

GCR ROLLING STOCK TRUST

Nottingham Transport Heritage Centre, Ruddington NG11 6NX

Mail - gcrrollingstocktrust@live.co.uk

Reply to – 11 Clifford Court, Clifford Road, Bexhill on Sea TN40 1QQ – 01424 210975

Greetings GCR enthusiast

18 February 2018

Decision time again.....

This is going to be a very interesting year for all of us. But it's paperwork time once again for us, after a rather challenging Annual Meeting in early January, to bring you up to date. Enclosed are our Reports and Minutes – and an invite of your crucial views, please.....

After some realistic soul-searching we have decided to seek your views as to whether you are comfortable with our conclusions. Attached you will find a Policy statement on the future of our MS&LR/GCR carriage fleet and how its restoration might be managed. And we ask your opinion on whether or not we are on the right track. We are very limited in resources of space and skills – as well as funds. ***So please review and tell us right away.***

2018 is of course the Centenary of the end in 1918 of the Great War. We are looking at the options for the utilisation of the 6-wheeler dedicated to the fallen of the former Royal Scots Regiment and the employees of the Great Central Railway. Simply put, there are not many rail tracks on parade grounds or at war memorials.....So the carriage will not travel very far.

Two aspects are going well, thanks to Peter Wilson's driving determination. The first is that the Barnum restoration, specifically cladding of the interior is going well; the laying of concrete and the track into the new Building no.4 shed is close at hand.

Soon, we hope that you will visit us, when the weather improves perhaps, to see the progress at the Centre. If you can volunteer a day a month or send us the equivalent of your beer money in value, either or both will be most gratefully received. We have some big, big costs closing up on us and we need lots of your help please!

Every best wish and thank you for your continuing interest and support.

Yours sincerely



Richard Tilden Smith
Chairman - GCR Rolling Stock Trust
Encs

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

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Page of colour shots

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Developing the Trust's Strategy on Carriage Restorations

Policy document for consultation

Introduction

The Trust was formed some 18 years ago with three principal aims – to save all remaining GCR vehicles under threat, to restore as many as could be practically funded, and to provide a platform for the transfer of skills to next generations.

A number of realities have overtaken us. Yes, we completed the first objective with no less than 9 vehicles in our charge; we set about and virtually completed the restoration of the first (our 6-wheeler) and have started our second, near converted a third into a stores van; but we are still well away from being an educational body with an increasing volunteer base.

There are some key realisations now that we must face. Some ten years ago it was estimated that we needed no less than 150 man-years to restore the whole fleet, even taking into account economies of scale with four vehicles of the same type. That same pundit pointed out that we are engaged in an “old man's” hobby. Indeed we know too well that there are not many youngsters interested in carriages, rather than in locomotives.

Our fund raising and support from the heritage rail sector has been lukewarm – and in fact over the whole time of being we have secured some £100,000 which has enabled us to continue our restoration work. But that £200,000 has funded the 6-wheeler to museum standard, materials to convert Suburban no 799 as a storage van and left less than £40,000 to continue our main stream restoration work. So, we face just a very few options.

1. The Trust needs a bigger, deeper base. Do we seek a merger, if we can find a suitable partner, with another like-minded restoration group? Some 150 man years are estimated to complete the fleet rebuild, with an investment of up to £250,000 minimum per carriage
2. Or with the nine vehicles, do we seek others to take on restoration by concentrating on the three owned Barnums and say the Clerestory to form a genuine GCR Train – which begs the question of the future of the remainder which could be forlorn hopes?
3. Do we have any choice but reluctantly to reduce the numbers of vehicles we should retain in our charge by long term loan for restoration to other groups?

Analysis of the GCR carriage collection

373 – Open storage, flat packed – Offer for restoration elsewhere?

228 – In workshop - *Under current work programme – Building no.1*

570(?) - Open storage – on LMS frames – offer for restoration elsewhere?

664 - Open storage – Retain as 3rd prospective restoration

666 – Open Storage - NRM owned – Offer back to NRM?

