscopically examining and photographically recording the 4 remaining examples, all currently at Ruddington, detailing as accurately as possible their pre-LNER internal and external designs. Any help from readers would be greatly appreciated.

Contact: clayde.pennington@live.co.uk or write via The Great Central Railway Nottingham) at Mere Way, Ruddington, Nottingham. NG11 6JS and mark for my attention.

For “0” gauge modellers: Tim Thistlethwaite www.mbsmodels.com has taken on the manufacture of “Barnum” kits from the late Garth Patrick and will be producing updated 7mm brass etched kits, together with other GCR related models, late 2017/2018. We are liaising closely with Tim to ensure their accuracy and wish him every success in this venture.

Barnum Open Tourist Saloon No.228

This continues its dual roles as our workshop and records section within No.1 building, pending availability of other on-site facilities. Once this vehicle is cleared, it will be lifted to enable refurbishment of its chassis to be completed, along with the bogies. Much of the body framework is already rebuilt and the cladding material prepared in readiness. The internals form part of our current restoration planning.

Please call in. We would love to chat and show you around.

Barnum Open 3rd Tourist Saloon No.664

This is sheeted over in the yard and forms part of our medium-term restoration planning.

Barnum Open 3rd Tourist Saloon/Brake No.695

This unique carriage is sheeted over in the yard and forms part of our current restoration and grant planning.

Barnum Open 3rd Tourist Saloon No.666

This NRM owned carriage is currently sheeted over in the yard.

We were honoured to host a visit early in July from Wendy Somerville-Woodiwis and Chris Binks of the National

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Railway Museum's Conservation unit, together with Roger Shelley, Head Curator Great Central Railway Plc., to record photographically and to assess the current state of their carriage. It was originally delivered to Quorn in 1983 and moved on loan to GCR-RST at Ruddington in 1999. We are working very closely with both parties to make our research available for its successful off-site restoration and future display, as part of the new GCR Leicester museum exhibits.

GCR Suburban 8 Comp. 3rd class No.799 Built 1905

Work progresses to convert this carriage to become our yard storage facility, whilst retaining as much of the original, as practical, to facilitate its eventual return to an 'as built' state.

Current progress: Doors are being made for the surviving compartments at both ends.

New over-flooring is laid. 12v LED strip internal lighting is fitted and tested. Painting of interior and storage rack assembly installation, is in progress.

Currently, we await its on-site relocation, by GCR(N) as part of a yard reshuffle, to enable external scaffolding to aid the cladding, re-canvassing and painting work.

GCR Suburban 5 Comp 3rd /Brake No.5XX Built 1905/6 (body only) (currently on a 57ft LMS chassis)

The jury is still out as to what to do with this body, Although extremely rare, in 1951 it was cut into three sections and stripped out before relocation to form part of a bungalow at Arncliffe, near Doncaster. High cost consideration may result is not a viable restoration. It is currently sheeted over and stored in the yard.

GCR Clerestory O Lavatory Van Composite Body Built 1903 on 50ft LMS chassis.

Comprising 2 first class compartments, totaling 10 seats and 2 third class compartments, totaling 12 seats, with 2 separate toilet facilities for each class and a brake compartment.

This unique carriage is sheeted over in the yard and has yielded much evidence of its original Victorian splendor. This project forms part of our medium/long term restoration planning, including grant applications.

Where there's a Will.....

That late, much lamented model maker, Garth Patrick, Lincoln-based producer of GCR and other fine locomotives and stock 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.

As we all put on the years – and they go quicker while we go slower – such willing reduces the tax burden and is a massive help to charities that government encourages. What with Gift Aid reclaim of personal tax paid and substantial reduction in Inheritance tax liabilities, Charities such as ours, and the inheritors of estates, 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 by having his name displayed – and recalled as those of The Royal Scots Regiment who died or suffered as the result of the horrific 1915 Quintinshill rail disaster in a train of identical wooden bodied vehicles – on our dedicated memorial 6-wheel carriage.

