

Notice of the Annual General Meeting of

GCR ROLLING STOCK TRUST

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

On Sunday 10th January 2016 at 12.00 hours

Chairman: Richard Tilden Smith

Agenda

1. Apologies for absence
2. Approve Minutes of the 2016 Annual General Meeting
3. Matters Arising
4. Receive the Chairman's Annual Report
5. Receive and Approve the Annual Report and Accounts for the year 2015/16
6. Elect Trustees*. Those eligible and prepared to stand are:
Arthur Barber, Mike Firth (Company Secretary), Andrew Horrocks-Taylor, Tony Keeble, John Quick, Richard Potter, Pat Sumner, Richard Tilden Smith (Chairman)
Receive nominations
7. Clyde Pennington – Trust Action Group Report
8. Approve Harrison Beale & Owen costs for 2015 and appoint as Trust's auditor for 2015/6
9. Any Other Business** Formal questions asked
10. Close of formal Business

As in previous years, there will be an Open Forum discussion after the completion of the Annual General Meeting. Topics for discussion are:

1. Fund raising – Funding resources and HLF bid for NRM project
2. Buildings no.1 and no 4 – Progressing the Project
3. MSL 6 wheeler restoration/Barnum fleet
4. Trust Action Group - further objectives

* Those wishing to stand as a Trustee should advise the Secretariat by **5 January 2016**

** Any formal questions must be with the Secretariat by **5 January 2016**

Trust Action Group - 2016

Report by Clyde Pennington – Team Co-ordinator – covered the milestones of the Year

The Group had met twice late in 2015 to consider and recommend the work programme and priorities for 2016, which had to take into account the finishing of the brake system and mechanical requirements prior to operation. This relied on access to reasonable covered workshop space. Research was required to gather data for a funding bid for the Clerestory and to consider a Barnum upholstery demonstration project. No specific vehicle was recommended as the next project and it was recognised that there is still considerable finishing work required on the mechanics of the 6-wheeler.

Matters of Concern

Doug Atkins raised the issue of access to and use of the RST machinery in the Woodworking shop. It was agreed that this should be used by those only with appropriate competences. Doug Atkins was charged with investigating and reporting on the machinery types, operatives and competences required, and ensuring the safe operation and tidiness of the Shop.

Melvyn Rowthorne pressed the case for youngsters to be encouraged to join the Trust to enable the inherent (ex BR) skills to be handed on to next generations before they were lost. The sustainability of the Trust relied on that transfer.

Clyde Pennington had already approached Mike Fairburn and Phil Stanway as working on Barnum no.228 was being hampered by the storing of totally unrelated third party equipment beneath.

Chairman sought an update from Andrew Horrocks-Taylor on the protective measures required of the carriages in external storage – and was this an exercise that could be carried out by the TA? A-HT advised that GCRN had been asked for a marshalling to enable the carriages to be positioned and the canvas was then taken from their pallets and lifted into place.

Chairman was to concentrate of funding of Building no.1a and of the Clerestory which might take up to 2-years. He pressed the case for swapping the bodies of the Clerestory and the Suburban so that the Clerestory had best GCR pedigree – as had been the intent of the previous owner.

Chairman gave a very brief overview of the Gap and the Museum projects. Both were being delayed, the first by the reorganisation within the network operator. The aim of the Museum was to restore its Barnum back to original as part of a demonstration.

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 in the rebuild, the extensive preparation of moulded and cut timber being an essential part of the project.

Tony Keeble thanked the Chairman for the behind the scenes work in support of the Team and the Trust.

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

On Sunday 10 January 2016

Chairman's Statement

By Richard Tilden Smith

Good afternoon my Friends. 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.

What a brilliant way we ended 2015. We have arrived in more than one sense – and we must congratulate ourselves on delivering so convincingly.

My AGM statement covers our year of significant change and promise. The managing of the Trust is relatively straightforward and is compliant with all our returns registered with the Charities Commission and Companies House. Our thanks turn to Mike Firth and our accountants for the financial management of the Trust.

My role as a Trustee and Chairman is to listen to you and our wider interests and to guide and direct as best fits our objectives. While I am now resident on the South Coast, my wooden spoon still whirls and I will be on site here when needed. The physical restoration activities of the Trust and what occurs here at the Centre is covered by the report of our Co-ordinator on site, Clyde Pennington, in collaboration with our lead Trustees, Tony Keeble and Pat Sumner, to whom great thanks.

