



The Newsletter of the Ivatt Diesel Recreation Society

View from the chair:

Mark Walker

Welcome to Issue 2 of our newsletter. It is a pleasure and an honour to be writing this as the newly elected chair of the society.

As some of you will know, the project started back in 2011, and although we have been rather quiet of late, work has been continuing in the background, and we are now in a good position to step back into the public eye with our new campaign to raise funds for a set of bogies to go under our loco.



Later in the newsletter, our Secretary Andrew Hoseason mentions those trustees and members who have gone before, and who laid a lot of the groundwork that we can now build on. I would like to add my thanks, and also thank the new trustees, who are already doing a great job & Tony Ellershaw, who is in charge of our sales stand and shop, Michael Prince, our Treasurer, and Andrew, who after a spell as Chair, is now your hardworking Secretary, and has already tolerated many, many questions and requests from me, often well into the early hours of the morning, as we get everything back on track for the future. We wouldn't be where we are right now without his huge effort and patience.

We have already achieved what for many groups is the final target & the purchase of a loco, not to mention a very well maintained and low hours 16SVT engine. For us this is just the start. The next target is to purchase and refurbish the bogies. The good news is, as Andrew mentions later, everything we want to do is achievable, and the level of planning that has already been done means that we shouldn't have too many surprises along the way. Although you won't see many of them around on Facebook, we have an excellent backroom team with a huge amount of technical knowledge between them, who are ready to start turning the plans into reality.

After a quiet couple of years, everything is now in place to move forward, but the key to our success is you. We need your support, from donations, to helping on the sales stand, to getting out your spanners, and telling anyone who will listen what we are up to. There is a job for everyone, so please get involved in whatever way you can. In the meantime, check out our new website at www.lms.10000.co.uk and if you have any ideas or comments about the project, please get in touch!

In this despatch;

2017 report

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Tail Lamp



Our "Bogies" campaign has been launched



Class 77 "Juno" was scrapped in 1986 but her bogies survive.

We would like to buy them for 10000.

See page 2 and 7 for fundraising details and benefits for donors.



© Michael Morant

LMS 10000

Britain's first main line diesel locomotive

The next challenges ahead

- ⇒ Buy and restore the bogies
- ⇒ Strip 58022, sell unrequired parts and restore chassis
- ⇒ Obtain under-cover restoration facility
- ⇒ Obtain a 37/0 locomotive and other parts.

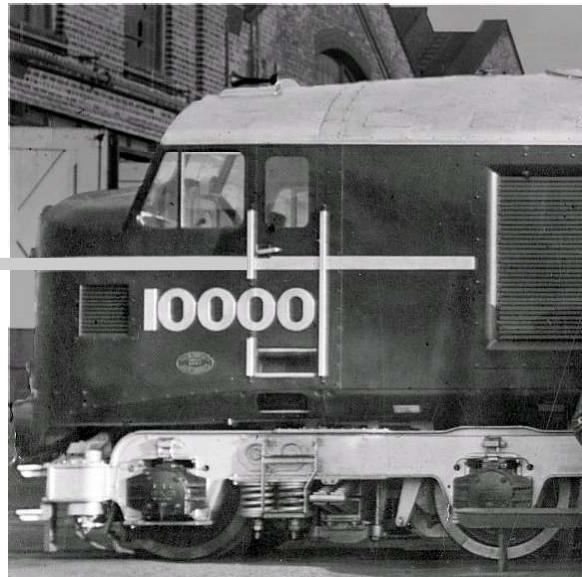
Now is the time to purchase and overhaul the bogies, the sole surviving example of the right pattern bogies, previously used under a Class 77 electric loco.

Let's Buy the Bogies

We need £40,000 to purchase and restore the bogies and chassis.

Every contribution, large or small, will help achieve our goal.
Would you miss £5 per month ?

An independent assessment of their condition has already been provided. We can restore the bogies along with the chassis provided we begin now.



