

Minutes of the Annual General Meeting held at the National Railway Museum, York, on March 7, 2020 at 11.00

The Chairman introduced the day's proceedings and welcomed all attendees. It was rewarding to note that despite the growing concern over the Coronavirus which had been expected to lessen the numbers attending, in reality, it was the largest attendance for some years – over 70 members were present.

Apologies

The following members had expressed their apologies for being unable to attend: Executive Vice President, Jim Blake, Steve Froggatt, Melvyn Glaves, Mark Vadden, John Glover, Alex Williams, Vice President Mike Baker, Stephen Baker, Board Secretary Nigel Hutchison.

Approval of Minutes from 2019 AGM

The previous year's AGM Minutes had been published in the Deltic Deadline as well as copies being provided for attendees on this day. There were no matters raised from the 2019 AGM, so the Minutes were passed.

Chairman's Review

Murray Brown began his review by saying 'what a year – for the wrong reasons'. The serious failure of D9009 a year previously had had a major impact on the society and he thanked the Board for their untiring work. A huge amount of additional work and worry had been caused by this failure. He singled out John Williamson and Jim Dediccoat who had dealt with the insurance company. Graham Clarke had also put in a huge number of hours dealing with the fall-out, including dealing with visits from a forensic engineer. Alycidon had been brought back to Barrow Hill after months out in the rain at Burton-on-Trent, but one bogie still remained at Nemesis' depot there.

But it was not all bad. Out of the blue, and thanks to Pete Stojanovic, a tie-up with Siemens Mobility had emerged in which the DPS would provide training facilities for Siemens apprentices. In return Siemens could offer engineering facilities for various DPS repair activities. Siemens' Tony Kornas, was present and said a few words about the collaboration.

The chairman mentioned how much tidier the Barrow Hill depot was and particularly singled out Darrell Marsh and his family, along with John Williamson, all of whom had converted the power unit house into a meeting room.

The new depot heating was also a positive development for which Dave Greenwood was praised.

The society continued to rent space out – Besides the on-going use by Sheaf Engineering, the owner of Class 40 D213 was also having space in the depot.

There were changes in personnel to report:

Mechanical Engineer Alex Williams had decided to stand down and he was thanked for his efforts. Seven years trouble-free running on the

main line with Alycidon was some achievement! Graham Clarke was taking over his position.

Natalie Marsh was standing down from editing the Deltic Deadline and the chairman invited President Neville Davies to present Natalie with a model for her 'N' gauge layout. A model for Alex Williams would be presented to Alex at a later date in view of his absence.

Robin Johnson was welcomed as the new editor of the society's journal and Paul Gildersleve was welcomed as our Publicity Officer. Both gentlemen were introduced at the meeting and were wished well in their roles.

Murray Brown thanked all members present for their continued support in what had been a difficult year but in which there had been the unexpected fillip of the Siemens venture and the numerous successful visits made by 55019 to heritage railway galas.

Presentation of Accounts

Finance Officer John Williamson went through the Accounts with the attendees in his usual explanatory and 'easy-to-follow' way. He reported that membership fees had increased thus improving income and donations following D9009's failure had also increased.

No major legacies were received in 2019 and expenditure was curtailed pending the outcome of the society's insurance claim on D9009.

A surplus Warflat wagon was disposed of at a profit of £4,000.

On the expenditure side, the bulk was accounted for in items purchased for 55015's restoration and bogie refurbishment.

A high speed run on the Great Central Railway was made by 55019 to assess suitability for further work to develop it into a main line operational locomotive for which there was consumables expenses.

The result of the year's operation was a surplus of £30,467.

Looking towards 2020, John Williamson explained negotiations with the insurers was still on-going but they had agreed to fund the damage.

Additional funds from DPS will be needed to provide additional electrical protection and other items prior to seeking main line accreditation. The original bogie from D9009 was still awaiting repair as all major expenditure had been put on hold until the insurance investigation had been completed. It was expected 2020 would be difficult with income levels way below those for 2019.

The Accounts were accepted and passed by the members present and the chairman thanked John for his dedication and professionalism.

Directors' presentations

Before inviting the Board members to say a few words, the chairman wanted to thank absent Secretary Nigel Hutchison for the countless hours he had put in with the society's work. He hoped he would be back next year – to take the Minutes!

The chairman then read out Darrell Marsh's report and took the opportunity to praise Darrell and his team for their immense effort in attending open days and heritage railways and giving so much of their time in the process – this was such a valuable source of income which often resulted in new members joining. Darrell revealed he had another model in the pipeline, due later in the year which should prove another lucrative source of income.

Richard Walsh, Education Officer, outlined the talks given about the society, shared with Murray Brown. He also had a senior contact in the Army and there will be a tie-up with the military relating to Royal Highland Fusilier. Richard was also progressing securing museum accreditation which should open the door to funding opportunities. VLO Mike Hallam Rudd paid rightful thanks to the ever loyal volunteers at Barrow Hill and explained to the audience the large number of events scheduled for 2020.