All the concerns that we have as such a small but increasingly effective team remain with us. And we have still a very challenging project. The litany is the same - shortage of funds and time, lack of the right numbers to carry the restoration work forward, advancing years, and deteriorating stock.

The one vital ingredient of change is the startling transformation our first carriage project has brought with it. We now have a magnificent proof of delivery to an excellent standard. The sheer determination of our team here at Ruddington - giving generously of their time, their skill and their developing knowledge – we are showing to an increasingly impressed world. And that has put our growing influence into the minds of a sceptical local public. That influence is growing.

In a few moments Mike Firth will report on the finances of the Trust, copies of which were circulated with the Notice of this 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, for our longer term needs we still require Building no 4, and we are setting out boldly on the build of a new Vintage Carriage Shed Building no.1a.

It is nevertheless unacceptable to all members to see such vulnerable stock left out in all weathers but we are facing up to the surprisingly widespread disinterest in the history aspects of our railway. History, other than playing trains, is a key 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 Bob Hanson and Doug Atkins, with Clyde Pennington, Melvyn Rowthorne and Wilf Ankers, with our promoting genius Andrew David, Jeff Cox, and our ace upholsterers, Roger Penson and Francis Bailey, and the researching by our GCR guru, John Quick, who is sadly away due to hospitalisation. More is revealed in Clyde Pennington's review.

Now to the positives. I have alluded to and we have already discussed in meetings the aims of having a Vintage Carriage Shed. We need that Shed now – but with the expectation of going for Planning and gaining more support for its funding, we are well on the way towards a start of construction. This may be a contractor-led project for speed and quality of build, control of costs.

The new year's programme at Ruddington has been fully debated and is now defined in recommendations that will be put to you in this meeting. We have considered your views on the order of restoration after the completion of the 6 wheeler; what should be done as protective work in parallel; and what we do and how we handle the delayed Building no 4, thankfully as you will have seen, well into steel erection due to Peter Wilson's drive and determination.

The rejoining the two GCR sections at Loughborough is now well on its way and the influence 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 this Trust, including of course displaying the results of what we have already achieved. The coming year promises to be diverse, significant and satisfying. It should stretch both minds and muscles here on site. Your continuing support is crucial. And we have plans in mind for more celebration.

That concludes the Chairman's Report.

Treasurer's Report

By Mike Firth, Company Secretary

I am pleased to report on the financial year to 31 July 2015. You will learn that we are still more than solvent and the indications are that our successes with our first highly significant restoration, the 1888-built 6 wheel carriage, are attracting increased donations. Prior to that, while we have gained from Gift Aid recovery, the level of donations achieved was not remarkable, except for the sponsorships received, and our regular supporters.

The 2014/15 donations from so few members will not move the project very far. However, we have funded the restoration of the 6 wheeler and that is a very important and as far reaching significance - and we have a good control of Office Costs which are mostly donated. The Chairman, Trustees and members have many calls on their time, skills and cash. I pay tribute to the donation of those costs of fuel and so much other expense that are hidden but their generosity gives strength to the Trust, even though not recorded or recovered.

I have to express hope that we continue to get back from the Chancellor the significant funding we get through Gift Aid at 25 per cent. It is still highly valuable. But might we all consider a regular cash donation to help us claw back more of the tax we have already paid. Might you all help with the price of a pint of beer a week? Is that too much to ask? Every little helps.

The £27, 500 plus that we have currently 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. We are looking for Stage 1 funding of £50,000 to have the new Shed built to deliver a usable shell. The second stage is for a later day. So we have some very applied lobbying and funding to do.

Action Group Progress - report to AGM – 10th January 2016

Prepared by Clyde Pennington, Action Group Co-ordinator.

Here is the Report for the year 2015 from the 'Action Group', established in 2010 to be a more self-controlling team at Ruddington. I help co-ordinate our daily activities and our local administration, Trustees that lead the Group are Tony Keeble and Pat Sumner, Andrew Horrocks-Taylor and John Quick, with Mike Firth, our Treasurer and Richard Tilden Smith, our Chairman, in support.

Over view

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 assistant Francis Bailey. I have concentrated on maintaining the manual and electronic archives as well as helping out on various other projects. The archives continue to be well used by the group both for reference and for preparation of documentation/publications.