Ticket ballot for First 6-wheeler Ride

Here's your big privilege opportunity. We hope to announce next Spring, the first public Journey in the fully restored MS&LR 6-wheel carriage. This will be indeed the first run of the type on operational service on this section of the former Great Central Railway for nearly a century, certainly one that was in the livery employed when the London Extension was first opened. But it will not be yet – as there are a host of mechanical adjustments to make and exam to check its safe operation before hand.

You could win a First Day out Trip out in no.946 on the old Great Central Railway London Extension, now likely in the Spring next year, 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 now as good as new if not better – and vastly more comfortable – but this is the first time such a vehicle has run on the GCR in well over 70 years. The ride experience is a totally different one, due to the three axles and Mansell wheels. And the compartments have turned away from the original wooden seating to fully upholstered cushioned comfort".

How do you get your ticket? Because of the demand, each First Day ticket will require a donation of at least £10.00 and then each donor's name will go into a grand prize draw to travel in the very First Run. By Gift Aiding too this makes that £10.00 into £12.50 as we can claim back the income tax that you have already paid. A convenient Gift Aid Form is

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attached as well as your Raffle Entry Ticket which is your entry ticket too on Sunday 17 September. In this 50 seat carriage we have VIP reserved compartments for our workers and our funders who have so made this gem's restoration.

Vital in all Restoration - Planning

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 disposing in the railway industry ever since – reports Roger Penson, leading the re-creation exercise with close assistance by Keith Stimpson.

As Roger says: “There is a good but very limited supply of original drawings from the GCR which we are exploiting to the full. But then we have a major detective work on hand to recreate what was originally but is no longer recorded. Fortunately we have the crucial drawings for the main structure and the mechanical and running gear.

“We need all the help we can get. Out there must be detailed information, drawings and photographs of the Barnums in operation, especially interiors. Please tell us if you can help - we must get it as right as we can to be Museum perfect. We have uncovered some useful records of the Barnum interiors – but we need so much more.”

All the data that has been collected so far is in a Keith Stimpson major conversion from hard copy to electronic record. As Keith confirms: “This is a mammoth and very time consuming task. Our aim with this transfer is to ease the process of the specifying and ordering of parts or components – and this is a fundamental in supplying for the further three remaining Barnum carriages. when they come up for treatment in future years.” Thank you Keith.

Skills drive for Barnum Project

Come and see what we do and what we have to do, is the call from our Executive Trustee 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, a life-time's experience and knowledge of the history and practice of upholstery, also a much sought-after lecturer at College and a skilled practitioner, fully understanding the need for specialised training as craft skills die out.

“Our next project is the restoration of a Barnum carriage – built in 1910 – but now needing a substantial reconstruction of its wooden body and the running gear,” says Roger. “Each carriage needs skills, time and a great deal of patience. Most of all it is raising the enthusiasm for converting a near wreck into a classic masterpiece.

“So we are to hold a Meet-the-Team – once a month we hope – to show enthusiasts what we are doing and the plans and programme for this magnificent carriage – aimed for rebuilding in time for showing in the new GCR Museum when completed in a few years time.”

Just so lucky – our unique 1903 Clerestory

There have been so many man-made destructions of our heritage, but arson is absolutely the least excusable. Our GCR clerestory, built as long ago as 1903 by Ashbury, just after GCR's long-serving CME John G Robinson started his transforming regime, was so very nearly obliterated a few years back by youth arsonists who set light and totally burned out a newly acquired DMU driving car on an adjoining track at the Ruddington Heritage Centre. It is only now that we considered this story could be told.

The 28-seat Clerestory has an interesting history as a main line conveyance, because it was so well contained (being 1st/3rd/lavatory/brake) it was also used to access sporting attractions off the GCR London Extension such as Stratford on Avon for Shakespeare country, the Cotswolds and sporting fixtures. It is a unique GCR survivor and is hoped to be the subject of a funding bid all its own in due course. It currently is mounted on LMS donor frames.

