

Saloon 12 and ELR

Review of meeting 15th November 2023, this was in a meeting room at the ELR Bury Transport Museum, I participated remotely.

I could only hear the sound clearly from Lee Kenny and the other attendees were not identified to me, although I could see Peter Eastham and Andy Ashworth on screen, the other attendees were John Sagar and Richard Greenwood from the Trust, with I understand 2 others from ELR.

Lee opened the meeting with a brief history of the application to AIA by Tracey Parkinson, then stating that the ELR did not have the resources described in the application and that he did not consider the project feasible for other reasons –

- a) the proposed external volunteer resource would not have sufficient skills
- b) the museum did not have the necessary equipment for most of the work to be carried out
- c) much of the work could not be carried out under public display for health and safety reasons

Lee's conclusion was that the ELR would have to further approach AIA with these concerns about the non-viability of Tracey's submission and see if the funding could continue, which he doubted.

There was then some discussion about the likely cost of the project, which I understood to be totalling £30000 comprising £17000 from AIA, £5000 from L&YR Trust and £8000 from ELR. Lee felt that the total was more likely to be £50000 after discussion with a specialist joinery business with which ELR has dealings.

More detailed discussions had taken place with the joinery, which John Sagar believes maybe a firm named Theaker Joinery in Scunthorpe, with a view to the work being carried out on an as and when resource available basis over a 5-year period at the reported £50000 total cost. I could not hear the full discussion but I believe this was on the basis that the bulk of the cost would be met by L&YR Trust at (say) £10000 per year. I understand that there was comment to the effect that our Trust had more than enough money for that, but I did not hear that myself although I understand that it was stated that ongoing expenditure on locos would need to be taken into account (see below).

There were a few other points on 752 and 19 running fees for 2023 and confirmation that the cost of mid-life retubing would have to be met by the Trust due to the nature of our agreements with ELR. This was the end of the meeting, although I did establish that Lee would send to me the application documents from ELR to AIA but not the AIA response. Also that Lee was sorry that the covering sheet had never been applied, but would make arrangements to arrange covering it.

My post-meeting observations

After receiving the application documents after the meeting I was rather surprised to see that L&YR Trust are stated as being the owners of the Saloon and that we had agreed a 10 year loan with the ELR and "the ELR and L&YR Trust would consider longer term options to be on the ELR site after the 10 year period."

When we were approached about the grant application in March 2023 I was unable to establish what the ownership would be, and have also stated that I believed that it would have to be ELR ownership as the L&YR Trust could not commit to the project. The body and wagon chassis had been stated on a number of previous occasions as being the personal property of Richard, who had made all the arrangements for purchase, storage and transport and met all the costs.⁷

Other points

I have some concern about the wagon underframe, I believe it would have been better to acquire a Southern PMV or CCT chassis instead – in fact ELR use on in passenger trains. It may be that the design of the carriage with wagon underframe may need approval by some regulatory authority, which may not be forthcoming.

During the meeting I had suggested that one solution for mounting the body may be to apply a series of L-shaped brackets to the outside of the underframe members like are used on the BGZ in passenger use on the ELR and left in use on both L&YR Trust six-wheelers.

Next meeting to be in January 24, Lee is asking that someone in L&YRT co-ordinates dates and attendees to avoid last minute problems experienced with this meeting.

Recent observations from ELR

The Chairman's Blog page on the ELR website (link <https://elrchairman.wordpress.com/>) has mentioned the saloon in the last 2 monthly releases –

28th September 23 issued October 18th 2023

<https://elrchairman.wordpress.com/2023/10/18/news-from-the-boardroom-28-september-2023/#respond>

Carriage & Wagon

- One Medfit now completely overhauled.
- 14019 now in traffic.
- LY Directors saloon – repairs underway via owner

October 23 issued November 6th 2023

<https://elrchairman.wordpress.com/2023/11/06/news-from-the-boardroom-october-2023/#respond>

In a matrix of –

Capital, Restoration & Small Works 2024 Programme

Based on operational, safety priorities, infrastructure development and affordability the ELR Board agreed the total proposed capital budget of £231,801:

Department	Project	Priority	Value
T00000&000RS	L&Y Director's saloon costs & refurbishment	High	16,000

November 23 issued December 6th 2023

<https://elrchairman.wordpress.com/2023/12/06/news-from-the-boardroom-november-2023/>

There is very little detail in this issue other than the battery electric used in a Bolton power station being loaned from NRM and negotiations ongoing for loan of Stanier 3-cylinder 2-6-4T 42500, both to be located in museum.

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