695 – Open storage – Retain as 2nd prospective restoration?

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799 - Open storage – *conversion in progress to Stores Van*

946 – Completed – *on display at Nunckley Hill museum, adjacent to the GCR.*

1667 – Open storage – on LMS frames – bid for major funding?

By analysis which is based on what is feasible practically and historically important, this infers that the RST holding at the Ruddington Heritage Centre could be reduced by four vehicles – specifically nos.373, 570(?), 664 and 1667 – with no.946 off site on display elsewhere until Ruddington Heritage Centre can provide suitable accommodation and display facilities.

Prospective Dispersal

373 – to another Rail Heritage restoration Group – so far undefined.

570(?) - to another Rail Heritage restoration Group – so far undefined – or dismantled.

664 – Barnum returned to NRM or RVP Rothley

1667 – Joint venture restoration (in discussion with Stephen Middleton) with bids for funding the complete work.

No time-scale is put forward for this essentially discussion document as the first need is for the Board of Trustees and the Membership to consider the implications and give opinion.

Work in Progress

One aim of the Document is to take some of the contention out of the forward view of what the Trust should aim and is feasible to do – by adding weight to the best route forward with the balance of practical restoration projects, particularly the Barnums which offer some economies of scale and for instance the interchangeability of equipment and running gear. We cannot escape the reality in the funding of these restorations that they will not be anything other than big cash absorbers, when at least four bogies will require extensive work running a total of £40,00 to £50,000 at least.

On the present basis, with the restoration of the body of Barnum no.228 in progress, by pressing ahead with body-only (with the mechanicals yet to be resourced) and at this stage to as near completion as makes it a credible exhibit, attention should then switch to the unique Barnum brake no.695 on a similar plan of work. While this would delay the prospective entry into traffic of two Barnums the two might then be entering service as a single offering. This offers the opportunity for debate, of course, but also offers the prospect of not undertaking body lifts (no mean feat of organisation and time consumption at the Centre) unless really necessary.

A parallel and immediate requirement on the Trust is to press much harder for more volunteer support and especially in raising the means of funding the recovery of these last remaining genuine GCR vehicles.

Essential Questions to RST Subscribers and Supporters - *Your views please.*

Please consider the implications of the proposed Policy as set out above and send your comments by email to gcrrollingstocktrust@live.co.uk or by post to Richard Tilden Smith, 11 Clifford Court, Clifford Road, Bexhill on Sea TN40 1 QQ – Tel: 01424 210975.

Do you support the policy YES/NO ?– and if No please expand with your views.....preferably before the end of February 2018.

Thank you.

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Minutes of Meeting of the Trustees of

GCR ROLLING STOCK TRUST

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

On Sunday 14 January 2018

Chairman: Richard Tilden Smith

Those attending: Arthur Barber, Andrew David, Mike Firth, Anthony Keeble, Roger Penson, John Quick, Richard Tilden Smith, Pat Sumner. Peter Wilson by invitation.

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

1. Apologies for absence

These were received from Andrew Horrocks-Taylor (seconded to USA) and Richard Potter. Chairman to enquire as to whether or not Richard Potter wished to continue as a Trustee.

2. Approve Minutes of Previous Meeting

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

Proposed: Arthur Barber

Seconded: Pat Sumner

All agreed

3. Receive the Chairman's Annual Report

Chairman advised that the statement was as the Trustees Annual Report in the Accounts. *(See Chairman's Statement 2016/17 attached)*

4. The Treasurer's Annual Report and Accounts – 2016/7

The Annual Statements for 2016/17 had been circulated the majority of Trustees had approved.

