

# Minutes of the Annual General Meeting of

## GCR ROLLING STOCK TRUST

**Held at NSMEE, Nottingham Transport Heritage Centre,  
Nottingham on Sunday 1 March 2015**

**Those present:**

Arthur Barber, Mike Firth, Andrew Horrocks-Taylor, John Quick, Clyde Pennington, Richard Tilden Smith, Pat Sumner, Doug Atkins, Tony Keeble, Roger Penson, Francis Bailey, Wilf Ankers, Melvyn Rowthorne, Keith Spencer, Barry Horsley, Dave Epton and Andrew David.

Chairman opened the Meeting at 12.00 hours, welcomed all and thanked them for attending.

### **1. Apologies for Absence**

These were received from: Carl Lardner, Dave Ablitt, Richard Potter, Mike Hartley who had decided to stand down as he was relinquishing his Chairmanship of the Great Central Railway Society.

### **2. Approve Minutes of the Previous Annual General Meeting**

The Minutes of the 2014 AGM having been circulated, it was proposed to approve them as a true record of that Meeting

Proposed:	Doug Atkins
Seconded:	Keith Spencer
In favour:	All

### **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 – 2013/14**

Chairman presented his annual statement (**See attached**) and invited questions.

### **5. Presentation of Annual Statement and Accounts**

Mike Firth agreed to introduce the 2013/2014 Report and Accounts.

It was reported that despite an increase in cash received, it was going out almost immediately. Insurance and governance costs were the biggest expenditures. GCRN had been approached to cover Public Liability issues but had so far declined to

include this in the overall GCRN cover. The Trust had no option but to obtain its own cover for Trustee and Public Liability.

Chairman described the negotiation with GCRN to transfer from RST the project managing, funding and construction of Building no 4. The aim was then to devote the current available funds of £35,000 to carriage restoration. However the urgent need was to find new impetus with fund raising and, through discussions with GCRN, remind all just how much effort and value RST continued to put into the Centre.

It was proposed that the Report and Annual Statements for the year to 31 July 2014 be approved:

Proposed:	Clive Pennington
Seconded:	Francis Bailey
In favour:	All

It was proposed that Harrison Beale & Owen be re-appointed as the Trust's accountant, and their fees paid.

Proposed:	Doug Atkins
Seconded:	Mike Firth
In favour:	All

## **7. Election of Trustees**

Chairman offered the present Trustees - these being Arthur Barber, Mike Firth (Company Secretary), Andrew Horrocks-Taylor, Anthony Keeble, John Quick, Richard Potter, Richard Tilden Smith (Chairman), Pat Sumner - who being willing and eligible, for re-election. It was proposed that they be elected en bloc.

Proposed:	Barry Horsley
Seconded:	Doug Atkins
In favour:	All

Nominations were invited from the floor for further volunteers for the Board. No other nominations were received.

## **8. Any Other Business**

### **Trust Action Group**

Report from Clyde Pennington – Team Co-ordinator – covered the milestones of the Year (**See attached**).

### **Vote of Thanks**

RTS proposed a vote of thanks to all those involved with the progress of the 6-wheeler, through the able supervision, drive and work of Pat Sumner and Tony Keeble, Bob Hanson and Doug Atkins, Roger Penson and Clyde Pennington with

other key assistants, and especially with Peter Wilson, his extensive practical advice and preparation of moulded and cut timber being an essential part of the project.

It was proposed to close the Annual General Meeting of Members at 13.20 hours.

Proposed: Richard Tilden Smith

Seconded: Mike Firth

In favour: All

RSTagmMIN15/25March 2014

**On Sunday 1 March 2015**

## **Chairman's Statement**

**By Richard Tilden Smith**

Good afternoon. Welcome to the Annual General Meeting of the GCR Rolling Stock Trust. Thank you for coming. Thank you especially NSMEE for allowing us this Club Room for our meeting.

The Chairman's statement this year relates to the performance and management of the Trust. The physical activities of the Trust and what occurs here at the Centre is now covered by the report of our Co-ordinator on site, Clyde Pennington.

All the constant concerns remain with us, reminding us that we have a precarious existence with a very challenging project. We still have shortage of funds and time, lack of the right numbers of members to carry the restoration work forward, advancing years, and the stock is still missing covered storage. What we do have and continue to celebrate is a team here at Ruddington who keep giving generously of their time, their skill and their tenacity. Thank you.

