



Lancashire and Yorkshire Railway Trust

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ANNUAL GENERAL MEETING No 7 of the Charitable Incorporated Organisation Minutes 2 March 2024

Held at the Bury Transport Museum, Castlecroft Rd, Bury, at 12.00 noon

Attendance:

Trustees present: Richard Greenwood, Ian Holt, Peter Eastham, Robin Higgins and Eric Ring

Members present: David Winters, Daniel Winters, Tony Cox, John Wood, Sam Kennion, Barry Slater.

Observers present: J Sagar (Trustee of Bowers 957 Trust).

Election of a Chairman: Peter Eastham was proposed by B Slater and was approved by all those present.

Apologies for absence were received from Members: G Hallos, G Massey, D Smith, I Purkiss, and E Warburton

The Minutes of the sixth AGM of the Trust, held on 18 December 2021, were approved as a correct record of the meeting and were signed by the Chairman. It was noted that the celebration of the centenary of the amalgamation of the LYR and the LNWR took place on 1 January 2022 with a principal event at Bury featuring saddle tank 752. This was followed up in 2023 by events to mark the centenary of the formation of the LMSR, in connection with which 752 was repainted in early LMS livery as 11456

Matters Arising: There were no matters arising not covered by items on the agenda. The opportunity was taken to express thanks to the ELR and the KWVR for continuing to provide homes for our locomotives and carriages.

Elections to trustee vacancies:

The current 5 trustees have mutually agreed to retire by rotation at the rate of 2 per annum. In 2024 Peter Eastham and Ian Holt were to retire. Both offered themselves for re-election as trustees for a further 3 year term and both were duly re-elected by the members present. In the absence of further nominations, trustee vacancies remain unfilled and the trust continues to have 5 trustees.

The formal business of the meeting was completed at 12.25 pm

A report on progress during the period 2022-23 had been circulated to Members in advance of the meeting.

The formal business was followed by a general discussion of more recent events and questions to the trustees, during which the following issues were covered:

1. The Chairman summarised the current situation with the Trust's assets. Pug 51218 has been cosmetically restored to a high standard and is the first exhibit seen as visitors enter Oxenhope Exhibition Shed. Summer 2024 will mark 60 years since the L&Y Saddle tanks Fund was set up to secure this last BR Pug for preservation. Saddle tank 752, which was acquired from the NCB, has been fully restored to working order at Bury. Following restoration it has appeared in various guises, but mainly as the fictitious BR 51456, and has

appeared at various events at preservation sites around the country. It is due to appear at the GWR site at Didcot later in 2024, subject to inspection and being allowed to cross the main line to access the museum site at Didcot. A long term supporter of the Trust, Harvey Scowcroft of Bolton, passed away recently. One of his wishes was to see 752 in the guise of the last Lyr saddle tank shunter at Horwich, which retained its LMS number of 11305 until withdrawn in 1964. The ELR has duly complied with this wish, using a newly made 11305 smokebox number plate provided by the Trust and number transfers for the cabsides. Unfortunately Harvey did not survive for long enough to see it, but the loco's present appearance is a fitting memorial to him. During Covid restrictions, which limited the ELR's activities, it became possible to undertake the complete restoration to working order of Pug 19. Callum Porter, in particular, is to be commended for his efforts during the work on 19. Since restoration it has surprised many by its capabilities and performance, especially when visiting other sites such as the Gloucester & Warwicks, where it is said to have outshone much larger locos from the GWR. The Trust's four restored Lyr carriages have remained in intermittent use on the KWVR, and have been popular when used during the Vintage Trains weekends. A legacy from a donor, who preferred to remain anonymous, has enabled replacement and repairs to be completed on four of the doors on 3rd Class 6-wheeler 1507. When this carriage was restored it was thought that it was unlikely ever to see the amount of use it has actually received, and so the door restorations at that stage were largely cosmetic. In the longer term it has emerged that a more satisfactory solution was required and the Trust has been fortunate in persuading a retired but very competent joiner, who worked on 1st Class 6-wheeler 279, to carry out the work.

2. Noted that the cost of insurance, covering all of the stock, has increased considerably with the 2024 renewal. Our insurance is also now subject to increased minimum premiums.
3. Thanks to Daniel and David Winters, the Trust's sales stand at Oxenhope Exhibition shed has been rebuilt, repositioned and illuminated during 2023. It returns a very useful regular income; items suitable for sale are always welcome.
4. On the KWVR website there has been an item inviting enquiries for private hire of Club Carriage 47. Concerns were expressed about Club Carriage 47 being advertised as available for general private hire on the Worth Valley website, the trustees were to review this as soon as possible.
5. Barry Slater pointed out that use of Club Carriage 47 during Gala Weekends (as opposed to Vintage Trains operations) causes the carriage to suffer a disproportionate amount of wear and tear. This fact is recognised and it is hoped that the value of the carriage's use during these events will encourage the KWVR to continue to contribute to its maintenance – both in manpower and materials.
6. Daniel Winters will look into the practicality of using an internet-connected means of accepting donations on the Club Carriage whilst in use on the railway.
7. Progress on securing a longer term Agreement with the KWVR over housing and maintaining the Trust's stock is a priority for both parties. The Trust is awaiting clarification of the KWVR's intentions and this is an issue which should be pursued via Matt Stroh.
8. Thanks were expressed to Eric Ring for the large amount of work he carries out on the Trust's behalf remotely from Newport Pagnell, to Robin Higgins for his continuing excellent work in producing two issues annually of *On Trust*, and to John Sagar for his excellent photographs which appear in the magazine.

Members were thanked for attending the meeting, which ended at 1.25 pm.

Keith Whitmore, of the East Lancashire Railway, who is in charge of the reorganisation of the Bury Transport Museum, gave a short presentation about recent developments and future plans. The emphasis of the museum has changed to release sufficient space to enable items displaced from other sites to be housed. Narrow gauge Horwich Works loco "Wren" was moved to Bury from the NRM some months ago and is on display in full Lyr lined livery. Stanier 3 cylinder 2-6-4T No 2500 has arrived recently from the NRM. Another recent arrival is the John Summers Works Hudswell 0-6-0T "Vesta", from the National Trust at Penrhyn Castle. This is a sister locomotive to Manchester Ship Canal Hudswell 31 (at the KWVR) and 32 (at the ELR). The first loco built at Horwich, Aspinall's pioneer 2-4-2T No 1008, is due to arrive at Bury from the NRM towards the end of March 2024. In the longer term it is expected that museum exhibits will place greater importance on items reflecting the importance of the original ELR and the Lyr in Bury.