

Railway Preservation Society of Ireland

REPORT OF THE ANNUAL GENERAL MEETING

Ripley Court Hotel, Dublin, Saturday 1st May 2010

J.Glendingning chaired the meeting and 43 members were present.

Apologies

Lord O'Neill, Sir Kenneth Bloomfield, Peter Marsden, H.Boomer, E.Fahey, W.Garrioch, I.Gilmore, L.Griffin, N.Hamilton, D.Henderson, C.Holliday, W.King-Wood, F.Lee, E.Lewis, C.Magner, C.McAteer, J.McKeown, C.Meredith, W.Molloy, J.Richardson, L.Sheehan, D.Young.

J.Glendingning noted the absence of P.Marsden from the Treasurer's seat at the table and explained that Peter had been diagnosed with a serious illness, but he wished to carry on in his post. It was agreed that a note of best wishes be sent from all present at the meeting.

Minutes of the 2009 AGM

The minutes, previously circulated, were adopted on the proposal of T.O'Shaughnessy, seconded by S.Boomer.

Chairman's Report

J Glendingning read a supplement to his published report:

In my report in Five Foot Three I wrote about what the Society has achieved. The RPSI is now in a unique position in Ireland, it owns the only 'go anywhere in Ireland' stock. We are the only organisation other than Iarnród Éireann or Northern Ireland Railways that can operate a train on the Irish railway network. This is, of course, because we have a very good working relationship with both IÉ and NIR. I can tell you that two senior managers of Iarnród Éireann and one senior manager of NIR have each commented that it is a pleasure to do business with the RPSI, it being a very professional organisation. During my chairmanship I have tried to build on these relationships and also improve our standing with government departments, other railway organisations and museum bodies. We need to work at getting more grant aid to establish our Dublin base and improve Whitehead. We will only get government money and lottery money for these projects if we can prove that we are providing a public attraction.

I have been very proud to be your chairman for the last 5 years. It has been hard work at times but I have enjoyed it immensely and I thank you for your support and friendship.

I wish the new Council and the new Chairman and Vice-Chairman well in the coming year.

Finally as members you should be very proud of the RPSI.

The report was adopted on the proposal of C.Friel, seconded by N.Foster.

Secretary's Report

The report, previously circulated, was adopted on the proposal of H.Ritchie, seconded by T.O'Shaughnessy.

Treasurer's Report

The report, previously circulated, was adopted on the proposal of S.Boomer, seconded by D.Humphries.

Appointment Of Auditors

Dunne McNulty Nannery were re-appointed on the proposal of D.Humphries, seconded by J.Darling.

Reports Of Operations Officers

The reports, previously circulated, were adopted on the proposal of B.Mullally, seconded by A.Richardson.

Reports Of Locomotive And Carriage Officers

P.Scott updated his circulated report. No.3 may be out of action for some time at Downpatrick with crown stay problems. No.4 is now operating with full TPWS fitted. It is hoped to be able to have a speedy return to traffic for No.85 as all major components were thoroughly overhauled during the previous time in the workshops. So far, no major surprises have been found during dismantling. No.186 has had its mid-life boiler work completed.

B142 was moved to Whitehead in April at the request of the authorities at Inchicore. The first task is to get the maintenance documentation and standards up to date. M.Healy outlined the plans to build a fleet of four GM diesel locomotives to operate alongside the steam fleet, running perhaps two tours a year. B141 and B142 are in Society ownership. B134 has been identified as the next target for acquisition.

T.O'Shaughnessy thanked N.Kelly for the carriage article in Five Foot Three. He said that pressure of work was a serious limiting factor at Inchicore.

F.Richards reported that the Dutch Van 462 was now more reliable, and its second boiler would soon also be available. Fitting of a generator to carriage 463 would be undertaken during the summer.

The reports were adopted on the proposal of M.Tennis, seconded by B.Mullally.

Election Of Council and Office Bearers For 2010

P.McCann reported that nominations had been received for all posts and there were no contests.

