



Tilting twins

Virgin Trains and Pete Waterman's London & North Western Railway Company have teamed up to start restoration work on the world's first tilting train.

The Advanced Passenger Train (above) has been exhibited at The Railway Age museum, Crewe, since 1988 and can be viewed from passing trains on the West Coast Main Line. The APT will be restored in time to meet the next generation of Pendolinos (below) which will start running past the museum this summer.

Chris Green, chief executive of Virgin Trains, said: "The Pendolino owes its existence to the APT. My aim is to see our first Pendolino pausing at Crewe next to a pristine APT as a tribute to the visionary engineers who have brought the tilting train to the UK."

The APT was ahead of its time in the 1980s when it achieved a UK speed record of 162mph, but was abandoned in 1987. It was left to Sweden and Italy to evolve this UK invention into commercial production.

Pendolino trains are being manufactured at Alstom's Birmingham factory ready for delivery for the start of passenger services this summer. Pictures: Milepost 92^{1/2}



Railfuture AGM Nottingham

By John Lee

Railfuture chairman Peter Lawrence welcomed members and guests to Nottingham on 27 April.

He explained that uncertainty over a possible rugby final in Cardiff on the same day as the AGM had obliged the national executive to move the venue to Nottingham.

It was, however, hoped to consider Cardiff or Llandudno for the AGM in 2003. Mr Lawrence was aware that problems had occurred with material for the meeting, and that some members still had not received *Railwatch* or their ballot papers. He explained that these problems had been due to a large amount of inserts needing to be included, a lack of volunteers for despatch and a degree of inefficiency by the Royal Mail.

He hoped that those present would make allowances for these problems and accept the validity of the AGM, particularly as the cost and time required in re-arranging it would be prohibitive.

Members present raised no objections so the meeting proceeded as planned.

He reminded all present that the AGM would be conducted under the terms of the "old" constitution.

The Lord Mayor of Nottingham, Councillor Des Wilson, welcomed the society to the city.

The meeting was addressed by Colin Lea, communications officer at Nottingham Express Transit, who explained details of the project to create a tram system in the city.

Following his presentation, he answered a number of detailed questions and then offered those sufficiently interested a brief tour of track laying nearby.

The chairman thanked both Mr Wilson and Mr Lea for their attendance and presented each of them with a complimentary copy of the Railfuture reopenings publication *Have They Done Well?*

The chairman of the Railfuture "host" North Midlands branch, Graham Nalty, also welcomed members.

A motion at the AGM in 2001 instructed the national executive to investigate further the

implications of Railfuture becoming a company limited by guarantee. Robin Fennell, as chairman of the Constitution Sub-Committee, with assistance from the national treasurer, had produced a comprehensive report – a copy of which was issued to all attendees at this AGM.

Mr Fennell gave a brief presentation summarising the salient points of this report.

Elected members of the national executive could become the directors of the company. The memorandum and articles of association could be based on the constitution.

Although the statutory accounts of the company would not need to be submitted to Companies House until nine months after the year end, it would be necessary to submit the statutory accounts to the independent examiner's review.

This in turn would mean that the branches would need to submit their accounts (also after their own independent examiner's review) to the

national treasurer for consolidation and completion of the draft

statutory accounts by 31 January each year. This deadline might cause problems for some branches.

President's address

Dr Michael Caton spoke about an eventful year for the railways and Railfuture.

There had been a meeting with transport Minister John Spellar and contacts with Joe Quill at the CBI had been established.

It was also hoped to arrange a meeting with Richard Bowker at the Strategic Rail Authority. Many possible reopening schemes had been identified but many of them suffered from the three problems of not enough money; getting Railtrack to do the work and who, under the performance regime, would pay any penalties incurred by delays caused by extra trains running as the result of a reopening.

The problems caused to freight by the continuing blockade of the Channel Tunnel needed to be addressed as a matter of

urgency. With the UK facing impending gridlock on its roads within a very few years, the railway system was the only effective alternative.

Finally, Dr Caton paid tribute to the strengths of Railfuture, namely its long experience of campaigning, the wealth of knowledge among its members and the strong branch network supported by the national office and the administrative officer.

To build on these strengths, we should look to broaden our membership base to include larger companies and organisations.

Chairman's report

Peter Lawrence acknowledged that Railfuture had started 2001 in a poor financial state but, contrary to rumours at the time, it was never in danger of becoming bankrupt.

He expressed his, and the society's, thanks to national treasurer Tony Sheward for keeping the situation under control by contingency planning and budgetary discipline.

In the event, the wonderfully generous legacy from the estate of Mr Herbert Proctor came at an opportune time and enabled the society to invest in its future.

The constitution had been reviewed and the rebranding of the society as Railfuture had resulted in a much greater level of media exposure.

