

Railway Preservation Society of Ireland

REPORT OF THE ANNUAL GENERAL MEETING

North Star Hotel, Dublin, Saturday 3rd April 2004

Norman Foster chaired the meeting. 45 members were present.

Apologies

Lord O'Neill, Dr Garret FitzGerald, Sir Kenneth Bloomfield, H.Beaumont, C.Boomer, C.A.Boomer, H.Boomer, T.Casterton, J.Darling, B.Garrioch, J.Glendinning, D.Henderson, B.Hill, C.Holliday, J.Lockett, D.Mackie, J.McBride, A.McRobert, R.Morton, P.Newell, J.O'Meara, B.Quin, I.Ritchie, H.Robinson, P.Sherlock.

Minutes of the 2003 AGM

The minutes were adopted on the proposal of S.Boomer, seconded by C.Meredith.

Chairman's Report

N.Foster read his report:

This is, I believe, my fifth annual report and I am pleased to say that I will stand for just one more year. The year past has had its ups and downs, but I believe this is only what will happen in future years.

Firstly, I want to thank all the staff of Irish Rail and Northern Ireland Railways for their great co-operation and help during the past year. Without them we could not succeed in the way we have. May I wish the two new men in charge of Irish Rail and Northern Ireland Railways, Dick Fearn, Chief Operating Officer Irish Rail, and Keith Moffatt, Chief Executive NIR, every success in their new roles, and we hope to see them on some of our trips.

Thanks also to my Vice-Chairman who has been very busy with agreements and problems with Northern Ireland railways.

On the minus side, we have had a huge increase in our insurance premiums and now have to increase our revenue to make that up. The increase in subscriptions will cover but a small amount. Could every three members get a new member? This could raise £5,000 to £6,000.

We enter our 40th year. I remember being told back then that we would not survive 5 years!! But it is still a lot of people from that era who are still there today doing a large percentage of the volunteering. So now, all those out there, come and give us a hand.

The new coaches for the Northern based trains still need a lot of work, for instance, and I know that crewing our trains is also difficult. On the brighter side, the Catering teams have increased their crews and profits.

Congratulations to Peter Scott and his team for their restoration of No.186, and I look forward to seeing her back in steam.

Finally, can I thank Gregg Ryan, Heritage Officer Irish Rail, for all his help during the year. He initiated training of two Irish Rail people who will now train and pass out Irish Rail crews. Gregg is in touch with the Society on a regular basis regarding preservation issues.

To the Council members who are constantly dealing with the Society's business - Well done yet again.

E.Gilmore congratulated N.Foster on his decision to remain for the full 5-year term. The report was adopted on the proposal of C.McDonnell, seconded by B.Mullally.

Secretary's Report

The report, previously circulated, was adopted on the proposal of P.Cox, seconded by H.Ritchie.

Treasurer's Report

The report, previously circulated, was adopted on the proposal of J.Beaumont, seconded by A.Richardson.

Appointment Of Auditors

Dunne & Associates were re-appointed on the proposal of E.Gilmore, seconded by S.Boomer.

Reports Of Operations Officers

The reports from the Operations Committees, previously circulated, were adopted on the proposal of G.Mooney, seconded by C.Meredith.

Reports Of Locomotive And Carriage Officers

P.Scott updated his previously circulated report by stating that the insurance authorities had accepted that the final traffic date for No.85 was Christmas 2004. No.186 is now ready for running in, complete with grey livery. No.461 will need more substantial repairs than previously thought. It is borderline whether or not the whole firebox will need to be removed for major renewals, this being symptomatic of boilers of this age, possibly also No.85 and No.171 when their turn comes for repair, necessitating more time and money. Enough scrap copper has been removed from the inner firebox plates of No.461 to raise £1,100.

P.Newell reported on the Mk2 progress since his report was written. Because the Mk2 carriages were disposed of as scrap, NIR require that they go through a complete acceptance process before they can return to traffic. To that end, Resco have approved five at Whitehead and one at Heysham, to arrive shortly. Some further documentation is required before NIR can complete the acceptance. The plan up to now has been to acquire or swap for coaches that have been running as recently as possible. However, 934 was a major exercise as it highlighted the worst case repairs required. Existing material is used where possible. Plans include re-upholstery and replacing plastic panels with wood. The original estimate of £100,000 did not take into account the high cost of bogie refurbishment at £6,000 per set. Other costs: paint - £900; brake blocks - £800; glazing - £7,500 per coach; generator - £6,500. Thanks were extended to P.Scott, J.Glendinning, D.Mackie and N.Poots for help, advice and support.

S.Boomer noted that at least one of the coach numbers was wrong if the UTA numbering series was to be followed. P.Newell stated that it was too late to change as the coaches had been registered with Resco.

P.Newell told C.Meredith that the eventual plan is for 16 vehicles, 8 with 2 spares in the north and 6 for the south.

J.Beaumont stated that he was finalising a Society crest to be applied to the vehicles.

P.Emmett reported that the Dublin set was in good order, with buffet car 2423 nearing completion in Mullingar.

The reports were adopted on the proposal of H.Ritchie, seconded by S.Boomer.

Election Of Council and Office Bearers For 2004

The Secretary declared that there were no vacancies for the incoming Council, all incumbents carrying forward, with M.Darragh moving to Belfast Area Operations and P.Lockett filling the vacated general Officer post. There being no further nominations from the meeting, the following were elected to serve on Council:

<i>Chairman:</i>	Norman Foster
<i>Vice-Chairman:</i>	Johnny Glendinning
<i>Secretary:</i>	Paul McCann
<i>Treasurer:</i>	Nelson Poots
<i>Locomotive Officer:</i>	Peter Scott
<i>Carriage & Wagon Officer (Southern):</i>	Peter Emmett
<i>Carriage & Wagon Officer (Whitehead):</i>	Paul Newell
<i>Belfast Area Operations Officer:</i>	Mervyn Darragh
<i>Dublin Area Operations Officer:</i>	Philip Cox
<i>Business Development Officer:</i>	Alex Richardson
<i>General Officer:</i>	Gerry Mooney
<i>General Officer:</i>	Philip Lockett

N.Foster welcomed M.Darragh to the Operations post, and P.Lockett to Council.

Any Other Business

Asked by N.Foster to say a few words on events planned during the Society's 40th Anniversary year, E.Gilmore said that he had 3 items to report:

- 1) A new book "40 Shades Of Steam" by Joe Cassells and Charles Friel will be published by Colourpoint in May. It will recount 40 years of RPSI history, including over 120 photographs, stock lists and every train movement made.
- 2) As part of the Rail 200 celebrations, the UFTM have sponsored a lecture by Richard Gibbon OBE from the National Railway Museum in York entitled "There's no workshop manual for engineering at York Railway Museum". The lecture will take place at the Rail Gallery on Tuesday 18th May. A related day of steam operation on the Bangor line will take place on Saturday 22nd May.
- 3) The 40th Anniversary dinner has already been announced and all are encouraged to attend.

B.Pickup asked how the smoking ban was to be enforced on Dublin-based trains. N.Foster replied that, with general acceptance of the law, it was hoped that ban would be adhered to without major enforcement being necessary.

D.O'Murchu asked how the removal of one of the terminal platforms at Dun Laoghaire would affect the Society. N.Foster stated that there were more pressing worries, turntables for example. B.Mullally said the Cork turntable might be removed, but N.Foster said if such a decision was taken, a suggestion had been made that it would move to North Esk.

Signed: _____ *Chairman* *Date:* _____