

Minutes of the Annual General Meeting of

GCR ROLLING STOCK TRUST

**Held at NSMEE, Nottingham Transport Heritage Centre,
Nottingham NG11 6NX
On Sunday 8 January 2017**

Those present:

Francis Bailey, Roger Penson, John Quick, Pat Sumner, Tony Keeble, Clyde Pennington, Keith Stimpson, Mike Firth, Andrew David, Andrew Horrocks-Taylor, Melvyn Rowthorne, Wilf Ankers, Barry Horsley and Richard Tilden Smith - with guests Roger Shelley and Kate Tilley.

Chairman opened the meeting at 12.00 hours.

Apologies for Absence

These were received from Carl Lardner, James Tawse, Gillian Bullock, Stuart Copson, Dave Ablitt, Diana Barker-Benfield, Bob Hanson, Doug Atkins, Arthur Barber and Richard Potter, Peter Wilson and Nick Berquist.

2. Approve Minutes of the Previous Annual General Meeting

The Minutes of the previous 2016 AGM having been circulated, it was agreed to approve them as a true record of that Meeting

Proposed:	Clyde Pennington
Seconded:	Melvin Rowthorne
In favour:	All in favour 1

3. Matters arising from the Minutes of the Previous Annual General Meeting

Chairman reported that no formal questions had been raised.

4. Chairman's Annual Statement

Chairman presented his annual statement.

1. Treasurer's Presentation of Annual Statement and Accounts

The Annual Statement and Accounts having been circulated with the Notices, Mike Firth highlighted that there had been a rise in expenditure associated with the professional paint and finish of the 6-wheeler and in the preparation of plans and elevations for two extensions to Building no.1 which had to be held over pending the release of a GCRN strategic plan and a proved rail accessible from the Yard.

Andrew Horrocks-Taylor noted that the Trust's costs had increased substantially. Mike Firth acknowledged that these were one off costs mostly associated with the completion of no.946 but it was important to appreciate that the Trust should maintain minimum cover of two years administrative costs as a reserve.

Keith Stimpson asked whether there was now an increased valuation covered in the insurance. Mike Firth indicated that this was included in the GCRN overall cover.

Clyde Pennington questioned the status and use of the carpentry shop. It was acknowledged that this had been a contentious issue but that all who had the appropriate competency were eligible to use the facilities.

It was proposed that the Report and Financial Statements for the year to 31 July 2016 be approved.

Proposed: Francis Bailey

Seconded: Pat Sumner

In favour: All in favour

Motion carried

6. Appointment of Trust's Accountant

It was proposed that Harrison Beale & Owen be re-appointed as the Trust's accountant, until a new auditor was put forward for possible selection.

Proposed: Mike Firth

Seconded: Richard Tilden Smith

In favour:

7. Election of Trustees

Chairman offered the present Trustees - these being Francis Bailey, Arthur Barber, Mike Firth (Company Secretary), Andrew Horrocks-Taylor, Tony Keeble, John Quick, Roger Penson, Richard Potter, Pat Sumner, Richard Tilden Smith (Chairman), - who being willing and eligible, offer themselves for re-election. Arthur Barber and Richard Potter being absent to be asked their intentions.

Chairman asked meeting to vote en bloc:

Proposed: Melvyn Rowthorne

Seconded: Clyde Pennington

In favour: All

Chairman asked for formal election of Trustees as above

Proposed: Melvyn Rowthorne

Seconded: Clyde Pennington

In favour: All

Motion carried

Andrew David had been proposed by the Board to stand as a Trustee but requested time to consider. No other nominations had been received

8. Other Business

Trust Action Group

Report from Clyde Pennington – Trust Action Co-ordinator Ruddington

A full Report of the activities of the Trust's work group showed very clearly how the various projects had moved forward – but also identified where difficulties and liaison issues showed up the big problem of too small a resource within both GCRN and RST. Nevertheless if and when there is agreement on which of the RST carriages will provide the next restoration project it was hoped to start a more outreaching effort to bring in new volunteers.

Clyde was thanked for his comprehensive review. *(See Report attached)*

Chairman reported on there being a Trust Action Group Planning meeting that afternoon to review and agree the organisation for the coming year, post no.946 completion.

Melvyn Rowthorne highlighted the need for new recruits to learn all the basic work that he had undertaken and experienced throughout his career, that for instance of setting up leaf and buffer springs.

Francis Bailey asked whether or not RVP was able to issue certification on RST vehicles, such as the 6-wheeler. This was affirmed.

Andrew David expressed the hope that no.946 and the Quainton Road 6-wheeler might be certified and run together at Quainton Road and on GCRN.