The chairman believed that the committees were working well and that he hoped to build better communication and consultation between committees, branches, the national executive and the membership in the future.

The chairman ended by thanking Alix Stredwick and Kate Tudor-Pole for their contribution before both departing for pastures new.

He thanked all volunteers in the national office for their continuing support, particularly Robert Stevens, Keith Dyal, Norman Bradbury, Paul Krebs and Chris Burden.

Finally, he expressed his appreciation to the North Midlands Branch for their assistance in organising this AGM.

Treasurer's report

The national treasurer Tony Sheward commented on the accounts as published in the



Railfuture chairman Peter Lawrence annual report.

For accounting purposes, the Herbert Proctor legacy had been treated as income for the year. His instinct had always been to try to protect this money by living off our income but, with membership declining at the time, this had not been possible.

Mr Sheward stressed that all of his actions had been mandated by the national executive and that he saw himself as its ser-



vant not its master. With one eye on a proposed motion later in the AGM, the national treasurer felt most strongly that the national executive should retain control of finance and budgets.

Indeed, after much discussion and an identified need to develop the membership system and fundraising activity, a deficit budget of £15,000 had been agreed for 2002.

Therefore at the end of April, it was not practicable to change course now. The accounts as presented were accepted unanimously (proposed by Trevor Jones and seconded by Rowland Dale).

Independent examiner's report

The recently appointed independent examiner, Frank Griffiths, informed the meeting that the society's accounts for 2001 had been examined and that he considered them to be a true and fair statement of the financial position of the society.

Frank Griffiths was re-appointed unanimously as independ-

ent examiner (proposed by Ian McDonald and seconded by Keith Dyal).

Postal ballot results

Administrative officer John Lee reported that he and the chairman, assisted by Mrs Lawrence, had counted the ballot papers on Monday 22 April with results as follows:

Proposed abolition of the post of general secretary

In favour 325 votes.
Against 90 votes.

Therefore, in accordance with the terms of the current constitution (paragraph 21) the requisite two thirds majority of those voting had been achieved and the proposal was carried.

While accepting this result, Trevor Jones wished to place on record his disquiet at the apparent haste with which the process had been conducted. Rowland Dale spoke in defence of the process and highlighted the need to bring clarity to the situation.

Principal officers

There was no contest for the following posts therefore the current incumbents were re-elected unopposed, as follows:

Chairman: Peter Lawrence.
Vice-chairman: Ray King.
Treasurer: Tony Sheward.
Membership secretary: Elisabeth Jordan.

There were no candidates for the post of sales officer which will therefore remain vacant.

For the post of general secretary

Mike Crowhurst 370 votes.
Trevor Garrod 106 votes.

In view of the result of the separate ballot to abolish the post of general secretary, this ballot became irrelevant.

National executive

Elected:
Clara Zilahi 405, Andrew MacFarlane 387, Ian McDonald 378, Alan Bevan 355, Keith Dyal 346, Richard Pout 323, David Redgewell 316, David Harby 306, Peter Kenyon 306, Mike Crowhurst 279.

Not elected:
Rowland Dale 268, Nick Lewis 256, Trevor Garrod 223, Paul Krebs 212.

Revised constitution

To include Paragraph 8.5 in the revised constitution (whereby,

in the event of a tied motion, the chairman of a meeting shall have a casting vote as well as a deliberative vote)

In favour 365 votes. Against 65 votes.

Notwithstanding the result of the above, to adopt the Revised Constitution as proposed:

In favour 416 votes. Against 22 votes

Therefore, in accordance with the terms of the current constitution (paragraph 21) the requisite two thirds majority of those voting had been achieved. Thus the revised constitution, to include paragraph 8.5, was to be adopted.

President and vice-presidents

The following officers were proposed from the chair and elected unopposed:

President: Dr Michael Caton.

Vice-Presidents: Lord Berkeley OBE, David Bertram, Rt Rev Alan Chesters (Bishop of Blackburn), Ron Cotton, Cynog Dafis MP, Winifred Ewing MEP, Sir James Farquharson KBE, Ronnie Fearn MP, Patricia Routledge OBE, Brian Simpson MEP, Peter Snape MP, Tony Speller, Stanley Stewart CBE, Paul Tyler MP, S F Wilkinson.

Dr Michael Caton proposed, and Peter Lawrence seconded, that Peter Rayner be a vice-president of the society. This proposal was approved unani-



mously.

Mike Crowhurst, on behalf of the new national executive, thanked members for the vote of confidence in the executive reflected in the ballot results, and thanked the chairman and others who had helped with despatching the AGM mailing.

He hoped our internal personnel problems were behind us, referred to the current co-operation with Friends of the Earth and, finally, drew attention to the impending tenth anniversary of the Rail Privatisation White Paper, commenting "Ten Wasted Years!"

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