Mike Firth will report on the finances of the Trust, copies of which were circulated with the Notice of this Meeting, together with the Minutes of the last Trustees' meeting. Our Accounts continue to expose our vulnerabilities. While we do have some cash in the bank and have invested in the highly commendable restoration of the 6 wheeler, and still require Building no 4, what little we have has to go a long long way.

It is nevertheless unacceptable to all members to see such vulnerable stock left out in all weathers and it is a concern that there is an unfortunate developing trend within the GCRN management of increasingly disinterest in the history aspects of our railway. We will be appealing for your support and all others with like views to impact on the minds of the GCRN Board Members that GCR heritage and history is a major reason why we are here.

Nevertheless we are extremely proud of the progress being made on the MSL 6-wheeler, by the Pat Sumner/Tony Keeble and the team of Doug Atkins, with Clyde

Pennington and Melvyn Rowthorne and Andrew David, Jeff Cox, and our guru upholsterers, Roger Penson and Francis, and the researching by our GCR guru, John Quick. Progress is such that we intend a May-time celebration of the out-shopping of the 1888 6-wheeler to commemorate the types involvement in the UK's worst ever rail disaster at Quintinshill in 1915 though amazingly NRM is doing nothing about the Centenary of this tragedy.

On the Barnums except no 228 and the other carriages in exterior storage, Andrew Horrocks-Taylor is progressing towards storm proof covers, thankfully provided by John Rodmel of Big Tops. Andrew Horrocks-Taylor is updating the Rolling Stock Trust Website so you can keep up with the news.

Now to the positives – as we have introduced the start of a new 2-way conversation with you, so you now have an increasing influence in guiding the Project. And that 2-way conversation will, we hope, enable all those with email facilities to join in much more. Key questions asked are: Your views on the order of restoration after the completion of the 6 wheeler; and what we do and how we handle the delayed Building no 4 which GCRN now appears to want for its own.

The rejoining the two GCR sections at Loughborough is now well on its way. The second bid for the HLF funding of the proposed new Rail Museum, at Leicester, clearly indicates that some of the very significant potential of a reunified GCR would be of strong benefit to the Trust. The coming year is a year of potentially very significant decisions. The GCR nevertheless must keep going Forward with your continuing support.

That concludes the Chairman's Report. Questions will be taken later. So I turn to Mike Firth for the review of the Trust's Annual Accounts.

## **Treasurer's Report**

**By Mike Firth, Company Secretary**

I am pleased to report on the financial year to 31 July 2015. It has been another difficult year but, while we have gained from Gift Aid recovery, I am disappointed with the level of donations achieved. In fact you will have noted that the income is down to its lowest level and our costs are on the increase, particularly with the elegant finishing of the first highly significant restoration of the Trust, the 1888-built 6 wheel carriage.

The 2013/14 donations from so few members will not move the project very far but at least Office Costs are very significantly down and most of these are donated anyway. I know that the Chairman, Trustees and members have many calls on their time, skills and cash. But we must lift our sights. I see that the few are putting in so much but we do very much need more support.

One factor that affects all Charity incomes, outside the obvious of the recession and its aftermath, is that the tax claw back we get through Gift Aid at 25 per cent is still

highly valuable. But we are neglecting that by not putting any cash donation to help us claw back the tax already paid. Might you all help with the price of a pint of beer a week? Is that too much to ask?

The £30,000 plus that we have banked to fund our restoration work is of course much valued but will not take us very far. Can we get grants on a match-funded basis? We are trying. They are certainly available and we pressing for these. Even so, from wide ranging experience we know that a massive amount of paperwork is involved and we come back to the basic question. Can we now raise our game? After all, we know we are short of storage sidings, of work shop facilities and Building no 4 progress is such a disappointment. Change is on the cards and we must make our mark.

Now that we have one very smart carriage near to completion and can contemplate the next, we have a new dilemma. We will need to cover and protection for finished vehicles. We need to give even more encouragement to our Action Group to find the skills locally that must be available out there at this time, and seek funding from whatever source we can find.

## **Progress Report to AGM - 3 March 2015**

Prepared by Clyde Pennington, Action Group Co-ordinator.