Kate Tilley wanted to know when no.946 would run. Pat Sumner indicated that while it was now awaiting a vacuum test and Fitness to Run exam, operation relied on GCRN. It was also unclear as to whether or not GCRN could match the requirements of the RST Hire Agreement, especially in providing further covered stabling.

Chairman suggested that the Trust had reached a major change point. He outlined the requirements that had just come from a potential Film contract, based on a fast restoration in just nine months of a Barnum to operational condition. The choice by the visiting assessors was between Barnums nos.664 and 695, subject to a further detailed RVP survey. Clyde Pennington wanted to understand the level of detail and finish for filming. Chairman indicated that these details had not yet been defined but clearly a full fit was not required and RST would require third party woodworking and other support.

RST had been advised that the Film contract included a £60,000 grant and penalty clauses for failure to provide a fully runnable vehicle within a 9-month period, concluding end September 2017.

While no.664 body was suffering but had most of its running gear complete, Barnum brake no.695 was in much better body condition and recently overhauled bogies. Roger Shelley urged that minds were made up quickly. RST intention should the contract not materialise would be to press on with such a vehicle for submission to the new GCR/NRM museum over a 3-4 year period.

RVP was to provide a final review and assessment of the Barnum nos. 695, 664 and 228. In discussion about no 664, Andrew Horrocks-Taylor advised that this vehicle had been removed from secure dry storage in Building no.5 and that the canvas roofing had been removed. The body was thus exposed to further water ingress and damage.

Highest priority was the conversion of the no.799 to a stores wagon.

There was to be a presentation of Certificates of Appreciation at the post AGM meeting of the Trust Action Group, the Trust was honoured that these were to be presented by Roger Shelley, Head Curator, GCR.

Outsourcing for Skills

Upgrading regular work days and recruiting more skilled resources. Discussing with like minded Heritage restoration Groups. Working alongside RVP.

It was proposed to close the Annual General Meeting of Members at 13.10 hours.

Proposed: Pat Sumner
Seconded: Francis Bailey
In favour: All
Motion carried

Progress report to AGM – 8 January 2017

Prepared by Clyde Pennington, Action Group Co-ordinator.

Here is my synopsis of the past 2016 year's on-site events and work progress.

It has been a momentous year, building on the very successful dedication of MS&LR No.946 6-wheeler on 11th November 2015. The second of our three major 946 milestones was reached on 25th September. Its first outing from building No.1, through the yard and on to the siding beyond, to shake down the springs etc. It was propelled by Bill Owen in his Simplex and with Andrew David as its first inspector. Our thanks also go to the crew of LMS 8F 8274 who cleared the road prior to their scheduled trip to Loughborough.

But, before we go there let us take a look at where the Trust was this time last year.

GCR-RST was proposing to build a new Vintage Carriage shed / mini-museum, attached to building No.1, at the Heritage Centre and, as a parallel part of that design and construction, offered as an additional proposal, a yard side (westwards) extension to increase the working capacity within No.1 substantially.

Despite receiving EMRT approval and two promises of financial aid, the proposals were subsequently put on hold by GCR(N), who advised that the scheme might not fit in with future strategic site developments, and in particular some question as to whether the building could be track-accessed.

This left us without the clean and secure accommodation needed to display 946 to the public. We still have no secure clean environment to display this great achievement.

A major problem for us has always been secure in-house storage. We currently have materials located all over the Ruddington site and indeed off-site. This was emphasized last January when two storage cabinets in No.1 shed were reclaimed without warning. Extension building 1A, our proposed storage and display facility had been put on hold.

Consequently, I proposed that our GCR Suburban No.799 to provide that secure storage facility for our vital stores, effectively removing one eye sore, whilst still preserving the carriage for future restoration.

This met with all-round approval from the Trustees, GCR(N) and EMRT and is achievable at low cost and quick build. The large internal space, when complete, will house much of our archive material, current and future restoration materials and finished items and will, for the first time, allow a full inventory of our stock. Suitable shelving has been out-sourced and work has been ongoing internally since October. A new roof covering is in place and we currently await the carriage's relocation to its intended site outside No.1 by GCR(N) staff, before the exterior can be scaffolded, metal clad and painted.

Work continues, by GCR(N) others, on 'Carriage building' No.4 which we hope to share with GCR(N) and it is still currently awaiting the next stage, the roof itself.

Barnum saloon 664 and Barnum Brake 695 have been sheeted over with the invaluable help of Big Tops donated canvas. A new covering is being prepared by Big Tops Ltd for the Clerestory Brake 1663. So, only the 3-part Suburban Brake No.5XX from Arnthorpe remains to be sheeted down.

Vandals paid GCR(N), us and the bus collection another visit one Autumn Saturday night, with much damage and to several of our carriage windows.