The team continued to concentrate its efforts to meet a deadline for the official unveiling and dedication of MS&LR carriage No.946 in 2015, being the 100th anniversary of the Quintinshill rail disaster which involved five similar vehicles. Early on it appeared impossible to achieve our original proposed unveiling date on the May-anniversary of the disaster, so it was rescheduled for 11th November 2015. During the year the intensity of attendance was increased by all of our volunteers to attain this major goal.

There was a multitude of tasks but the main focus was to complete the exterior. In tandem with Doug fitting the pitch pine running boards, the team undertook to get any surface indentations filled, sanded and to apply several coats of primer to give an undercoated ex works finish, whilst Ian Hewitt's specialist team were contracted to produce from this the final museum quality finish. Much research was undertaken by John Quick to enable Richard Tilden Smith and his off-site team to agree design and procure the vinyl heraldic device transfers, agree details for the gilded lettering and numbering, the brass dedication plates and new works plates.

Internal painting of compartments continued, mainly by Tony Keeble. Pat Sumner and Bob Hanson who busied themselves fitting and aligning door furniture, whilst Andrew David continued his laborious stripping of the Mansell wheels in readiness for several applications of Danish oil to the wood blocks and black paint to steelwork. Roger, assisted by Francis, has now virtually completed the buttoned seating spares, using the authentic Victorian techniques and tooling as before.

In addition, they have acted as guides for the local Notts TV crew and press, also the many visitors following the dramatic BBC Channel 4 television re-enactment of the Quintinshill disaster, presented by Neil Oliver, which contained footage of the Ruddington site, our vintage stock, in particular no.946 and our own in house carriage expert, now TV star, Pat.

Our other stalwarts, Wilf Ankers and Melvyn Rowthorne have assisted as and where required.

A particular problem affecting our work was the moisture, soot and grease in the atmosphere largely created by the continuing presence in no.1 shed of the 8F. To help combat this, a marquee was purchased from 'Big Tops' and erected by John Rodmel in time for the professional painters, then partially dismantled for the ceremony and rebuilt afterwards.

Our team wish to express their gratitude to the many who assisted us during 2015 in a multitude of ways to achieve the 11th November goal. We are especially grateful for all those who willingly gave their time and a great deal of effort to make the dedication service an outstanding success. Our only disappointment was that despite notification to all, there was no media presence at the event. Fortunately John Bagshaw was on hand and did a great job photographing the highlights.

We must also record our outstanding gratitude to Doug Atkins, without whom we would never have completed on time. Doug decided for personal reasons to take leave of the team just before the event. He is much missed by all, both for his outstanding carpentry skills and, his dogged perseverance to get the job done safely and correctly. He was a great ambassador who projected a much admired professional image. It is hoped that he will re-join the team during 2016 to help us on future projects.

General

Although no.946 is now officially launched, we require at least a further 6 months to put the finishing touches to the carriage and carry out the necessary procedures and tests to allow her to become, as agreed, fully certified for operational usage on preserved railways, rather than remaining a dusty museum piece.

Despite the Trustees and I meeting informally with senior members of GCRN in May 2013 to attempt to understand the policies of the Operating Company and to iron out our differences, relationships with, and attitudes of, certain GCR(N) board members continue to raise concerns.

Seven out of nine of our rare GCR carriage fleet remain outside, vulnerable to weather and vandalism, with the 'Barnum' brake, clerestory and 2 suburbans still to be sheeted over. This latter task has been prioritised for early 2016.

The future completion of No.4 building and our possible usage continues to raise concerns as we have not been directly involved over the last year. However, a new initiative has been launched by RST to provide a lean-to structure adjacent the southern, car park, side of No.1 shed to provide a much needed safe dedicated storage/clean working area for up to two of our vehicles, alongside an exhibition area entirely dedicated to our former WW2 ordinance site and the Great Central Railway's London Extension.

More recently this scheme has been expanded to include an additional extension to the western side of No.1 to enable up to two 65ft carriages on each of the three existing roads, considerably expanding this facility. Following the production of working drawings, we are currently seeking permission from EMRT and GCRN together with financial assistance in advance of a full planning application and external fund raising.

Much outline forward planning was discussed and agreed during December 2015 but until we have improved and preferably dedicated work facilities in place, we are very limited in our 2016 options.