Used with the kind permission of Mrs. Jean Harrington

1. Cheques—pay direct into your local Lloyds branch to 30-94-77 50405860 Ivatt Diesel Re-creation Society.
2. Cheques—post to the IDRS Treasurer, 2 The Square, Bestwood Village, Nottingham, NG6 8TS
3. Donations can be made via our website: LMS10000.co.uk
4. Online banking - donations can be made in instalments of £5 a month or more by Standing Order to Lloyds 30-94-77 50405860. Ivatt Diesel Re-creation Society.

Please let us know, by email phone or post, that you have made the first payment to ensure your donations are tallied toward the benefits noted below.

Sponsor parts

In our website shop you can sponsor individual components required during the restoration. LMS10000.co.uk

Benefits:

- * Regular donors are offered membership of the Society, without further charge, along with copies of our newsletter.
- * Donors of over £1,000 will be offered a free seat on 10000's first passenger train.
- * All other regular donors will have the opportunity for a free seat on one of 10000's first passenger trains.
- * These benefits apply to all donations made since 2011

2017 Report

Andrew Hoseason

In the past 8 months since the last AGM, my principal tasks have included Increasing the Society's visibility to the members and the public. Together with the website I have obtained access to the Facebook, Twitter and G+ accounts and posted to Nationalpreservation.com



Many people have been involved with the Society for longer and have shared Their knowledge and experience. I would like to thank the following for all their assistance: Don Asher, Mark Batchelour, Paul Etherington, Hanson Haigh, Dave Kew and Derek Payne who, between them, have spent thousands of hours preparing this project for the stage we are about to begin. Their knowledge and experience has vital toward achieving our aim.

The Society owns a 16SVT engine and a Class 58 locomotive. Many more components are required and inevitably they will cost a few pennies. Collection and refurbishment of components is a necessary but not so exciting stage of the overall process. But it is a necessary stage and very much one that has come. We need components from classes of locomotives currently registered to operate on the main line, although many are stored unserviceable. The remainder will be withdrawn in a relatively short period. So we have a challenge to respond to.



Luckily, we all know that our project can succeed. Taking example from re-creations such as County of Glamorgan and other steam locos made from parts of the last ten locos to leave the scrapyard at Barry; from the inspiring work done by the Baby Deltic project, not forgetting Tornado. All these projects have led by example, both to you and me and to the general public.

We know that the end result is achievable. It takes effort, money and commitment. These things are not taking us by surprise. The next couple of years are critical for the project. In our previous newsletter Hanson Haigh mentioned that we hoped to meet with Peak Rail in the near future. We had intended to meet in March but snow put pay to that meeting. A fresh date has been requested. Our aim is to build on our relationship with that railway and establish a renewed agreement for the future.

We look forward to building engineering and publicity teams to achieve our goals. With a common goal, each of us, individually, can contribute to fundraising and publicity, both in our own local areas as well as engineering jobs on site.

How you can get involved

Your input is valuable to the Society. Face to face conversations are the best way of spreading the message and attracting donations toward 10000's rebirth.

Please contact us on info@LMS10000.co.uk, call 0755 162 1685 or post.

Leaflets - We need to distribute leaflets to heritage railways, museums and libraries throughout the country. Then maintain the stock once a year. Surely most members can help with this. Can you ?

Talks - Can you give a talk or presentation to a local railway meeting, or non-railway groups such as the U3A, Lyons Club, WI? We can provide scripts or notes for talks, along with a DVD with video recordings of the Twins. A Powerpoint presentation is also available.

Your audience may well be willing to donate £5 per month, whereas they would turn down a larger sum. Everything counts toward 10000. Talks are particularly relevant in areas in which the Twins plied their trade; the London Midland and Southern Regions.

Galas – We have a sales stand and exhibition stand including a small model railway and a 5" model of 10000. Can you spare half a day at a weekend gala to help share the message with fellow enthusiasts? With four members we can share the task out so that no one person has to stand there all day (unless you enjoy chatting to interested people!)