Mike Firth as Company Secretary presented the Trust's accounts but nevertheless had hopes of finding a successor. He advised the Trust had a substantially higher expenditure in the 2016/17 period due to the finishing work on the 6-wheeler, with restoration work costs being overtaken by other expenditures and reaching £11,000. This was double the annual income by donors. Mike Firth advised that cash at the Bank was near £40,000, due to the one-off legacy gift from Garth Patrick of some £13,500, enabling usable funds to swell to £20,000. Looking forward with Barnum restoration, Peter Wilson had advanced rapidly in 6 days of his work on the interior cladding and recovery of materials. Accelerating costs could be expected, and the £1000 rolling budget would be well used, with 13 doors instanced to be built for just one vehicle.

Mike Firth advised that the Trust required to continue its own Trustee Protection and Public Liability Covers, and these were on the increase annually. As the 6-wheeler had now been delivered for public view, away from the GCRN site at Nunckley Hill museum, the insurance costs will continue to be higher. It was proposed to present the Annual Statements to the Annual General Meeting.

Proposed: Mike Firth

Seconded: John Quick

All in favour

5. Endorse Trustee elections

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Those eligible and prepared to stand were: Arthur Barber, Andrew Horrocks-Taylor (in absentia), Mike Firth, Tony Keeble, John Quick, Richard Potter, Pat Sumner, Richard Tilden Smith. No other nominations had been received. It was proposed to nominate all to the AGM for election.

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

6. Trust Action Group – Report by Roger Penson

As Trust Action Group Co-ordinator, Clyde Pennington, had stood down due health and personal issues, Executive Trustee Roger Penson outlined the progress of the Ruddington work team over the last year, welcoming Keith Stimpson with vital CAD knowledge and experience and Andrew Coalwood as invaluable supporting volunteers. Roger was thanked for this report which covered - Overview of Progress on 6-wheeler and priority conversion of no.799 to store vehicle; Volunteers; Publicity; Archive; Protection measures for stock; and Website update.

Roger reminded that the Film Project on which the Trust had been approached in December 2016 to restore a Barnum to operational use in just 9 months (for £60,000) was turned down on the basis of excessive risk, non-availability of workspace, etc. It was an exciting prospect but too stretching for so few volunteers.

Concern was again raised about the state of the vehicles in outside storage. Clerestory no.1663 was provided new protective sheeting by Big Tops, who needed due acknowledgement.

The work team was congratulated on its progress and the realisation of near completion of no. 946 enabled its transfer to Nunckley Hill museum under an ongoing term agreement to preserve its museum qualities. Plans for a further commemoration to widen the interest to include the fallen of the fallen GCR employees of the Great War were well advanced (*See Trust Action Group report 2016/17 attached*)

Chairman outlined the draft Policy Statement relating to the RST fleet which proposed outsourcing at least four of the vehicles and returning the NRM Barnum, due simple economic projection of costs v income and the decline in available skills which is a national crisis in the voluntary sector. This proposal needs to be endorsed by members. It has also to be presented to GCRN Board. To enable convincing progress on the Barnum and provide easiest access to the vehicle it was imperative that the interior was cleared for action. This would enable the body work to be progressed and the planning be under way for the mechanicals and make-up of below sole bar missing equipment.

Peter Wilson advised that the Building no.4 project was ongoing and progress would accelerate in the new season.

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

6. Approve Accountant appointment

Chairman proposed that Harrison Beale & Owen be reappointed Trust's auditor for 2017/18 and that the fees for 2016/17 be paid. The fee level was deemed competitive and reasonable.

Proposed: Mike Firth
Seconded: Tony Keeble
All in favour

7. Other business

Authority

Mike Firth advised that, to ease the raising of cheques, he requested that the Board authorise a further local signatory for the CAF account. This is yet to be arranged. It was noted that RST had proposed and

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authorised a rolling budget for Peter Wilson's purchasing of Barnum materials.

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

The Board considered the relationships with other organisations.

GCRN concerns. RST is preparing Policy Document and Safe Working Documents covering RST strategy.
RVP collaboration. Chris Lang was invited to the Planning Meet to advise on Barnum restoration, having been involved previously on no.664.

