

## Board Members Reports to the AGM

### Chairman's Report

Is our glass half empty or half full? I would suggest for our society, definitely half full. In what has been a bizarre year, a considerable momentum has been achieved.

The Covid saga has taken its toll on us, not, mercifully, to my knowledge, in terms of casualties, but in delaying us progressing a multitude of activities.

Barrow Hill management approved a system devised by Secretary Nigel Hutchison to allow volunteers on site, all protected by distancing, cleaning methods and even our own portaloo. This worked well, but later Covid restrictions saw the DPS depot become vacant on a weekend.

The use of computer technology has seen numerous meetings held by 'Teams', and several of our Board members feel they got more accomplished than previously because of the use of 'Teams'.

Much time has been spent on researching fundraising for potential grants - there is no easy 'fix'. We still seek a Fundraiser to work with the Board. Whilst we have sufficient funds to repair D9009, we still need more to meet the stringent requirements to allow it to be granted main line certification. The failure of Alycidon brought it home that we need a back-up if either locomotive is not available and so allow us to earn the valuable income.

Notable milestones in 2020:

- \* Contacting and aiding the Lancashire-based engineering company which is overhauling a Napier power unit for Locomotive Services, Crewe, owner of 55022 Royal Scots Grey and lending equipment and manuals.
- \* Being selected to join the lottery-funded 'Heritage Compass' organisation which offers charities advice on prospering.
- \* The wonderful success of the DPS Friends scheme which is now bringing in some £9,000 annually. I sincerely thank you all and I'm looking forward to arranging some 'thank you' events for those of you who kindly donate.
- \* Receiving the repaired traction motors from Sulzer for D9009.
- \* Continuing the preparations to start the tutorial for Siemens Mobility.
- \* Launching the appeal and drive to return 55019 to the main line.

The year saw two of our 'brethren' move on to pastures new - Deadline editor, Robin Johnson, who despite being in post a short time, brought a new perspective to us all, and Natalie Marsh, long time social media editor. Thanks so much to you both. We welcomed Paul Gildersleve as Publicity Manager, Deadline editor and Social Media editor (that's dedication eh?). We are expanding our social media involvement in our quest to widen our appeal to a larger, and not necessarily railway orientated, market. We have applied for membership of the Rail Forum Midlands, a gathering of some 250 rail orientated businesses, with a view to extending our involvement with the wider railway community.

It is my real pleasure to thank all the Board members for their outstanding

involvement – they certainly smile in the face of adversity, for at least three of them have suffered from personal trauma during the year. They really are the reason why the DPS thrives. The other reason we thrive is you, the member. Thank you so much for your continued support. All our membership is managed in an exemplary manner by Rosemary Brain, an absolute gem, and a pleasure to personally thank her publicly.

Looking ahead – D9009 should be running later this year and as soon as heritage railways bring back their diesel galas, so will 55019. And there are plans for D9015! The glass is filling up!

**Murray Brown**

## **AGM Sales Officer and Depot Manager Report**

### *Sales*

Due to the worldwide Covid 19 Pandemic the sales stand, like our locos has not been able to visit any gala events or model shows since Model-Rail Scotland in February.

Time has been spent on promoting sales via the webshop by adding more products in all our ranges along with advertising new items on social media. Sales through the webshop from the last event in February to the end of 2020 totalled £12860.53.

Over the Christmas and New Year holiday some slow moving stock was identified and listed on the DPS Commercial Services E-bay shop which proved very successful in January.

Looking forward to 2021, early indications are it will be the same as 2020. Livery samples for the much anticipated Accurascale Deltic models have been received. There were a few minor alterations to be made. Delivery of the production models is expected to be summer 2021.

### *Depot*

Sheaf Engineering continue to occupy all of No.3 road in the depot. This has been the main income stream this year and covers the ground rent we pay to Barrow Hill.

Beginning of the year and again from August to October saw Class 40 D213 Andania stored in the depot for dry storage. D213 was then moved out so that 55019 could be brought in for winter meaning all three of our locos are in the depot together for the first time in several years.

The extended cab from 55008 returned to the depot in October and was placed in position as the centrepiece of the display area. Photos have been in a recent issue of Deadline. Final restoration will commence when we start back at the depot.

During the first lockdown time was spent preparing some information boards for the display area. These were put up in the depot in October. Thanks to Bethany Marsh for preparing and arranging for the boards to be made.

In the time between lockdowns time has been spent on a depot tidying plan. This has seen the VDA van emptied and sold, various redundant items in the depot disposed of, new cabinets put in place for paints and other hazardous materials, parts for D9015 sorted into a smaller area creating room between No1

road and the stores and a new oil and coolant preparation area. There is more to be done once we can get back to volunteering at the depot.