In this period before hands on work on the locomotive, members can help raise public awareness and fundraise at diesel focussed events. Below are events we would like to attend. Our website events calendar also lists them: <https://lms10000.co.uk/events>

East Lancs 6-8 July	Great Central 7-9 th Sept
Gloucester & Worcester Railway 27-29 July	East Lancs 22/23 Sept
Crewe Heritage Centre 2 nd -4 th August	Worth Valley 29 th Sept
Embsay Rly 11/12 th Aug	Llangollen Rly 29 th Sept
Ecclesbourne 11/12 Aug	Severn Valley Cl 50s 4-6 Oct
Heritage Shunter Trust 01/02 Sept	

Volunteer opportunities - please contact info@LMS10000.co.uk

Local radio interviews. We can supply notes. We much appreciate speakers with accents local to the listener's areas.

Talks to local groups, both railway orientated and not. We can supply notes, a powerpoint presentation and a video.

 Always feel free to call me ! Please get in touch at any time to discuss how you could help achieve our aim. 0755 162 1685

Fundraising summary

The full cost of building 10000 may come to £750,000. That figure would be much higher if 10000 were to be constructed to standards necessary for mainline running.

We have the following fundraising live appeals:

Urgent essentials

Bogies – purchase, movement and refurbishment £40,000

Class 20 and Class 37/0 parts – purchase and refurbishment £150,000

Ideal investments

Restoration of diesel locomotives is best undertaken under cover. Subject to agreement with PeakRail and capital to pay for installation, we could have covered accommodation for our increasing range of parts.

A modern shed exists at Rowsley South yard, but is regularly full. A new shed would be the best option. There is space within the yard where old locomotive pits exist, though filled in with ash and soil. A roof frame also exists on site, without the superstructure to hold it up since the uprights were gas-axed unevenly.

An alternative complete building has been sourced elsewhere. It could be transported to Rowsley (assuming Peak Rail's agreement of course). Negotiations continue. However the site where the building exists might have already been passed to the scrapping company, in which case we are still on the lookout for a suitable building. News will be shared immediately on our website and social media outlets.

Meanwhile the ideal stop gap would be to rent an industrial estate unit, in which to restore components. Such a unit would also enable members and supporters to visit regularly, which is something that many preservation groups have encouraged us to facilitate. Having a visitable site encourages supporters to have faith in the project. Such units are available locally for £10k per year.

Stripping the 58

The Society owns locomotive 58022 which includes some components that can be reused on other locomotives. Contact is already being made with the rail industry. Our intention is to strip 58022 and sell the items we don't need and to auction the cabs.

Sponsorship

Paul Etherington (Engineer) has provided a short list of items that can be sponsored. They focus on refurbishment of the bogies and chassis.

Sponsorship can be made via our website shop: <https://lms10000.co.uk/>

2 gallon of silver paint x 10 £50 each

10ft of shot blasting x 80 £100

Traction Motor x 8 £1000

Spring x 50 £200

Leaf spring x 20 £500

Sandbox x 4 £375.75

Membership

Since March this year an updated membership system is in use using Microsoft Access. Many members have renewed their membership along returning their permission to keep their data. Thank you to everyone who was able to do that. Some members have not replied and a membership and data form will be enclosed with this newsletter. From August 2018 we will be sending out postal renewal forms.

Midlands Area Group

We would like to propose this group be formed, to meet initially quarterly, but then more frequently once we begin physical work on the locomotive. We will contact members later in the summer to arrange this.

Data consent

The new GDPR law comes into effect in May 2018. While welcomed by many of us as a law which gives us the right to be forgotten by those irritating companies trying to sell us things we don't want, the law is also a source of frustration to charities such as the ours, since it denies us the ability to keep members' contact details if they do not give us consent, even Life Members who do not regularly return paperwork to us. Thankfully most members have returned signed forms. If we have not recorded your consent, a copy of the data consent form should be included with this newsletter.