There being no further nominations from the meeting, the following were elected to serve on Council on the proposal of M.Darragh, seconded by M.Hoey:

Chairman:

David Houston

Vice-Chairman:

John Lockett

Secretary:

Paul McCann

<i>Treasurer:</i>	Peter Marsden
<i>Locomotive Officer:</i>	Peter Scott
<i>Assistant Locomotive Officer (Diesel):</i>	Mark Healy
<i>Site Officer:</i>	Dermot Mackie
<i>Carriage & Wagon Officer (Dublin):</i>	Tony O'Shaughnessy
<i>Carriage & Wagon Officer (Whitehead):</i>	Francis Richards
<i>Belfast Area Operations Officer:</i>	Mervyn Darragh
<i>Dublin Area Operations Officer:</i>	Alex Richardson
<i>Business Development Officer:</i>	Fergus McDonnell
<i>Grants Officer:</i>	Denis Grimshaw
<i>General Officer:</i>	Joe McKeown
<i>General Officer:</i>	David Orr

J.Glending said that past chairmen of the Society had helped to fund a chain to accompany the badge of office presented in memory of David Dillon some years ago. The chain is in the form of linked gold railway sleepers, each listing the name of a past chairman of the Society. He asked former chairmen J.Harcourt, S.Boomer and N.Foster to come forward to assist in passing the chain to the new Chairman.

D.Houston said it was a great honour to be the Chairman of such a great society, and he paid tribute to J.Glending, noting it would be no easy task to follow in his footsteps, but he hoped to be able to continue his good work. He thanked all Council and committee members, especially the other outgoing Council officers, M.Tyrrell and M.Walsh. He welcomed D.Grimshaw, D.Orr and A.Richardson to Council.

N.Foster paid tribute to J.Glending's stewardship of the Society, saying he had excelled in the position, especially in attaining Museum status for the Society. There followed a standing ovation. P.Scott endorsed the previous remarks by noting the excellent relationship established with the railway companies. He said that J.Glending had been a great moderator, and a calming influence within the Society.

D.Houston took the Chair for the remainder of the meeting.

Any Other Business

B.Mullally noted the lack of loops in Midleton and Cobh which would make it difficult for a tour to visit these destinations. He also mentioned the reported development of the station and docks area in Cork which might have consequences for visits there, but might also allow the reinstatement of the turntable.

P.Scott informed the meeting of the No.58 Project, that number being the next in the series of NCC 2-6-4T engines. He posed the question, was a second tank engine feasible? The advantages were: the versatility of a tank locomotive, an existing class so no major problems getting it into traffic, no need for turntables, significant number of parts exist already, i.e. wheels and most of the motion. The disadvantages would be yet another modern locomotive of not fully Irish parentage taking precedence over existing historic tender locomotives, cost of boiler and frames.

He continued, to report that Council has already authorised the first of a three stage project, i.e. to identify the parts already available and what would be required to complete the project. The second phase would be to build up a supply of strategic spares. If nothing else, these could always be used for No.4 and would allow that locomotive to be out of service for the

minimum possible time when due for overhaul. The final stage would be to actually build the new locomotive. No costs have been drawn up. It was noted that re-gauging of existing British locomotives would be no easy alternative as they would be considered new classes for the purposes of acceptance by the railway companies.

C.Friel reported that the first Belfast Meeting of the next season would be a presentation on the construction of A1 “Tornado” and that would give an idea of what could be achieved, along with the pitfalls. N.Foster noted that Steam Railway had previously offered to host a fund for NCC No.74 and perhaps they could be persuaded to back No.58 instead.

H.Ritchie asked about Council’s plans for a child protection policy. P.McCann replied that he and J.McKeown were tasked with registering the Society with the regulating authorities in Belfast and Dublin.

D.Humphries reported that CIÉ had identified Cabra as a potential site for a new Dublin base once the time comes to vacate Inchicore. A team is now looking at the minimum facilities needed to set up a base there and, funds allowing, the ideal requirements. But to do it properly would be one of the RPSI’s biggest ever challenges and would be a multi-million euro task.

M.Tennis asked about the provision of a turntable at Whitehead. J.Lockett replied that the 2020 Committee was looking at the development of RPSI facilities in Whitehead and Dublin. A £3.5m scheme for the former has been drawn up and various grant bodies approached. These were being expanded through discussions with cross-border bodies to see if Dublin can be similarly funded. In the short term, planning permission for the station building at Whitehead is due to be considered by the authorities early in May 2010. If the purchase of the extra land around the Whitehead site is successful then a turntable will be part of the plans for its use.

D.Humphries reported that Irish State Coach 351 is now sitting in splendour at Utrecht in Holland in the company of similar royal vehicles from all over Europe. He said it was a credit to all involved that it didn’t look out of place.

That being all the business, D.Houston thanked all those present for attending and closed the meeting.

Signed: _____ *Chairman* *Date:* _____