

ICON



The newsletter of the Ivatt Diesel Recreation Society

Welcome - Where We're Upto:

2017 has been a year of change at the IDRS.

First of all, our Secretary Stuart Smith passed away in August after illness. Stuart had many contacts within the rail industry, which have now been lost. This sad news fundamentally upset and knocked all at the Society and we wholeheartedly continue to keep his family in our thoughts and prayers.

In this age of instant gratification and instant news it seemed to the larger railway community, that the society had closed because no fresh social media or web posts had been made since shortly after purchase of the class 58 locomotive in the latter half of 2016. This impression was compounded by the hand of fate which had decreed that none of the three trustees used social media and so were unaware of rumours of the project's downfall, or, able to post otherwise. In July, Dave Kew inspired a resurgence of interest and focus, leading, in August, to an Annual General Meeting at Swanwick Junction on the Midland Railway.

At that meeting it fell to me to be elected as Chair for the coming year, on the basis that I had experience chairing charities in the past. It has been a fascinating few months and by far the hardest chair I have sat on! It has notably been a lesson about how difficult progress can be when you are reliant on a wide range of other people, who have full time lives beyond the society. Communication has been a particular problem, with many non-responders and others replying initially but then going quiet.

But things are looking up! We have willing and able supporters and, fingers crossed, before 2018's AGM, some work should take place, although I can't announce this yet.

We are looking for volunteers willing to give a hand with fundraising schemes including grant applications which would be likely to include an aspect of education and information about the LMS loco design and its place in engineering history.

We have a unique project, to recreate an example of Britain's pioneering mainline diesel design, from which many were descended, including the class 58 from which the frame will be based. We have the opportunity to tell the story of British engineering both in terms of railways but also the wider sphere, since our I6SVT engine comes from a nuclear bunker; an interesting tale to tell, to say the least.

The future is bright, they say... the future is black with silver lines.

Andrew Hoseason

Project Manger's Report:

Hanson Haigh, our project manager, has produced a plan which could be achieved in the next 12 months, capital and volunteers permitting. This calls for the construction of covered accommodation, either to house the components taken off the 58, or, a proper shed for the loco and parts. Fundraising toward this aim is our next goal. We hope to have discussions with Peak Rail in the near future.

AGM Report:

The society's AGM was held on 19th August at the Midland Railway Centre, Swanwick. During that meeting additional trustees and officers were elected to agumnet the three previously in place.

These are:

Tony Ellershaw - Website manager

Paul Etherington - Lead engineer

Hanson Haigh - Project manager

Andrew Hoseason - Chair and Publicity officer

Dave Kew - Interim Secretary pending permanent appointment (*since replaced by Mark Walker and/or other officers working in partnership*)

Derek Payne - Membership Secretary (*Also to continue Treasurer duties to the end of the calender year*)

Michael Prince, - Treasurer

The date for the 2018 AGM is set as 1pm, Sat 28th April, Aston Court Hotel, Midland Road, Derby, DE1 2SL



Engineers Report:

A class 58 (58022) has been purchased along with a 16SVT engine, both have been transported to Rowsley. Thousands of hours of preparation work has been undertaken by the societies engineers. Our lead engineer, Paul Etherington, has drawn up a plan showing how the 58 can be stripped by volunteers with some professional assistance.



With adequate resources and /or finance the above is achievable within a 12 month period from implementation of the basic steps first. It will require a minimum working party of three with suitable abilities and work ethic working either one day every week upon the loco OR Friday Saturday and Sunday once a month. (07.30 to 18.00) this will also require paid contract professionals and a minimum working party of five for seven days consecutively during equipment removals and storage.

The 16SVT engine under wrapps