

Railway Preservation Society of Ireland

REPORT OF THE ANNUAL GENERAL MEETING

Belfast Rowing Club, Friday 15th February 1985

Lord O'Neill presided, and 45 members were present.

Apologies were received from John Friel, Jeremy Saulters, Leslie McAllister, Julian Durore, and John Beaumont.

The minutes of the last AGM, which had already been circulated, were agreed and signed.

The Chairman, Sullivan Boomer, then read his report, which was adopted on the proposal of Charles Friel, seconded by Ian Slaughter.

The Secretary, Robin Morton, then read his report, which was adopted on the proposal of Bill Scott, seconded by John Taylor.

The Treasurer, John Richardson, then read his report, which was adopted on the proposal of Paul Newell, seconded by Irwin Pryce.

Reports were then presented by Peter Scott (Locomotive Department), Neil Hamilton (Coach Department), Johnny Glendinning (Site Department), and Rory McNamee (Mullingar).

A model of the proposed railway museum for Whitehead was also unveiled. J Glendinning said the RPSI was shortly to give evidence on its report advocating the proposal to the education committee of the Northern Ireland Assembly.

A motion putting forward a sub increase with effect from January 31, 1986 of £7 adults and £3.50 concession was proposed by John Richardson, seconded by Michael Henderson. It was agreed without discussion.

S.Boomer then proposed a motion stating:

That the council be empowered to lend, lease, or hire out locomotives, rolling stock or equipment to other recognised societies, organisations or individuals, subject to satisfactory legal and insurance arrangements.

He said such a provision was required to formalise arrangements whereby locomotives and stock were loaned to film companies and in cases such as the lending of No.4 to NIR for running-in purposes. S.Boomer said the motion had been formulated on legal advice. In reply to W.Scott, S.Boomer confirmed that the motion would mean a locomotive could be leased by the council to another body for an indefinite period. But, he said, an AGM could request the council to rescind any such arrangement. W.Scott said this would enable a branchline scheme to remove a locomotive, which was one of the Society's main assets. Such a decision should only be taken by the members at an AGM, he argued. W.Scott said he would not, however, vote against the motion provided his remarks were recorded. I.Pryce also questioned the advisability of the motion, stating that such a provision would represent a considerable step from the Society's present position. Brian Hill said that any enthusiast should be pleased to

see a locomotive not required by the Society being put to use. Rory McNamee said the RPSI should be giving an example to other preservationists.

The motion was then put and carried without any votes to the contrary on the proposal of R. McNamee, seconded by Robert Edwards.

Both motions were subject to ratification at the next AGM.

Lord O'Neill said the only contest in the election of the 1985 council was for the post of Publications Officer, with nominations having been received from Alan Edgar and Nevin Hamilton. Tellers Victor Corrie and Mervyn Darragh were then appointed for the election.

Voting was: A. Edgar 24, Nevin Hamilton 17. A. Edgar was declared elected.

There being no other contests all other nominees were declared elected on the proposal of Ian Slaughter, seconded by Johnny Glendinning. The 1985 council is:

Chairman - Sullivan Boomer, 22 Town Lane, Islandmagee, Larne, Co. Antrim.

Secretary Robin Morton, 79 Sharman Road, Belfast, BT9 5HE.

Treasurer - John Richardson, 18 Downshire Gardens, Carrickfergus, Co. Antrim.

Loco. Maintenance - Peter Scott, 17 Finaghy Park Central, Belfast 10.

Loco. Running - Brian Hill, 63 Beechill Park East, Belfast 8.

Operations - Ernie Gilmore, 20 Chichester Road, Belfast 15.

Coach Maintenance - Jeremy Saulters, 3 Ashlea Park, Dunmurry, Co. Antrim.

Coach Running - Neil Hamilton, 10 Lintagh Park, Magheraconlue, Hillsborough.

Publicity - John Friel, 103 Wynchurch Road, Belfast 6.

Publications - Alan Edgar, 76 Hopefield Avenue, Portrush, Co. Antrim.

Commercial - Henry Beaumont, 148 Hillsborough Road, Lisburn, Co. Antrim.

Dublin Agent - Sam Carse, 38 Oakley Road, Ranelagh, Dublin 6.

London Agent - Leslie McAllister, 26 Regent Way, Frimley, Camberley, Surrey.

Mullingar - Rory McNamee, 19 Thornhill Road, Mount Merrion, Dublin.

It was agreed to leave it to the council to try to find someone to fill the post of Whitehead Site Officer.

Coopers & Lybrand were then reappointed auditors on the proposal of R. Morton, seconded by Jim Mounstephen.

Ernie Gilmore then gave a run-down of the 1985 operation department plans. He also outlined a proposal from Charterbarge, for the hire of luxury RPSI coaches for a special train for American tourists in 1986. The plan was the luxury train, diesel-hauled, would do week-long trips from Dublin during the summer. The company was asking for coaches such as the directors' saloon and the dining car. The RPSI's task now was to check on the availability of suitable coaches and to raise funds for the restoration work.

Turning to Cork 800, E. Gilmore appealed to members intending to travel to complete the advance booking form and return it, along with a £10 deposit. He said that already 80 bookings had been received, 70 of them from outside Ireland, with some 90% of the passengers deciding to join the optional Monday Northern Ireland trip. The Cork survey had

been completed the previous weekend, and some problems with water availability had to be overcome. There was also a possibility that No.184 might lie over in Cork to operate some further shuttle trips to Cobh.

The rest of the programme was as last year, with the possibility of extra trips from Mullingar if coaches were available. Some CIÉ coaches were due shortly to come on the market and these might be suitable.

On the charter front there were two possibilities at present - a wine and dine special for Lord O'Neill and a steam trip from Portrush to Bangor on Sunday June 9 for the Permanent Way Institute annual conference.

E.Gilmore said that train cleaning remained a problem, and he said it was important from the public point of view. He said he hoped a scheme might be devised whereby a group of members would "adopt" a running coach and assume responsibility for its cleanliness.

In reply to B.Scott, S.Boomer said that No.184 had been ready to operate the proposed Enfield Shuttle of last September. The venture had been cancelled on financial grounds because of the cancellation of the "Irish RM" film contract.

Under any other business, P.Newell asked for information about the King's Road bridge at Whitehead, which spanned the RPSI track. S.Boomer said it was understood the bridge was scheduled for replacement in 1985-86.

I.Pryce echoed J.Richardson's comments about financial strictures and expressed concern about the collection of six-wheeled coaches which the Society was acquiring. He said he doubted whether they would earn their keep.

C.Friel then proposed a vote of thanks, seconded by I.Slaughter, to the council for its efforts during the year.

The meeting as then declared closed, and those present watched a ciné film of RPSI tours in 1984 presented by C.Friel.

Signed: _____ *Chairman* _____ *Date:* _____