We were honoured, on 23rd November, by a visit from Roger Shelley, Head Curator GCR Plc who explained their plans in detail, for the new GCR/NRM museum at Leicester North and sought feedback and support from the Trust. He thanked us all for our conservation efforts and hospitality, finished with his wish for a close future relationship between the Museum and our Trust members.

Our key People

We, as the GCR-RST working group, have concentrated our energies on to finishing the final bits outstanding on 946, to get it certificated to carry passengers, with all that that entails. Two complete spare seating sets have been made for 946, by Roger Penson and Francis Bailey. We are indebted to so many, both within the Trust and outside same who, led by Pat Sumner and Tony Keeble continue to help and inspire us to make this project so successful.

Doug Atkins has concentrated his amazing all-round skills on the final wood related bits with Pat, Tony, Bob Hanson and Andrew David much in evidence on the rest.

Currently, a quarter scale Barnum saloon diorama, complete with seating and mannequins in 1920s clothing, is being fabricated, led by Keith Stimpson, to aid construction design for the full-sized seating and, we hope this will form a museum piece in its own right for future generations to admire.

Thanks also go to Arts and Design expert Miranda Maton-Jenner for the clothing design and production and her much appreciated support, Roger Penson for seating materials research, and all for their various inputs to this very useful modelling.

Keith, who joined us only in May, is also very busy transcribing material on to 'computer aided design' (CAD) to record various projects, including No.799's store conversion, the Barnums in detail for restoration and the proposed revisions to the site rail layout for GCR(N) to substantially increase its future capacity.

Finally, I would thank and introduce Andrew Coalwood, who joined us later in 2016, for his contribution on current projects, especially as Doug's assistant on No.799.

And the next Project....

Discussion also commenced in earnest on which carriage to pursue next. Not counting the NRM Barnum No.666, we have 7 potential carriages to work on. Our problem is - which to concentrate on first. The debate settled on a Barnum saloon as the next project, moved from Barnum No.228 to Barnum Brake No.695 and finally recently seems settled on Barnum 664. However, as they were jig built, whichever is finally selected has no effect on our researching and detail preparation for what will be needed to restore 'it' or 'them' to future running order.

Much has been achieved over the year, through acquisition from original drawings, examining remaining evidence and past publications.

I would like to take this opportunity to thank all who have contributed in-house, and that is the 'whole' team, our Trustee and historical expert John Quick, and NRM at York for hosting several members on our recent visit. A trip to the GCRS museum in Immingham is planned for 2017, also possibly Kew records office, to see what else we can glean.

That concludes my Report.

Clyde Pennington

Minutes of Meeting of the Trustees of

GCR ROLLING STOCK TRUST

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

On Sunday 8 January 2017

Chairman: Richard Tilden Smith

Those attending: Mike Firth (Company Secretary), Francis Bailey, Andrew Horrocks-Taylor, Anthony Keeble, Roger Penson, John Quick, Richard Tilden Smith, Pat Sumner and invited guests - Co-ordinator Clyde Pennington and Andrew David

Chairman opened the Meeting at 11.00 hours, thanked all for attending and NSMEE for use of the Club Room.

2. Apologies for absence

These were received from Andrew Horrocks-Taylor, Richard Potter and Arthur Barber. Chairman to enquire as to whether or not they wished to continue as Trustees.

3. Approve Minutes of Previous Meeting

These having been circulated previously it was proposed that they be agreed as a true record and approved.

Proposed: Francis Bailey
Seconded: Pat Sumner
All agreed

4. Receive the Chairman's Annual Report

Chairman advised that the contents were as set out as the Trustees Annual Report in the Accounts statement. He highlighted the advance to near completion of the 6 wheeler, to a very high standard of finish. (*See statement attached*)

5. The Treasurer's Annual Report and Accounts – 2013/4

The Annual Statements for 2015/6 had been circulated to the Trustees and had been approved.

Mike Firth agreed to present as Company Secretary and thankfully was to continue to carry out the Trust's accounting. He advised the Trust had a substantially higher expenditure in the 2015/16 period due to the finishing work on the 6-wheeler, and on the preparation of plans and elevations for the proposed Buildings no 1 and 1a. The latter had to be put on hold and reassessed due to GCRN proposals to realign the Yard track layout and therefore affected the potential rail access.

Mike Firth advised that cash at the Bank was £28,000, enabling usable funds to be £20,000, the balance being a required 2-year reserve admin cost cushion.

Francis Bailey questioned the revaluation of assets in particular relating to the 6-wheeler. Mike Firth explained that this reflected the substantial value of donated time by the RST team in its final completion.

Mike Firth advised that the Trust required to continue its own Trustee Protection and Public Liability Covers, as these could not be included within the GCRN policy.

It was proposed to present the Annual Statements to the Annual General Meeting.