GCR/NRM Museum. Roger Shelley was to update the AGM on the state of the Museum project. involvement and collaboration. (*Post meeting note* – the GCR Museum project is postponed due to HLF funding withdrawal)

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

Restoration Planning Event. Full discussion was to be held on planning the restoration of the RST vehicles that afternoon with Peter Wilson, Roger Shelley and Chris Lang assisting.

There being no further business, Chairman closed the Meeting at 11.55 hours.

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

Trust Action Report – by Roger Penson - Trustee

Review of the Trust work at Ruddington – 2016/17

We pay particular tribute to Clyde Pennington in his role as the previous Co-ordinator, and for his substantial and continuing work in maintaining and developing the archive and Records of the Trust. Our hope is that he will soon be able to come back and help us further. In that regard, we are very pleased that Francis Bailey is recovering well from a major operation and associated matters, and that he will want to continue contributing his skills and energies to our restoration work.

Both have been much missed, not least for their skills support and companionship. I should also like thank both Keith Stimpson and Andrew Coalwood for their on-going and valued contributions to help mastering the myriad details required for the Barnum and additional projects - of which more below.

RECRUITING & TRAINING:

- We are in dire need of additional volunteers, although' over the previous 18 months, we have expanded our volunteer skills range, notably in the Upholstery area – a skill we shall need in abundance for the Barnums.

Francis Bailey, so helpful on 946, can now contribute well to this aspect, besides his other skills, and Miranda Manton-Jenner (who beautifully made our Mannequins for 228), is currently learning traditional upholstery skills, which could be a significant help for 228/695 etc.

- We have an opportunity, using our shining example of 946 and its archive, of approaching a number of Voluntary Support organisations, to demonstrate our informal 'training offer' and thus expand our numbers. 228 is progressing well and should be the focus of our approach

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to new volunteers.

ARCHIVES & RECORDS:

- MS&LR no.946 ~
 - Despite its age (1888), we hold an extensive archive (photographic and text-based), covering its design and restoration, along with the most recent two major events held at Ruddington: The dedications to both the servicemen, railway servants and other travellers, caught up in the Quintinshill disaster of 1915 .
 - We also hold extensive records (much created at the time/subsequently) of the accident. All of this evidence is regularly used (in talks and exhibitions) to promote interest and understanding of the social and travellers' experiences of the period. It is also being used to create a factual Story Board for display at Nunckley Hill, where she currently resides.
- GCR BARNUMS ~
 - Much effort by our volunteers (notably Clyde Pennington, Keith Stimpson, Andrew Coalwood and Roger Penson) has been applied to gathering Barnum evidence, including pictures, photos, technical texts, and information and ideas shared between a number of other Heritage Railways, e.g. Midland Railway at Ripley and Rowsley.
 - Consequently we have a great reservoir of information to guide us in planning/implementing restoration of our 3 Carriages. Depending on the extent to which we agree the standard to which we aspire, our information, covering all technical aspects, is already set up in a comprehensive draft building plan.
 - We are in the midst of getting a Stock-take of the huge amount of parts, both wood, metal and ceramic, of which more later.
 - Currently, Peter Wilson, and his supporting group, is making great progress in fitting out the interior carcass of 228. A magnificent sight is developing fast.
- GCR CLERESTORY ~
 - Archives for the above, whilst not as extensive or organised as the Barnums, have been seized on when identified during Barnum development. We have, therefore, a considerable amount of technical articles of the period, engineering drawings accompanying such texts, photographs and more 'general' descriptive period texts in the less technical magazines.
 - Opportunity arises for this to be formally organised in support of planned restoration. However, much time is currently occupied in focus on Barnums.

RESTORATION WORK:

- 946 ~
 - Currently at Nunckley Hill Museum, this vehicle needs final work on tidying up paintwork under the sole bar, along with a wax finish to help maintain museum standards.
 - Transfer by road went smoothly, with some difficulty negotiating the slope down to the Nunckley Hill rail-head. A very enthusiastic group of volunteers removed the earth-bank obstruction, and 946 was expertly piloted into an almost tailor-made covered and secure

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display area. A considerable number of visitors paid their respects and were evidently very impressed by its appearance.