Here is the Report for the year 2014 for the Group, established in 2010 to be a more self-controlling team at Ruddington. While I co-ordinate the activities and administration, Trustees that lead the Group are Tony Keeble and Pat Sumner, Andrew Horrocks-Taylor and John Quick, with Mike Firth and Richard Tilden Smith in support.

### **Over view**

The team continues to coordinate well, with good communications and understanding between our volunteers. We have been blessed with a further painting enthusiast, and much more, Andrew David who travels up from Buckinghamshire on a regular basis to assist us. Andrew is also a member at Quainton Road, home of MSLR 3<sup>rd</sup> class 6 wheeler No.1076 built 1890. He has been actively promoting mutual co-operation between the two groups, especially at this time when they are about to overhaul and repaint their vehicle.

It is hoped to co-ordinate painting schemes based on the GCR's first livery of 1899, and cement this with a visit by our working members in March/April this year.

During 2014 most of the agreed action by the Ruddington team centred on our 1888 built 6 wheeler 3<sup>rd</sup> class MSLR No.946

Led by Pat Sumner and Tony Keeble, we have Doug Atkins and Bob Hanson, our woodworking specialists, our upholstery specialist, Roger Penson and his very able apprentice Francis Bailey. I have concentrated on the LED lighting to simulate the original gas lighting, and on expanding our archives in paper form, as well as electronically. The latter has proved its worth many times since its inception being so easy to search in the moment of need.

Internal painting of compartments continued, mainly by Tony, with occasional assistance from Tom Anderson, whilst we have given Andrew David a laying-down job for 2015, preparing the Mansell wheels ready for varnishing. Roger, assisted by Francis, has virtually completed the buttoned seating, using authentic Victorian techniques and tooling.

The hat racks are finished and look splendid - Pat's pet project. Lighting is now operational - my pet project. Our other stalwarts, Wilf Ankers and Melvyn Rowthorne have assisted as and where required.

All are invited to admire our handiwork and visit on Sundays or Wednesdays by appointment!

During 2014 we reached several major milestones with the completed rebuilding of all 10 doors by Doug Atkins, a very long haul which has required painstaking detailed work and great patience.

After 3 years and hundreds of hours, the doors are all hung and painstakingly adjusted, grab rails, handles and locking mechanisms fitted, by Bob, Pat and Doug. It proved necessary for Doug to realign much of the external panel beading to provide a near perfect optical effect, despite the distortions acquired over the carriage's life time. This is completed.

We have now 1<sup>st</sup> coat primed the exterior surfaces and are currently filling, sanding and re-priming ready for the final coats by a specialist contractor.

Last month we ordered Pitch pine step boarding and this will be with us very shortly.

We are aiming for a planned official unveiling to the general public in May, to mark the 100 year anniversary of the UK's worst rail accident, the Quintinshill disaster, in which five identical MSLR carriages caught fire, resulting in terrible loss of life. Final painting to museum auality standard can then commence late May or early June. Currently we are sourcing water slide transfers for the carriage heraldic devices, numbering and lettering and we would thank John Quick for his relentless research into the design of the originals.

### **General**

Trustees and I met informally with senior members of GCRN last May to attempt to understand the policies of the Operating Company and to iron out our differences and scotch many of the rumours.

Relationships with, and attitudes of, certain GCR(N) board members continue to raise concerns. This was highlighted once again in November when GCR(N) was found to be extracting from its covered storage our Barnum Brake c/w our very valuable teak stocks from No.5, allegedly a temporary expediency for the Santa Special period. No prior request was made. It is still outside and vulnerable to weather and vandalism, and there looks to be no prospect of it being returned.

GCR 'Barnum' No 228 continues to meet our workshop needs for final finish wood and metal working, painting and seat manufacture, complete with its admin facility, archives and material store.

Several of our members have submitted articles to "Main Line", the GCR plc magazine and some have subsequently been reproduced in national publications.

946 starred in the proposed Quintinshill anniversary documentary with Neil Oliver as presenter, hopefully to be released nationally in May. There have also been 2 visits by Notts TV and the Evening post and I would thank all who have given time. In particular we are very impressed with Roger, who has become quite a 'celebrity'. Roger has also given talks to the NSMEE on our project generally, and vintage upholstery techniques as applicable to modern day preservation in particular.

Our Trustee, Andrew Horrocks Taylor continues to champion our cause and is currently updating our website and overseeing the protection of our externally stored vehicles.