**Darrell Marsh**

## **Power Unit Engineer Report**

As well documented, Covid-19 over the past year has slowed down our plans for the power units.

Once we can return to Barrow Hill work will restart on power unit 451 which was timed up during its reassembly. B bank was found to be 5 degrees out. This should be a quick job to rectify. The rest of the power unit should then be reassembled in a few working days.

We have tried to recover power unit 417's main generator, which is giving a poor insulation reading. We placed a heater under the generator, and the armature recovered to 2.5 Meg. Unfortunately, the windings have not recovered, so more attention is required.

2 new collector drums are expected to be delivered in the coming weeks subject to Covid-19 relaxations.

Regretfully no other work has been progressed during this period.

Once we can return to Barrow Hill plans will be formulated to recover this lost time, would you consider helping us if you have any spare time and want to see and hear the locomotives out and about sooner, get in touch with the VLO details can be found within Deltic Deadline or on our DPS Website.

Thank you.

**Pete Stojanovic**

## **Publicity Officer Report**

During the year I had five articles published in the railway press. Of these, four were historical articles relating to our three Deltics with the final article being put together with input from the Chairman on the situation regarding D9009.

Additionally, I have sent out many press releases primarily to the editors of the railway press. Early in the year they were regarding proposed heritage railway visits but moved on to weekly reports from Barrow Hill. Thanks go to Mike for helping to make the latter a regular occurrence. The information from these Barrow Hill reports are seeing light in some of the monthly titles.

*Social Media Editor*

I've only recently taken over this roll and so far, this has primarily been

undertaken in conjunction with MINC. This is the company that we have hired to assist us in getting ourselves known to a greater audience than has hitherto been the case. This is currently a three-month contract which should run until the middle of April. There are regular updates (about three times a week) on Facebook and Twitter. James from MINC has obviously still got more work to do for us and this will include getting ourselves known amongst groups who may not previously have heard of us. Additionally, I am posting on Facebook and Twitter when something arises. As an example, that has included the announcement of the intention to return 55019 to the main line, the death of Sir Tom Moore (relating his Deltic connection in The Duke of Wellington's Regiment) and the pre-production Deltic models from Accurascale.

#### *Deltic Deadline Editor*

I took over this role from Robin Johnson at the end of 2020 and at the time of writing my first edition is about to be posted to members. I definitely jumped in at the deep end and initially had to purchase the necessary software and then learn how to use it! A steep learning curve was negotiated which will hopefully leave me in good shape as we go forward. The magazine is currently being published just under three months late. During 2020 there were only three issues published and it is my intention to publish five in 2021 and hopefully to get the magazine back on schedule by the end of the year.

**Paul Gildersleve**

## **Engineering Report**

Progress is delayed by around 10 months so far, due to restrictions that have come into force throughout the year in response to the COVID-19 Pandemic. Safety of all our members, especially volunteers in the context of this report, is our top priority.

During the warmer months of 2020, it was possible to complete some work, but with reduced numbers of volunteers on-site at Barrow Hill under strict COVID-19 Safe Arrangements. I am most grateful to my colleagues who worked hard to design, implement and train out the new arrangements to volunteers and all our Responsible Officers who oversee safety when the Depot is open for work.

The following is a summary of what was achieved during the past year 2020/2021:

- Full diagnosis of D9009's electrical power system condition, following the severe electrical failure near Edinburgh in March 2019.
- Six Traction motors were returned from Sulzer Electromechanical Services following extensive repairs, including 2 field frames and 2 armatures fully rewind. This work was paid for by a successful insurance claim.
- We are extremely fortunate that the claim was successful and we must learn lessons from what happened, because we will not be so successful in claiming off our insurance, if we have a problem like this ever again.

- The biggest lesson is that the condition of equipment needs to be assessed over the long term, because normal planned maintenance is not designed to do that. Planned maintenance looks at the condition of equipment at a scheduled point in time and carries out remedial work as planned and in response to what is found during checks of the equipment.
- We have sought professional advice and a Component Overhaul Instruction is required. This will be designed and put in place with the support of our loco certification body.
- 55019 has had the air tanks partially removed for 10-yearly Inspection, Testing and Re-Certification. No. 1 end still needs stripping, when we are able to make a safe return to the Depot.
- 55015 has had the fully overhauled engine mounting feet fitted to the engine room floor.

The following sub-contract work is due to start soon on D9009:

- Removal of 6 motor contactors, both generator cut-out switches and the reverser for overhaul.
- Replacement of 8 Traction Motor Cables.
- Re-assembly of the cast bogies, including fitting the traction motors following repairs (see above).