Topping Out to come? Building no.4

It's coming on a treat. Thanks to the skill and leadership of Peter D Wilson, the most practical and experienced on site, the roof of Building no.4 – future home of perhaps two of the Trust's unrestored Edwardian carriages – is coming close to completion. The time has come to mark this achievement with a suitable topping out ceremony – which we hope will be on Sunday 17 September by GCRN and the Rolling Stock Trust. Our Trustees are considering how best to encourage the fitting-out, and to invest our Trust funds in the construction work and on essential material supplies.

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While there is a long way to go yet, with a further bay extension, maybe the including of an interior workshop and stores, all the lighting and other electrical services, Building no.4 will provide a much needed addition and protective cover for restoration and maintenance at last of some the carriage fleet at Ruddington. This building will stable four standard sized 60ft carriages, a workshop area and stores.

It is many moons since the project was started by the ceremonial turf turning by His Honour the late Edgar Fay (son of the Great Central Railway's General Manager, Sir Sam Fay) driving one of Sinbad Plant's Caterpillar Backhoe Loaders, in front of many members of the Trust and the Great Central Railway Society – too many of whom no longer with us.

Under the Microscope – Our Victorian Gem

So far, the RST's resplendent 1888-constructed 6-wheel MS&L carriage no.946 has had but one escape from its cocoon in Building no.1, one reason being the challenge of marshalling the very busy Yard. The next was when the independent assessors of the Heritage Railway Association's came to measure the transformed vehicle for the annual award for excellence. "Our hope is for a win, which would be a just reward for the massive, painstaking rebuild, many had anticipated so long," commented Tony Keeble Project Leading Trustee of the Rolling Stock Trust.

As Tony explained: "In fact this was the first reveal since the carriage since left the Manningtree siding in 1971, the year it was bought out of British Rail ownership for just £50.00." He points to the pictures of no.946 before its long protracted journey from there via Cambridgeshire to Ruddington and its rebuild by the team that Tony Keeble and Pat Sumner have led from the start of its 16-year recovery. "The change is almost beyond belief and the end-result a tremendous credit to whole the restoration team."

Clyde Pennington, who has seen every stage of the rebuild from the earliest days of stripping out the rotten timber cladding and framework, pays tribute to the often sceptical GCRN onlookers who have watched the project. "We have had our moments but we are very grateful to GCRN and the users of Building no.1 who have stood by our wooden wonder and seen it emerge at last."

Pat Sumner, as the Trust's CME was happy to pass that stage of the route to clearing the Fitness-to-Run exam and is poised to arrange the vacuum brake tests and other extensive mechanical checks prior to releasing for public carriage.

Roger Shelley talks GCR Museum

We were very pleased to meet with Roger Shelley, the recently appointed Head Curator of the GCR/NRM museum, right at the start. He joined us at Ruddington to see what the Rolling Stock Trust and GCRN were all about. The next stage was to review what is the first major selection of exhibits and artefacts which reflect the GCR, its origination and its final demise.

A big expectation is that one of our Barnums will be fit and furnished in time to be displayed from the opening of GCR Main Line Museum in the making at Leicester North on the southern end of the Great Central Railway. This is expected by 2021. We are very determined to help by offering also the completed MS&LR 6-wheel carriage no.946, which is superb in its Museum-quality finish.

As Roger Penson describes: "This is an ideal opportunity for the Trust to deliver so completely on its objectives. That is restoring the nine GCR carriages, all now well over a century old. We then go forward with the matching to the engineering changes and of course the massive social changes leading to and from the Great War".

From Wreck to vital Stores-Van

Now that the work on the MS&L 6-wheel carriage is drawing to a close, the team have moved onto its next major work project, another of the GCR Rolling Stock Trust's carriages, but with one big difference, reports Clyde Pennington, the Project's originator on site. "We are very effectively preserving this vehicle for a future restoration, as well as utilising the stripped out interior as our main parts storage facility. Work so far has included a massive clear out, erection of partitions and doors, installation of a LED work light system and reinforcing the floor ahead of shelf installation".