H&S Officer Dave Greenwood was pleased to tell members that the lot of Barrow Hill volunteers was to be greatly improved by the purchase and installation of a wood-burning hot air heater. This will run on wood pellets and the Society was able to obtain a rebate thus making this amenity an inexpensive investment which would benefit volunteers enormously and prevent condensation on the locomotives.

Acting Chief Engineer, Graham Clarke, gave an excellent and information presentation to attendees attempting to explain the failure of Alycidon on its March 2019 railtour. He gave his view as to what might have happened which caused this catastrophic failure to all six traction motors and one generator. Besides all his vast amount of work spent on D9009's serious incident, he explained how he was seeking expertise as to fitting protection equipment to prevent this occurrence happening again. Serious amounts of funds were required.

55019's Engineer, Stuart Page, gave a run-down on Royal Highland Fusilier which was much in demand and, because of the failure of Alycidon, was the Society's only revenue-earner from the heritage railways.

Pete Stojanovic, Power Unit Engineer, gave a review of the engine hours amassed by all the power units in the Society's possession, both in locomotives and spare on the depot floor. He told members we were reaching the time when many of these units were attaining high engine hours and whilst we were ok in the immediate term, we should be looking at how a power unit could be overhauled (by external contractors) and its engine life put back to zero hours. To do this would cost several hundred thousand pounds.

Elections to the Board

There were four positions to be filled, these four retiring by rotation. As there were no new applications, the members approved their re-election by a large show of hands, these being:

Dave Greenwood – Health & Safety
Darrell Marsh – Sales Officer
John Williamson – Finance Officer
Mike Hallam-Rudd – Volunteer Liaison Officer.

Candidate for Ratification

Similarly, the members present readily agreed to the ratification of election to the Board of Michael Palfreyman – Locomotive Manager (55009)

Questions from members

The Board answered questions from the audience as follows:

1. Modifications to our locomotives

Graham Clarke responded by saying that modifications adopted to No. 9 will be applied to the other two Deltics in our care. In particular, this related to introducing protective equipment to mitigate against such a failure as occurred to No. 9 happening again.

2. ***Plans for 60th anniversary***

Mike Hallam-Rudd advised that because of the failure of No. 9, this had precluded trying to arrange a multi Deltic event or events at heritage railways, despite willingness of some heritage railways to stage such a celebration.

3. ***European Rail Train Management System (ERTMS) – any progress?***

This in-cab signalling system was being rolled out across the country in stages and Graham Clarke told members that the DPS was not on the list of freight locomotives (understandably) which were to be the first priority as regards fitting. He advised it would be difficult to fit a Deltic because of the limited available space in the cab to fit the equipment – would probably require a cab re-design.

4. ***Were there any plans to have a Deltic name on a Train Operating Company's trainset to mark the impending 60th anniversary?***

There was indeed a possibility. Richard Walsh reported one of his TOC contacts would entertain this idea.

5. ***Hours on power units – what could be done?***

Pete Stojanovic advised several of our units were attaining high engine hours, one in particular. It is the intention of the Board to address the issue – we would like to see one power unit (probably the one disassembled by Paxman many years ago and still in crates) re-assembled and reset the engine hours to zero. There would be a huge cost – but we must pursue this option.

6. ***Could there be an appeal to the membership?***

The chairman replied members had already responded generously to the failure of No. 9 and there was a limit to which we could keep asking members to donate. The Board was seriously looking at alternative funding avenues.

7. ***Was the DPS liaising with Locomotive Services Ltd, Crewe?***
(owner of Royal Scots Grey and Gordon Highlander)

The answer was "yes". LSL had sent one of RSG's power units to a specialist repairer and the DPS was keen to keep in touch as regards using the same repairer if feasible. We had lent LSL our lifting beam. Two of the Board were planning to go to Crewe to meet up with LSL managers.

8. ***Could any 60th anniversary event involve the National Railway Museum?***

Events (failure of No. 9) had precluded any such move but in addition, the NRM had decided not to have D9002 on its operational list of diesel traction, this being a further blow to staging a Deltic gathering in 2021.

9. ***Is the DPS insular?***

The chairman responded by saying we did well with publicising

what we do. With the railway press – several articles had appeared and the national editors had all been supportive of publicising our appeals. Looking at a wider audience, talks had been held with the A1 Steam Loco Trust to see how they appeal to the general public and the DPS was approaching documentary television film makers to interest them in the ideas of a feature on Deltic locomotives and their place in high speed travel. So far, there was no interest.

Any other business

There were no other matters raised.

In closing the meeting, the chairman thanked members for attending and invited them to enjoy the speaker in the afternoon – Michael Crabtree, formerly of Doncaster Works.