

Notice of the Annual General Meeting of

GCR ROLLING STOCK TRUST

**At NSMEE Club Room,
Nottingham Transport Heritage Centre,
Mere Way, Ruddington, Nottingham NG11 6NX
On Sunday 8th January 2017 at 12.00 hours**

Chairman: Richard Tilden Smith

Revised Agenda

1. Apologies for absence
2. Approve Minutes of 2016 Annual General Meeting circulated previously
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. Current Trustees eligible and prepared to stand are:

Francis Bailey, Arthur Barber, Mike Firth (Company Secretary), Andrew Horrocks-Taylor, Tony Keeble, John Quick, Richard Potter, Pat Sumner, Richard Tilden Smith (Chairman)

Receive nominations*

7. Approve Harrison Beale & Owen costs for 2016, appoint as auditor for 2016/17
8. Trust Action Group Report - Clyde Pennington
9. Any Other Business**
10. Formal questions asked
11. Close of formal Business – 13.00 hours Meeting concluded

Open Forum discussion after the Annual General Meeting. Topics for discussion are:

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

* Those wishing to stand as a Trustee must advise the Secretariat by 5 January 2017

** Any formal questions must be with the Secretariat by 5 January 2017

Chairman's statement – 2015/2016

The go-ahead obtained this year by GCR PLC for the £15 million tripartite scheme to develop an new East Midlands Rail Museum is set to have a major impact on the future of the Rolling Stock Trust, dedicated as it is to the history and evolution of the railway, in particular the Great Central Railway that served the region until its demise in 1968.

While much of the Trust's rolling stock remains in open storage, the Trustees are pleased to report that the oldest vehicle, the 1888-built MS&L 6-wheeler, is a contender for space in the new National Railway Museum annexe, projected for opening at Leicester North in 2020. It is also a signal to potential funders that this Trust's dedicated team has the clear evidence of delivering brilliant well-researched and executed high quality restoration. Now there is a plan of action to ensure that a GCR Suburban carriage is restored eventually by converting it now into a much needed store.

This first of our carriage restorations results from a quarter century vision of the penultimate owners, the return to public operation of the oldest of the carriages in the Trust's care, dating to the mid-Victorian era. Detail work on the mechanicals has precluded the release and launch until Spring 2017. Preliminary work, research, assessment and design is being undertaken on the next candidates for the careful recreation of this pre-Gouping carriage fleet of nine, of which one is part of the NRM national collection.

A particular tribute is paid to our working members – to our two new Trustees, Roger Penson and Francis Bailey – and the team leaders, Tony Keeble, Pat Sumner and Clyde Pennington – and our ace wood crafters, Doug Atkins and Bob Hanson - and to CAD specialist Keith Stimpson who is establishing a new electronic archive relating to all the carriages. Our thanks go especially to our sponsors and donors who keep faith with our project and give so generously.

During the year the Trust has also been preoccupied by the need for independent permanent covered accommodation, for both finished vehicles for public display; and workshop space to enable restoration work of the unique GCR fleet of pre-1911 vintage carriages to be expanded. This led to consideration of a 2-carriage 2-road museum for which plans were prepared and submitted to the landlord for approval and agreed in principle. The scheme was sufficiently attractive to obtain prospective funding for the complete structure. However, the proposals had overtaken the strategic planning of the Heritage Centre as a whole and are therefore put on ice for a while.

The Trust reports that construction has made significant progress on Building no 4, to be utilised in due time for storage and restoration of its invaluable railway carriages.

The Trust also learned the hard way of how high is the cost in terms of time and effort required to progress grant applications. Not only does it need specialist writers to secure support funds but also a much enhanced management team and cost

analysts, associated with much larger applicant organisations. Our bid for support from the Prism fund to provide a professional finish for the Victorian carriage was overtaken by that provided by a private sponsor due to our imposed time constraints – to prepare for the highly significant public dedication at the Heritage Centre of this carriage on Armistice Day 2015 to The Royal Scots Regiment who perished in a train of similar carriages in May 1915. Attended by Deputy Lord Lieutenant Mr Michael Rowen DL, Chairmen of the Nottinghamshire County and Rushcliffe Borough Councils, the dedication was by Revd Andrew Buchanan and senior representatives of the former The Royal Scots Regiment led by Lt Col Brian de la Haye OBE.

All the constant concerns remain with the Trust, a reminder that this is a very challenging project. Dearth of funds, work space and work hours, lack of the right numbers of members to carry the restoration work forward due to advancing years, and the rolling stock still missing covered storage, continue to challenge. Despite these the Trust is heartened by its steady and unrelenting progress.

Progress report to AGM – 8 January 2017

Prepared by Clyde Pennington, Action Group Co-ordinator.

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

It has been a momentous year, building on the very successful and poignant dedication of 6 wheeler MS&L no.946 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 conductor. Our thanks also go to the crew of LMS 8F no.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 display workshop / mini-museum, designated Building 1A, 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, designated 1B, to increase the working capacity within Building 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 safe, clean and secure accommodation needed to display no.946 to the public.

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 could have provided this facility.

Consequently, I proposed our GCR Suburban no.799 be converted 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 Building no.1 by GCR(N) staff, before the exterior can be scaffolded, metal clad and painted.

Work continues, by GCR(N) and 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.

Protective works included Barnum saloon no.664 and Barnum Brake no.695 which 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 Composite Brake no.1663. So, only the 3-part Suburban Brake No.xxxx 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, finishing 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 finishing the final bits outstanding on no.946, to get it certificated to carry passengers, with all that that entails. Two complete spare seating sets have been made for No.946, by Roger Penson and Francis Bailey. We are indebted to so many, both within the Trust and outside some 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 inch 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 input.

Keith Stimpson, 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 conversion to a secure store, the Barnums in detail for restoration, and the proposed revisions to the site rail layout for GCR(N) to increase its future capacity in the Yard substantially.

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.

Roger Shelley meets the GCR Rolling Stock Trust

Raising our game....

We were very pleased to meet with Roger Shelley, the newly appointed Head Curator of the GCR/NRM museum, right at the start. He joined us at Ruddington to see what the Rolling Stock Trust and GCRN were all about. The next stage is to review what is the first major selection of exhibits and artefacts which reflect the GCR, its origination and its final demise.

A big expectation is that one of our Barnums will be fit and furnished in time to be displayed from the opening of GCR Main Line Museum in the making at Leicester North on the southern end of the Great Central Railway. This is expected by 2021. We are very determined to help by offering also the completed MSL 6-wheel carriage no.946, which is superb in its Museum standard finish.

As Roger Penson describes: “ This is an ideal opportunity for the Trust to deliver so completely on its objectives. That is restoring the nine GCR carriages, all now well over a century old, as we set out to do originally at the turn of the Millennium.”