The result is a great deal of activity on board the 1905-built Gorton-manufactured 8 compartment 3rd class GCR Suburban carriage no.799. Initiated by Clyde Pennington, project-led by Roger Penson, Francis Bailey, Keith Stimpson, Andrew Coalwood and Doug Atkins, this vehicle is on its way in an invaluable conversion into our stores-van, to cope with the growing volume of materials that are required to prepare for and restore the eight remaining original MS&L and GCR carriages dating from 1888 to 1911.

As Clyde explains: “Our plan is to make this vehicle watertight and vandal proof, by re-covering the roof and sheeting the sides with galvanised or aluminium panels, then converting the interior into an archive and accessible store. This will mean we have the space we need to clear out the Barnum no.228’s stored materials to enable us to work on its restoration and recovery.”

Getting the measure of the Yard

Planning for the future is well on the agenda at GCRN. How do we cater for the demands for more and more siding and storage space at the Centre which is already scarce? When the two railways are reconnected at Loughborough in the next few years the demand for new space will increase again – with more train sets and locomotive servicing. How is GCR Rolling Stock Trust to fit into this?

One of the reasons for the Rolling Stock Trust's holding back on progressing the proposed mini Museum Building no.1a has been the need to resolve rail access and the Yard layout. Plans are now at hand to maximise the available space, both Yard and track, so GCRN can add in two new sheds – the first being a two-road Diesel servicing facility – the second close by for carriage storage.

Step 1 is working out the dimensions and capabilities of the Yard to accept both track and structures. So P-Way engineering specialists Alex Turner and Stan Thompson have applied their extensive experience and knowledge to assess the existing track and to recommend new parameters.

The first track designs have now been drafted and while overall satisfying the needs of the operating railway, they have highlighted issues which are uncomfortable for this Trust. The fact is that to access our proposed Building no.1a there would require substantial reinforced retaining walls supporting the adjacent line that leads up onto the car park. This adds a great additional cost penalty on any preliminaries for the new building. Reluctantly therefore RST has had to abandon its mini-museum scheme for some time.

Sad tale - but we missed out!

Would we, could we, might we – and to a very strict timing? Might we prepare a Barnum from bottom to top in just nine months to be covered by movie-cameras from start to finish – and then to be passed for running with others in a part-restored heritage train of different eras? What a prospect and what a massive compliment to the Trust and its restoring team if we took part. But the sad reality was that we were just not in a position to proceed. No space for the restoration, not enough willing and skilled volunteers in our small restoration team and not nearly enough cash in the bank to ensure we could achieve the ultra-tight requirements on budget and timing. Reluctantly - and with a very deep sigh - we had to turn down the offer. Would have been fun though.....but extremely hard work!

Researching the Barnums

As the GCR RST is planning its restorations of the big “Barnums”, some interesting factors have emerged which will affect or assist the four remaining of the type. The first is that Keith Stimpson is gradually and systematically transferring all the drawings that we have, original GCR and those of the North Yorks Barnum group, to electronic record. The second factor is that these records will go forward in time to the National Rail Museum to assist the restoration of the NRM Barnum no.666 in store at Ruddington but earmarked for the new GCR Museum annex at Leicester North, due for completion at the end of the decade.

We are all probably well aware of the materials used to upholster the seats in the BR Mk. 1 carriages that ply the GCR line. Some will be able to spell out the colours, even the weave. No such luck when the restorers start to consider the original specifications of the exteriors or interiors of the early GCR carriages surviving – because there are no samples of the originals left. The formal GCR/LNER archive went up in flames in the 1940/41 blitz when bombs rained down on the Marylebone goods yard in which the comprehensive records of the railway company were stored.