- A set of access steps is proposed, and is in need of final design/pricing work, supported by Steve Cramp and his enthusiastic team. In addition, a Maintenance Schedule (in process of drafting by Roger Penson) is also required. The aim is to organise GCR RST presence as far as possible, allowing visitors supervised entrance to a compartment for viewing.
- A draft illustrated story board (aimed at the general visitor and children) is being prepared for joint agreement and creation by the Nunckley Hill sign-writer.
- All the above is aimed at being available/completed in time for their Spring Opening. However, this consumes much time, & Barnum works are currently a priority.
- 799 ~
 - Currently, the 'stores-van' interior is approx two-thirds complete as to painting and racking. Much material is held there, but is in need of stock-taking, along with much remaining in 228 and 695. We have electronic format for recording of this material, which can be adapted for individual carriages.
 - 799 currently holds materials for other carriages and, when these have been identified and recorded, re-locating to their 'home' carriage. Its shelving system now gives us organised space to identify available/missing materials and link them to a relevant restoration plan. Time is required, with an Expert Eye for correct identification/recording.
 - The majority of effort is being spent on clearing 228 completely, to enable Peter Wilson and his team to continue its interior carcass restoration.
- 228 ~
 - As already reported, much teak has been fitted to its interior. Whilst some remain to be 'tweaked', work is on hand to complete the Wash room partitions, enabling further progress in making/restoring/fitting internal doors etc.
 - Both the above points will lead on to agreeing design of electric and plumbing systems.
 - SEATING: Finalisation of seating design (especially the structural woodwork) is now in progress, followed by the design/construction of the show-wood, seat padding and top cover. Electronic information on wooden components is available, and conversion of this parts lists (for 228, 666 & 695) is essential for costing and supplier identification.

Top-Cover and supporting materials should now be identified and agreed. A UK Supplier has been identified (likely to have made the original fabric) and an artist's impression (of the period) is available.

Current estimate of length and width of material required is approx 350 metres. Minimum ordering requires 400 m. We should either have material left for repairs, or for sale to NRM. (EXTERIOR: Next steps include removal of all external hardboard carrying GCR information (to be temporarily archived), to be replacement with black plastic boarding for improved appearance and protection from the soot and grime generated in this workshop. It is proposed that a Framed Blackboard be made to attach to the exterior, on which current work can

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be described, thus creating a record over time.

- A proposal that we encourage visitors to 'look in' over a 'stable door' at the 'town end', and suitable access be created. A source of information (proposed Barnum sales Brochure and the donations box) would encourage visitors, thus a potential source of volunteers, would add to the impressive site on which we are working.
- In view of the likely delay or even postponement (now confirmed) in achieving the Leicester North Museum project, there is a prospective impact on the earlier idea of sharing restoration materials/costs/ideas etc., with the NRM.
- Given the number of GCR carriages yet to be planned for restoration, we may need to consider limiting our ambition to the 3 Barnums and the Clerestory. As these would, include 946, make up an historic rake, sharing restoration time with other interested parties could enable this rake to make an earlier appearance. Consideration of inputs from Chris Lang, Bob Meanley and Tylesley site should be considered.

COMMEMORATIONS, EXHIBITIONS & TALKS:

Over the last 18 months, we have had a number of talks, exhibition presence and commemorations, culminating in the GCR railwaymen commemorations of 'death in service' during the Great War. This last was an impressive event this past year, gaining much local and regional publicity in press and TV. Certainly, local authorities were made aware of the type and high standard of work that is to be found here at Ruddington

TALKS: A number of revenue-earning talks have taken place, with Andrew David and myself leading these across Buckinghamshire, Oxford University and more locally too. Currently, Roger Penson will give an up-coming on on 946 (and sneak in the Barnums too!), for the Nottinghamshire Industrial Heritage Society and organising a guided visit to 946 at a future date.

