

## DONATION FORM, BANKER'S ORDER & GIFT AID

I would like to help the Great Western Society restore 1905-built GWR 'Dreadnought' No. 3299 by making a donation of £ \_\_\_\_\_ to the Edwardian Carriage Fund (cheques and postal orders should be made payable to Great Western Society Ltd)

Full Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

GWS membership Number (if applicable) \_\_\_\_\_

Your email address \_\_\_\_\_

Or via bank transfer to The Co-operative Bank, Sort Code 08-92-99, A/C 65459434 for the credit of Great Western Society Limited

If you pay by bank transfer, please e-mail advice to [info@didcotrailwaycentre.org](mailto:info@didcotrailwaycentre.org)

### BANKER'S ORDER

To the Manager (your bank) \_\_\_\_\_ Address \_\_\_\_\_

Sort Code \_\_\_\_\_

Please pay to The Co-operative Bank - Sort Code 08-92-99 - A/C 65459434 for the credit of Great Western Society Limited

the sum of \_\_\_\_\_ (in figures) \_\_\_\_\_ (in words)

on \_\_\_\_\_ (date) and thereafter at monthly intervals until \_\_\_\_\_

Signed \_\_\_\_\_ Account No. \_\_\_\_\_ Date \_\_\_\_\_

This Banker's Order is in addition to any other standing instruction in favour of the Great Western Society

### CHARITY GIFT AID DECLARATION - multiple donation

In order to Gift Aid your donation you must tick the box below:



I want to Gift Aid my donation of £ \_\_\_\_\_ and any donations I make in the future or have made in the past 4 years to **Great Western Society Limited**.

I confirm that I am a UK tax payer and understand that if I pay less Income Tax and/or Capital Gains tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

Signed \_\_\_\_\_

Donor's Full Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Please notify the Great Western Society if you:

- Want to change this declaration
- Change your name or home address
- No longer pay sufficient tax on your income and/or capital gains

If you pay Income Tax at the higher rate or additional rate and want to receive the additional tax relief due to you, you must include all your Gift Aid donations on your Self-Assessment tax return or ask HM Revenue and Customs to adjust your tax code.

Please return this completed form to Richard Croucher, Dreadnought Appeal Co-ordinator, Great Western Society Limited, Didcot Railway Centre, Didcot, Oxfordshire, OX11 7NJ.

You can also donate to the Edwardian Carriage Fund via the website [didcotrailwaycentre.org.uk](http://didcotrailwaycentre.org.uk)

GREAT WESTERN SOCIETY  
LIMITED



# RESTORING THE DREADNOUGHT



EDWARDIAN  
CARRIAGE  
FUND





1905-built Churchward 'Dreadnought' No. 3299 was acquired by the Great Western Society in 1964 and has been at Didcot Railway Centre since December 1967. At 70ft in length and 9ft 6in wide, the Dreadnought was the first GWR coach design to exploit the loading gauge to the maximum. The width and extreme body profile of the Dreadnoughts meant that the doors had to be recessed, both so that the handles and grab irons did not foul the loading gauge and so that the doors could be made flat for easier hanging. This resulted in the distinctive appearance, which on later coaches that had doors to each compartment, gave rise to the nickname 'Concertinas'. Our example has nine third class compartments and a corridor that changes sides at the central vestibule.

#### THE DREADNOUGHT'S TIME HAS COME

Despite being one of the most important carriages in preservation, as well as being the sole survivor of its type, the scale and extent of the work needed to restore No. 3299 has resulted in it being sidelined in the far reaches of the Didcot carriage shed for several decades.

Now its time has come. The quality of recent restorations carried out by the Didcot Carriage & Wagon Department – especially on the Victorian vintage carriages – has shown that the team has the capability and skills needed to tackle the Dreadnought.

A considerable amount of exploratory and preparatory work has been carried out in order to assess

the task and draw up a proper restoration plan. Much exterior panelling has been removed to survey the condition of the timber framework beneath. Considering that the coach stood in the open at Newquay for many years providing sleeping accommodation for dining car crews – and then fulfilled the same function at Didcot for more than another 20 years – it has survived remarkably well.

#### THE TASK AHEAD

The timber bottom rail, cant rail, waist rail, gangway ends, and doors all require extensive repairs or renewal, as does at least the top layer of the floor boarding. There is evidence of accident damage to one corner of the coach which will have to be addressed.

Although the internal bulkhead, corridor screens and compartment doors are



intact, the compartments themselves were stripped out when the coach was converted for sleeping accommodation, so the interiors will need to be fully rebuilt from scratch, including manufacture of period upholstery and many fixtures and fittings.

New window frames and droplights will need to be made throughout and be glazed with safety glass to meet current safety standards. The coach will have to be rewired completely, the steam heating system overhauled, and the body sides fully re-panelled inside and out, with new gangways fitted, plus roof repairs yet to be assessed.

#### RAISING THE MONEY

A very provisional estimate has put the cost of the work at around £180,000. Of course, with a restoration of this magnitude all sorts of unexpected issues can arise which may have a considerable impact on costs and the Society is embarking on this project with eyes wide open; we know it is certain to be challenging, but the result will be one of the most significant carriage restorations ever undertaken.

The first step in fund raising is the

**Top:** No. 3277, is from the same batch as Didcot's No. 3299. This official photograph has been colourised to give an impression of how the completed Dreadnought will look.

**Left:** In May 2022 the Dreadnought body was raised on jacks and props to allow the underframe and bogies to be run out.

**Right:** The underframe has been pressure-cleaned and undercoated to preserve it pending commencement of the restoration.

opening of the Edwardian Carriage Fund. In many ways this is similar to the very successful Victorian Carriage Fund, but with one big difference: it will not be a restricted fund. That means you can donate with absolute confidence. In the unlikely event that the Dreadnought project is unable to proceed, or if there is eventually a cash surplus, the money in the fund will be free for use on other projects. For example, such projects could, in due course, include our two Churchward 'Toplights', Nos. 3963 and 1159. Not a penny will be lost or wasted.

The restored Dreadnought will be a remarkable vehicle to ride in and will be the perfect companion for 'Saint' class No. 2999 *Lady of Legend*. If you would like to help with the restoration of this unique addition to the Didcot collection please consider donating to the Edwardian Carriage Fund. You can find all the details overleaf and every contribution, no matter what size, will be highly valued.

Thank you.

**Mick Howse**

*GWS Carriage & Wagon Manager.*



RESTORING THE DREADNOUGHT

EDWARDIAN CARRIAGE FUND