A search through the NRM archive did not reveal as much as was hoped, but there has been a fabulous find to add to the just two monochrome photographs in circulation, those of the 1910-built Barnum's interior as a saloon and as a dining car. Even these shots might have been taken in the LNER era. Much information was turned up in the magazine of the time with the *Railway Engineer* dealing with the engineering aspects. The same covers the lack of photography of the earlier main line and suburban stock, no black and white, and certainly no colour references. However, our expert Roger Penson and his team have uncovered some samples of cloth in the Suburban no.799, overlooked when the interiors were stripped out in the 1950s.

As Roger explains: “We were still left with the puzzle about suitable fabric – until John Quick revealed another magazine of the period, *Railway and Travel Monthly*. In an edition dated 1912 (ideal timing!) we found an artist's watercolour of the interior of a Barnum, reproduced in full colour, alongside some text that basically told us no more than we already knew, but at least confirmed our information.”

To assist the project, Keith Stimpson produced enough information and so enabled him to construct a one quarter scale model of the classic back-to-back seating to be re-created. This is enabling the quantities and sizes of cushioning, cover materials to be assessed. As the Barnums were jig built the research findings are applicable to all the four remaining.

As Roger says: “While it will be some time before we get to the point of building up the interiors – even of Barnum no.228 – we are still concerned to get as near to an authentic interior as we can, for each and every vehicle. This is borne out by the rightness of the interior of our classic 6-wheel carriage and its beautifully finished seating for 50 passengers. Our research must be ongoing. We keep learning more and more.”

Trust at the Quorn Model Event

Wow! That was a great two-way introduction. And a salutary lesson for the smaller groups who do not have the facility for promoting themselves. The 5000-estimated visitors attending this massive model railway exhibition at the GCR's Quorn & Woodhouse station were treated to their first real exposure to the big, big challenge to restore our eight genuine GCR-origin carriages.

Thanks to the magnificent display put on by our Ruddington team – of ¼-scale Barnum seating, models of the unique Barnum brake, LNER/GC carriages and the direct connection with the new-build 567 Locomotive Group, invitations were extended for a GCR day at Ruddington this coming September. There will be spare tape-measures to encourage modellers interest in sizing up our 1:1 scale models.

NRM checks out its Barnum no.666

The collaboration between the Trust team and the National Railway Museum conservators is really hotting up, thanks to the drive by Roger Shelley, Head Curator of the nascent GCR Museum, committed to have the NRM's Barnum no.666 on display there as part of the conditions of the funding by the Heritage Lottery Fund when opened in the early 2020s.

A thorough inspection by the NRM and RST team showed that the NRM vehicle had survived well despite being in outside storage since its arrival from Loughborough in the early 2000s. Added to this, RST's research effort, especially on the interior layouts, fittings and upholstery of these iconic GCR vehicles, is the basis of a growing partnering with NRM that is developing plans to progress the Barnum restoration programme.

As Roger Shelley says: “We are working together increasingly as a team, one with a common aim, of restoring the Barnum fleet. It will be a long hard, painstaking and time consuming task to complete even one of these massive vehicles, from near-wreck to museum finish and operational standard. However, the collaboration growing between our groups puts increasing heart into all our restoration dreams and aspirations. Our determination to deliver is becoming stronger the whole time.” And the RST team's aspirations are strengthening by the day.

- ENDS -



GCR ROLLING STOCK TRUST

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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Advance Notice



Our GCR COMMEMORATION GALA **Sunday 17 September** **Join the “Roll Out” celebration** **of our completed Victorian GCR 6-wheel Gem**

Featuring tour of facility at Ruddington, Topping Out of new Carriage Restoration Shed no.4, and a steam-hauled round trip on GCRN from Ruddington Fields to Loughborough, John Quick Special Prize Quizz – and a GCR theme across the Heritage Centre

In step with the Great Central Railway Society, No.946 Carriage dedication to the GCR Employees who failed to return from the Great War 1914-1919

For all GCR Rolling Stock Trust Supporters - £10.00 per person by Donation Entry to Seat Draw

Retain – and bring this with you.....

This is your GCRN Free Pass for 17 September only – One trip – Ruddington-Loughborough

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