EXHIBITIONS: We have attended a number of exhibitions (cf. at Quorn twice) in recent period. Andrew Horrocks-Taylor is in process of requesting our presence at the GCR Winter Gala 26-28th Jan 2018. We have jointly advertised GCR RST/946/Barnum and the 567 Locomotive project.

As part of our learning we have notably had little visitor response to these events, (most visitors are only interested in locomotives, this can represent a significant loss of active time on Barnum restoration activity. We need to consider how we can develop an interest in carriages. Having a 'moving' display might help, via IT screen etc.

SUMMARY:

A very busy period over the last 12 months shows no sign of slackening. Numerous approaches to others on site have not always brought opportunities to be more efficient, and we still stand in need of this, as well as additional volunteers. We have a reasonable depth of expertise in supporting/training up new faces, provided they have a background in physical skills. But we should not ignore those who may have an obvious interest in railways – we will need individuals with 'people skills', who can enable the general visitor to get excited about what happens here.

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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 2018

Those present:

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

Chairman opened the meeting at 12.00 hours and welcomed all present – and thanked NSMEE for the use of the Club Room.

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, Barry Horsley, Andrew Horrocks-Taylor, Francis Bailey and Nick Berquist.

2. Approve Minutes of the Previous Annual General Meeting

The Minutes of the previous 2017 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

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. (*See 2016/17 Statement attached*)

5. 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 promotional rather restoration costs. This had also included 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. (See attached Statement). He highlighted the higher costs associated with the finishings of the 6-wheeler and the associated promotional costs. He also identified that there was a reasonable cover of funds but that insurance costs would inevitably rise as the Trust effectively operated on two sites.

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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.

It was proposed that the Report and Financial Statements for the year to 31 July 2017 be approved.

Proposed: Arthur Barber

Seconded: Pat Sumner

In favour: All

6. Appointment of Trust's Accountant

It was proposed that Harrison Beale & Owen be re-appointed as the Trust's accountant as they were offering a reasonable service at acceptable cost, particularly as Mike Firth provided electronic records for accounting assessment.

Proposed: Mike Firth

Seconded: Richard Tilden Smith

In favour: All

7. Election of Trustees

Chairman offered the present Trustees - these being Arthur Barber, Mike Firth, Andrew Horrocks-Taylor (in absentia in USA), Tony Keeble, John Quick, Roger Penson, Richard Potter, Pat Sumner, Richard Tilden Smith (Chairman), - who being willing and eligible, offer themselves for re-election. Richard Potter being absent to be asked his intentions. Andrew David had agreed to stand after his offer at the last AGM.

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 en bloc

Proposed: Melvyn Rowthorne

Seconded: Clyde Pennington

In favour: All

3. Other Business

RST Restoration Policy

Consideration of the prospects for the restoration of the GCR RST fleet has been made and is to be circulated as a consultation document to all interested parties and supporters. Primary requirement is perceived the reduction to more acceptable objectives of restoring the three Barnums for operation a a GCR train set – with the Clerestory being put forward as a complete full funded project by outside partners, which could include return of the NRM Barnum to York, and offering the 6-wheeler and two Suburban elsewhere. *(See Report for Your Consultation and Response)*

Safety Regime

RST is undertaking a review of its prospective responsibilities to develop a Safety at Work policy including Risk Assessment and Method of Working requirements. This will be circulated for consultation to GCRN Board and to RST volunteers.

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Trust Action Group

Report from Roger Penson – Trustee and Action Co-ordinator Ruddington

A full compressive review 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.

Roger was thanked for his comprehensive review. *(See full Report presented to the Trustee Meet)*

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, particularly in relation to the impending restoration first of the body of Barnum no.228, for which Peter Wilson had already contributed a massive amount of time, skill and acquired further essential knowledge of its construction and original condition. Peter's contribution was quite massive.

Andrew David wanted to know when no.946 would run and expressed the hope that no.946 and the Quainton Road 6-wheeler might be certified and run together at Quainton Road and on GCRN. Pat Sumner indicated that while it was now awaiting a vacuum test and Fitness to Run.

