

Railway Preservation Society of Ireland

REPORT OF THE ANNUAL GENERAL MEETING

Queen's University Teachers' Centre, Belfast, Friday 8th December 1978

R. Edwards took the chair, with 40 members present. Apologies were received from: Lord O'Neill, L. McAllister, Robin Barr and Tony Ragg.

The minutes of the 1977 AGM, which had been circulated, were taken as read and adopted, proposed by Neil Hamilton, seconded by Tommy Dorrian.

The Secretary read his report, and it was adopted on the proposal of P. Newell, seconded by Peter Rigney. The Treasurer's report was read and adopted on the proposal of Nevin Hamilton, seconded by Dermot Mackie.

The Chairman said that no nominations had been received for the post of Publications Officer or for the post of London Agent, and so it was open to the meeting to nominate candidates if they wished. The following nominations were received:

Publications: Tim Moriarty, proposed Mark Kennedy, seconded Patrick Kelly.
Alan Edgar, proposed J. Glendinning, seconded Derek Henderson.

London Agent: L. McAllister, proposed D. Henderson, seconded John Lockett.

The Chairman said there were contests for two other posts:

Loco Running: P. Newell, proposed R. Morton, seconded R. Edwards.
Brian Hill, proposed J. Glendinning, seconded Charles Friel.

Publicity: William Coates, proposed R. Morton, seconded P. Newell.
Alan Love, proposed Sullivan Boomer, seconded Brian McElherron

The Chairman asked the members to vote for the candidates for the posts of Loco Running, Publicity and Publications. Two tellers were appointed: Peter Rigney, proposed by Paul Walsh and seconded by S. Carse, and Fred Graham, proposed by D. Henderson and seconded by W. Coates.

The results were as follows. Total valid vote, 39.

Loco. Running:	P. Newell	21;	B. Hill	13;	5 abstentions.
Publicity:	W. Coates	12;	A. Love	25;	2 abstentions.
Publications:	T. Moriarty	15;	A. Edgar	22;	2 abstentions.

P. Newell, A. Love and A. Edgar were declared elected. Then, on the proposal of W. Gillespie, seconded by J. Lockett, members nominated without competition for the other council posts were deemed elected. Thus, the 1979 council was:

Chairman - Robert Edwards, 7 Seahill Road East, Craigavon, Co. Down.
Secretary Robin Morton, 2 Cranmore Park, Belfast 9.

Treasurer - John Richardson, 18 Downshire Gardens, Carrickfergus, Co. Antrim.
Loco. Maintenance - Peter Scott, 17 Finaghy Park Central, Belfast 10.
Loco. Running - Paul Newell, 15 Barnhill, Donaghadee, Co. Down.
Coach Maintenance - Ken. Pullin, 3/366 Ormeau Road, Belfast 7.
Coach Running - John Glendinning, 13 Pond Park Crescent, Lisburn, Co. Antrim.
Operations - Denis Grimshaw, 14 Craigdarragh Park East, Craigavon, Co. Down.
Whitehead Site - Neil Hamilton, Site 5, Lintagh Park, Ballylintagh Road, Hillsborough.
Commercial - Sam Somerville, 31 Milebush Park, Carrickfergus, Co. Antrim.
Publications - Alan Edgar, 152 Cavehill Road, Belfast 15.
Publicity - Alan Love, 12 The Close, Marino, Holywood, Co. Down.
Dublin Agent - Sam Carse, 38 Oakley Road, Ranelagh, Dublin.
London Agent - Leslie McAllister, 26 Regent Nay, Frimley, Camberley, Surrey.

R.Morton paid tribute to three retiring council members, John Friel, W.Coates and T.Moriarty.

D.Grimshaw outlined the 1979 railtour programme as follows:

April 28	Claddagh tour, Mullingar - Galway, 186, with perhaps 184 double-heading.
May 26/27	Two-day tour, Dublin - Athlone - Athenry - Claremorris - Westport (overnight); Westport - Ballina - Claremorris - Athlone - Dublin. Diesel haulage between Dublin and Athlone, 184 & 186 double-heading elsewhere.
July 21, August 4, August 18	Portrush Flyer, Whitehead - Belfast (York Road) - Portrush & back. Provisional dates.
September 22	Mullingar - Bray, 186.

D.Grimshaw said that because of the manpower shortage at Whitehead, it was not possible to guarantee when 4 and 171 would be available. Hence, the two-day tour had been organised around 184 and 186. It was hoped to have 4's major overhaul completed in time for the Flyer, and so three dates had been set aside for the trains.