Proposed: Mike Firth
Seconded: John Quick
All in favour

5. Endorse Trustees elections

Those eligible and prepared to stand were:

Arthur Barber, Andrew Horrocks-Taylor, Mike Firth (Company Secretary), Tony Keeble, John Quick, Richard Potter, Richard Tilden Smith (Chairman) and Pat Sumner. No other nominations had been received. It was proposed to nominate all to the AGM for election.

Pat Sumner proposed that Andrew David who had been an invaluable help on restoration and had made acclaimed presentations on the 6 wheeler/Quintinshill connection be elected a Trustee. Andrew David was to consider and advise.

Proposed: John Quick
Seconded: Francis Bailey
All in favour

6. Trust Action Group – Report by Clyde Pennington

As Trust Action Group Co-ordinator, Clyde Pennington outlined the progress of the the Ruddington work team over the last year, welcoming Keith Stimpson with invaluable CAD knowledge and experience and Andrew Coalwood as invaluable new volunteers. Clyde was thanked for this report which covered - Overview of Progress on 6-wheeler and priority conversion of no.799 to store vehicle with Doug Atkins and Andrew Coalwood working on it; Volunteers; Publicity; Archive; Protection measures for stock; and Website update. Concern was again raised about the need to have GCRN reposition no.799 close to Building no.1 and Clerestory no.1663 given new protective sheeting, from Big Tops. The work team was congratulated on its progress and the realisation that the final stages to completion of no. 946 were now in hand. *(See report to AGM attached)*

Proposed: Richard Tilden Smith
Seconded: Tony Keeble
All in favour

6. Approve Accountant appointment

Chairman proposed that Harrison Beale & Owen be reappointed Trust's auditor for 2016/7 and that the fees for 2015/16 be paid.

Proposed: Richard Tilden Smith
Seconded: Mike Firth
All in favour

7. Other business

Signatories

Mike Firth advised that the CAF Bank was to charge on its accounts. So as to ease the raising of cheques he requested that the Board authorise a further local signatory for the CAF account. Francis Bailey agreed to be the third signatory.

Proposed: Mike Firth
Seconded: Richard Tilden Smith
All in favour

IRH – Film contract – Implications and actions.

Discussion centred on the proposal put by International Rail Heritage to include a GCR Barnum in a 4-part film project, requiring operational use after a critically short 9-month restoration. In thanking the IRH team of Col Steve Davies, Helen Ashby, Richard Gibbon and Stephen Middleton for a very exciting opportunity the first consideration was whether there was a suitable Barnum for fast recovery. A full survey, with the assistance of Mike and Chris Lang of RVP had been arranged.

Major concerns were expressed over the risk levels associated with this contract (not yet delivered), insufficient funding offered, shortage of skilled resource, effectively no access to covered workspace and the extreme of requiring a vehicle completed to operating condition. Doubts were expressed that any of the Trust's vehicles were in a condition to meet the conditions of that the film contract required or that GCRN could indeed provide work space. Building no.4 progress was still on going but no access date had been identified – after roof cladding and track laying. While the basic principle was agreed, the decision had to be deferred for much more detailed information and discussed at the AGM and the following Action Group meeting. The Trustees would take the final decision within days and the proposition was completely dependent on the clear cooperation by GCRN.

Whether or not RST agreed the Film contract, it was supposed that one or more of the Barnums would still be progressed for consideration for the GCR/NRM museum project, opening in the 2020s. This led back to Barnum no.695 stored externally and Barnum no.228, inside Building no.1, and how to take this forward, as RVP had signalled assistance on technical work, such as lifting the body for any asbestos removal and inserting the end stabiliser plates.

The Board considered the relationships with other Trusts.

EMRT. RST had no particular difficulties with the Trust

GCRN concerns. RST and EMRT had pressed GCRN for its strategic plan but this was not yet forthcoming and therefore GCRN priorities were not clear. Need for GCRN/RST to meet and exchange views. RTS proposed to set up meet with GCRN Board members.

RVP collaboration. This had been invited previously but there had been no opportunity to progress. Mike and Chris Lang have become involved as advisers on the IRH filming project and were returning the day following the AGM to survey the best of the Barnums, nos.664 and 695, as well as no.228.

GCR/NRM Museum. Roger Shelley had met RST and was seeking further involvement and collaboration.

Promotional campaign. It was proposed to take up Kate Tilley's offer to assist promoting the Trust for recruiting skills. PR plan and budget was to be prepared and submitted.

567 Group – Approach to take over Suburban brake restoration to obtain another donor frame and running gear, then to match the conversion to a stores van in the same manner as RST was tackling no.799. Aim to return running chassis and restored body shell to the Trust. Full proposal required from 567 Group. This was agreed in principle.

Proposed: Richard Tilden Smith
Seconded: John Quick
All in favour

There was no further business

Chairman closed the Meeting at 12.00 hours.