Chairman suggested that the Trust had reached a major change point. He outlined the requirements that had just come from a potential TV Film contract, based on a fast restoration of a Barnum to operational condition. 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.

RST intention, should the contract not materialise, was to press on with such a vehicle for submission to the new GCR/NRM museum over a 3-4 year period.

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

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

Proposed: RTS
Seconded: JQ
In favour: All

Chairman's Report 2016/17 - Richard Tilden Smith

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 demanding a 9-month reconstruction to running condition. No way with the resources offered and the skills available to us.

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Instead we opted for completion, but for some details, of our then -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 restoring structure and cladding, with Roger Penson and Francis Bailey who completed with the upholstery. By the July year-end we had already committed to an Autumn further commemoration of the 6-wheeler, this being to the fallen of the Great Central Railway in the Great War. We had by then opened discussions on the future display of this fine vehicle, prior to the hoped-for showing at the intended GCR Museum.

We pay tribute to Roger Penson who took up the co-ordinating role at the Heritage Centre and has set out, with particular skill with Keith Stimpson and Andrew Coalwood, the planning of the Barnum restoration and continuing the conversion of the Suburban no.799, inspired by the proposal set out by Clyde Pennington.

Now it is the turn of the biggest type in our fleet, the Barnum, to receive the main attention. And here we have Roger Penson leading a spirited researching of the interiors of which there is very limited 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. It is to be body first and mechanicals coming a while later.

As a Trust we are now having to face the realities of a changed world around us. Therefore we are in a round of discussions regarding the strategy of the Trust in relation to its future here at The Heritage Centre – due to the lacking of working space for restoration – and progression of the recovery of a fleet that we have saved from certain destruction. Seen in the current light of 17 years spent on the 6-wheeler and the estimated time required to complete the remainder we face an uphill challenge. . Some progressive decisions will have to be taken during this year. Having said that, our hope must be the ultimate intent of an in-service GCR carriage set to exhibition standards at least.

We acknowledge with great gratitude the generous generous we get. We appeal for far more. We are particularly pleased to have the backing 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.....

RTS

Treasurer's Report 2016/17 - Mike Firth

The Annual accounts for the year to 31 July were circulated with the Notice of the AGM. These show that we have maintained our compliance as a Charity and we have sufficient funds for some of the lesser restoration work, such as the finishing needs of the MS&LR 6-wheeler, promotional activities and costs related to the putting forward a prospective display building

We have to be aware that serious fund raising is required as we consider the restoration of the Barnum now on the cards. While we have some £30,000 in the bank, the restoration of two bogies and the purchase of upholstery materials would swallow that amount easily – at a stroke. So very careful planning and spreading of purchases is an absolute must.

MF

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News and Insight – On the Roll.....

Fast recovery please....

We were much saddened to learn of Arthur Barber's accident which caused a broken leg, such that it had to be pinned. As one of our senior Trustees and an invaluable member of the Heritage Centre team – along with Marge of course – in keeping our charities on track. Let's hope for a fast recovery.....

Our recently retired Trust co-ordinator on site at Ruddington, Clyde Pennington, has also been subjected to medical intervention which also separated him from a fortnight's winter sunshine. That merely doubled the misery. Get well quick please....

Francis Bailey, a great assistance to Roger Penson in the major work of upholstering the 6-wheeler, is now reported to be improving from rather severe medical attention. We wish him a happy return soon. Meanwhile deep in Building no.1.....

Barnum's transforming interior

In an almost unbelievable transformation this new year, the restoration of Barnum no.228 in Building no.1 has taken a massive step forward. This is with the first batch of cladding having been applied to the interior of one of the three massive Edwardian carriages owned by the GCR Rolling Stock Trust.