P.Walsh suggested that as the weekend of May 26/27 was a British bank holiday but not a holiday in the Republic, some railway activity should be arranged for the Monday May 28 for the British contingent. He suggested a tour around CIÉ's Inchicore works. D.Grimshaw said it was possible that the RPSI stock, which would be brought down from Whitehead with an NIR diesel loco, might be worked back north by 186 on the Monday. This would enable 186 to work a centenary year tour to Derry.

Bob Hunter said it was unfortunate that the RPSI AGM had been held on the same night as a film show in Belfast by the Northern Ireland Area Group of the Isle of Man Steam Railway Supporters Association. R.Morton said there was room for more liaison and co-ordination in the field and said he thought the IoMSRSA date had been fixed before the RPSI one.

W.Gillespie questioned the wisdom of buying second-hand equipment such as the JCB. P.Newell said the JCB was in good condition and aided that finance was the major consideration.

P.Scott outlined the loco. position as follows:

3 - In traffic. Required repairs to leading axle boxes to reduce side play. Because of that, and lack of vacuum brake, could not work on main line.

3BG - Withdrawn and in store.

4 - Withdrawn for essential heavy overhaul. On account of large amount of work and small number of active personnel, no completion date could be given.

Major jobs: replace springs, spring hanger pins and bushes; remetal and fit driving axleboxes and hornguides; build up and refit keepplates and bolts; build new ashpan; replace left cylinder bolts; repair sheetmetal of bunker; fit new piston and valve rings; grind out ridge on cylinder liners; repair or fit new set of superheater elements; renew 5 $\frac{1}{4}$ " diameter tubes; grind piston rods; make new gland parts; new bushes for coupling and connecting rods as required.

23 - Fit new cylinder head gasket.

85 - In Harland & Wolff's for a general overhaul. Progress slow, mainly because of delays in delivery of boiler tubes.

171 - Driving axleboxes to be repaired and remetalled after running hot on September 2 trip to Bangor. If job unsuccessful, proposed to make new axleboxes - a costly job.

184 - In traffic. Had proved to be a reliable and well-liked engine. Drawback with limited tender capacity, so the possibility of using an ex U-class tender, which CIÉ still had, was being investigated. Repairs required to crown stays.

186 - Repairs required to boiler - build up front tubeplate, replace firebox vertical seam rivets, some boiler tubes might need replaced. It was being found that boiler tubes might last as little as five to six years because of deterioration at the ends. Repairs to springs required.

461 - Long-term project - some dismantling for inspection purposes already carried out.

P.Scott stressed that the amount of work at Whitehead was formidable. With so few people working there, it was not possible to forecast when locos would be available. He paid tribute to the loco teams at Whitehead and Mullingar and said that the membership in general owed these squads a tremendous debt of gratitude.

P.Walsh said the RPSI was extremely fortunate to have P.Scott in charge of loco maintenance and said the amount of time P.Scott had put in for the Society, particularly during the restoration of 184, was a tremendous credit to him. J.Richardson endorsed P.Walsh's tribute.

K.Pullin reported that coach work recently had centred on diner 550 which had had its roof re-covered in NIR's York Road running shed by RPSI members. The directors' saloon had also gone into York Road for an examination which was being financed by Lord O'Neill. He said that work at Whitehead would be helped by the roofing of the new shed. One of the roads in the new shed was to be set aside for coach work.

Discussion followed on the timing and location of the AGM. S.Carse said that the Dublin members who had made the trip up for the meeting found 19:30 too early. Nevin Hamilton suggested holding the meeting at Whitehead. D.Grimshaw said a previous AGM had overwhelmingly opposed a move to Whitehead. R.Morton said the starting time had been

picked because the Teachers' Centre closed around 21:00. On the suggestion of S.Boomer, R.Morton undertook to liaise in Autumn 1979 with the Dublin members over the starting time for the 1979 AGM.

Ian Slaughter asked if consideration was being given to preservation of one of the last NIR diesel railcars which were being replaced by diesel-electric multiple units. R.Edwards said the technological side of diesel preservation and maintenance was complex and said he felt the Society with its present manpower level would not be in a position to preserve both steam and diesel. He said he had spoken with D.Grimshaw about organising a diesel railcar railtour as a one-off venture. P.Rigney pointed out that diesel railtours did not attract the public as they were little different in the public eye to service trains and that such tours would rely upon the enthusiast market for support.

D.Henderson stressed that the Society should ensure that turntables would be available for continued railtour operation. D.Grimshaw said the Society had been in touch with NIR and it seemed likely that the Derry turntable which was being knocked out by a road development would be moved to Portrush. He said CIÉ had undertaken to keep the Society in touch with turntable developments in the Republic and that the Society had recently purchased the Belfast Great Victoria Street turntable with a view to having it installed at Whitehead. As there was no further business, the meeting closed at 21:45.

Signed: _____ *Chairman* *Date:* _____