**Graham Clarke, Head of Engineering CQP MCQI MIET**

### **Volunteer Liaison Officer report**

Well, what a strange year it was, and will continue to be so for some time yet. Despite all what has been going on in the world our band of loyal supporters have continued to do a great job within the limitations imposed on us due to lockdowns which massively impacted on the number of days we could attend to somewhere around 22 compared to approximately 100 in a normal year. On behalf of the Society, I express my Sincere Thanks to ALL who attended.

During the year Nigel Hutchison and I seized the opportunity to revamp all of the Volunteer related forms as they were long overdue a review. Many hours on the phone were spent, dozens of e mail exchanges and even 1 socially distanced meeting at the A1 Peterborough Services on what was Obviously as you are all aware the 6 planned visits for 2021 implemented, we are now on V4, Portaloo installed as we were stopped from using the BH facilities, Darrell installed a new hot water hand wash facility and one of my old suppliers (TORK Systems) provided new soap and towel dispensers.

Following this and with the return after lockdown 1 all the RO's had a complete and thorough Refresher, all the volunteers were then treated to the same on their returns which was made easier and clearer by the forms review. Sadly, we have had 2 new volunteer offers from engineering competent people, 1 has been inducted but as yet they have been unable to attend. I have had 3 more since Christmas. Hopefully, some of the Siemens apprentices will be joining us soon.

We are now working on a pre booking-in system as we needed this to control our numbers, this has been very successful and will be the way forward when we get back, it is a great help to engineering. Initially after LD1 we limited ourselves to 12 volunteers, after LD2 it was 6 plus a Non-Working RO, again the Non-Working RO will be a new procedure.

Looking forward to getting back, there will be a lot of catching up to do and working closely with Nigel and Engineering I am planning to get as many days in as possible. We have a big opportunity and I want to make sure that we do not miss it.

**Mike Hallam-Rudd**

## **Education Officer Report**

### *Education*

With the past year having been taken over by the COVID-19 pandemic and its devastating consequences, very little has happened in terms of educational talks to groups and societies. As you are all only too aware, the restrictions around meeting up in groups has meant that all activity in this area has ceased, except in an online format. However, at the time of writing, there is one talk by virtual means in the pipeline.

### *Museum*

The DPS is registered with Museum Development East Midlands in terms of acquiring Accredited Museum status. However, in order to progress to full status, it is necessary to demonstrate security of tenure for the depot at Barrow Hill. The depot itself is owned by the DPS, but the ground upon which it stands is owned by Chesterfield Borough Council (owners of the whole of the Barrow Hill complex) and is leased to Barrow Hill Engine Shed Society. To date, it has not proved possible to obtain a sub-lease from Barrow Hill Engine Shed Society and this means that proof of security of tenure cannot be provided. Failure to secure museum Accreditation impacts upon the ability of the DPS to obtain grant funding. However, this does not mean that the DPS could not obtain a lease of premises elsewhere additional to that at Barrow Hill and establish a museum at that site, which may have a greater footfall.

### *Governance*

This generally refers to how the DPS is structured and run. The DPS is both a charity registered with the Charity Commission and a company limited by guarantee registered at Companies House. This means that there is dual regulation in terms of being a charity and a limited company. The primary governing document is the Memorandum and Articles of Association, which was first drawn up in 1991, but has had a couple of minor amendments over time. As can be imagined, in 2021, the document is now outdated and no longer fit for

purpose. Work is now under way, in conjunction with solicitors, to completely overhaul the Articles of Association and bring them into the twenty first century.

#### *Board Restructuring*

Under the current system, the directors of the DPS each have an area for which they are responsible but authority rests with the board. This is not an ideal situation and can lead to 'silo' working on one hand and a feeling that an individual director is 'on his own' in terms of getting things done in his area of responsibility. Accordingly, it has been decided to move to a committee system which will create a few

interrelated teams working together in a way that is more appropriate for the challenges of the modern day. The committees have been formulated and terms of reference drawn up for each of the committees so that there is clear understanding of the role of each committee. One of the advantages of the new system is that people who are not members of the board have a chance to be involved in the running of areas of the Society that are of interest to them. The committees will have budgets delegated to them which will enable faster progress to be made.

**Richard Walsh**

## Membership Figures 2018 AGM to 20 February 2021

	AGM 2018	AGM 2019	AGM 2020	AGM 2021 20/02/21
ADULT	415	419	440	450
JOINT	40	48	50	53
SENIOR	173	188	205	189
JOINT SENIOR	42	41	39	34
JUNIOR	4	5	5	5
LIFE	161	156	153	154
JOINT LIFE	34	33	33	32
<b>TOTAL</b>	<b>869</b>	<b>890</b>	<b>925</b>	<b>917</b>
NEW		69	32	7
LAPSED		48	4	1
REINSTATED			2	

**Rosemary Brain, Membership Secretary**