It has taken two months of wood preparation, mature teak - which came the Trust's way as the result of an astute find by wood-working master craftsman and builder Peter Wilson who has clocked up an envious 56 years **practical experience - has been moulded and sized to fit the interior walls. Teak is of course now a very costly and rare material, but Peter secured an amazing almost priceless supply.**

Clear to store

Prior to that the main demand had been the clearing out of the Barnum saloon which was previously set up as office and workshop to support the restoration of the Trust's recently completed 6-wheeler. Led by Clyde Pennington, one of the 1905 GCR Suburban carriages was prepared for parts and materials storage for the Barnums and for the other vehicles in the Trust's collection. This is now coming into play. Fitting out by Roger Penson, Keith Stimpson, Andrew Coalwood and Francis Bailey is well under way and help to add exterior cladding is now needed urgently.

Not all the newly installed teak cladding has been as a result of new production machining, as a great amount of preliminary planning, sample replication and trial fitting undertaken previously under Peter Wilson's eye, was started soon after this Barnum came to GCRN's Ruddington Heritage Centre. Hundreds of hours of preparation of the large number of items has been achieved, with the machining assistance of Tony Goodacre.

Building on a good start

In that substantial prior work, the roof planking was repaired and re-covered, the frame structure of the body was stripped bare and new frame timbers spliced in where rot had been rife, and the floor timbers replaced. Old carriage restoration is no quick fix. Concentration by the team on completing the Trust's 6-wheeler severely interrupted the Barnum progress. But no longer....

A Barnum specific planning meet was held in mid January at the Trust's recent AGM, to determine

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the order of the work into a logical sequence to make the most of the scant resources. So as to show the public an example of what the Barnum carriage type was when built, and to match in with the operational abilities of the GCRN system, the Trust agreed to concentrate on restoring the body first. While this is not the preferred order of work it was deemed best to show how fast the Barnum might become a totally recognised classic GCR carriage, accessible and in an out-shopped finish.

As the Trust's CME Pat Sumner says: "What a start. Peter Wilson's work on no.228 is a great credit to him and a great boost to us. He has been a tremendous help to us having been involved from the time that no.228's body was reunited with its bogies at Chipping Warden airfield some twenty years ago. He provides us invaluable advice. Now we have a much appreciated start to this major restoration project – and we hope volunteers will be attracted to assist our work on this iconic carriage."

Of course, you want to join us? Please call Roger Penson (on Tel: 01159 374379 or by email: roger.penson@outlook.com) to tell us you wish to bring along your volunteer skills – or add to the Trust's funds to aid this full restoration – a vital part of GCR's history.

Worth repeating from our last News Letter.....!

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."

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, we have reserved for the restorers and special guests who have helped make and fund this gem's restoration. This could of course be you!

Please return the following with your donation to secure your seat.....!

----- CUT HERE



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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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. In time, you could be on the very first run if you make a donation and enter the draw for a prized seat. *(See Entry above – and send to Bexhill-on-Sea address on front page of this News Letter).* 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 restoring Barnum no.228.

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. Persistence is gradually winning for us as new sources emerge. We are recording how the restoration proceeds with our archive and with the help of Bob Rowe to create a documentary video too. All the data is being gradually transferred from hard copy to electronic record – to help us in the rebuild of the last three remaining Barnums.

Skills Drive for the Barnums

Come and see what we do and what we have to do, that is the continuing call from Roger Penson who is launching a skills drive for new volunteers at the Nottingham Transport Heritage Centre. 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 aim for “exhibition” finish – so the carriage will look brilliant.

“Right now we are benefiting from the highly skilled, professional experience of Peter Wilson who is leading the cladding work on the Barnum, and setting out interior and exterior teak boards and other facings which require intricate cutting, moulding and finishing. The result is superb.”

Classic video of event

Our Commemoration event, in September, was 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 available as a universally playable disk. And next a feature on Barnum rebuild.

Where there's a Will....

We all put on the years – and they go quicker while we go slower – gifts through will-making reduces the personal inheritance tax burden and a remembrance of Theadora. 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 those who will be will be remembered with affection.

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