Social media

Often maligned as a source of trouble and argument in society, social media sites are the Marmite of the online world. We have a number of social media outlets, carefully monitored. They give us the opportunity to spread the message to a wider audience and to contact one another in real time. Luckily we have had no discord within social media to date.

G+: LMS 10000 <https://plus.google.com/u/0/117520821631461117807>

Facebook: <https://www.facebook.com/groups/LMS10000/>

Twitter: <https://twitter.com/LMS10000>

We also have a thread at the following forums:

Fourfooteightandahalf: <http://fourfooteightandahalf.com>

National Preservation: <https://www.national-preservation.com>

Preserved diesels: <http://preserved-diesels.co.uk>

RailUK forums: <https://www.railforums.co.uk>

Member's private Facebook group

We have a group which is useful for the co-ordination of members. Please feel free to join. To do so ask Andrew Hoseason, Mark Walker or Gavin Slattery to be invited into that group

LMS 10000

Let's Buy the Bogies



Photo: David Benbow

Something missing ? Yes there is !

We would like to put YOU in the picture!

In 1968 BR scrapped Britain's first main line diesel locomotive 10000 .

With your help we can bring the sight and sound of Ivatt's pioneer diesel back to life.

We have the power unit and chassis.

Please help us to raise £40,000 to buy and restore the bogies.

Donations can be made in instalments by Standing Order or pay a cheque into Lloyds Bank 30-94-77 50405860. Acc: Ivatt Diesel Re-creation Society.

Donations can also be made by Paypal via LMS10000.co.uk

Please send your details by email to us when payments are set up.
info@LMS10000.co.uk

- * Can you donate £5 per month ?
- * Donors of £20+ are offered membership of the Society, without further charge, along with copies of our newsletter.
- * Donors of over £1,000 will be offered a free seat on 10000's first passenger train.
- * All regular donors will have the opportunity of a free seat on one of 10000's first passenger trains.

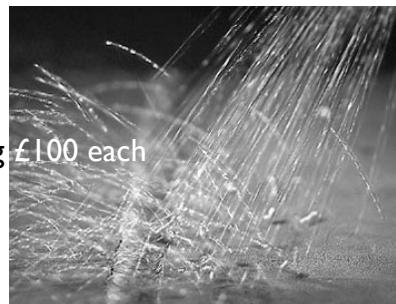
Sponsor items for the bogies & chassis

As we gear up for the restoration phase the number of items required will increase. Here is a selection chosen as a range of items and costs.



20 Leaf Springs £500 each

LMS10000.co.uk/shop



10ft Shotblasting £100 each



50 Coil Springs £200 each



10 x 2gallons Primer/Silver paint £50 each



8 Traction Motors £1000 each



4 Sandboxes £375 each



Ivatt Diesel Recreation Society

Date 2nd May 2018

Mainline / Heritage operation of 10000

Following the Society AGM held on Saturday 28th April, we can now make the following statement regarding the future operation of 10000;

At this time, the position agreed by the society is that 10000 will not operate on the mainline.

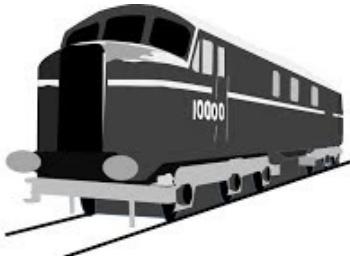
Several reasons for this decision were discussed at the AGM, the key points being;

- To recreate 10000 will be a very costly exercise. To create a mainline standard locomotive will increase those costs very significantly.
- Our aim is to recreate 10000 as closely as possible to the original. Mainline operation would require a number of additional alterations to meet modern safety standards, which would detract significantly from that aim.
- The benefits of mainline operation do not justify the cost and alterations required. Other operators are already experiencing difficulties finding enough business for their locomotives, and we cannot expect to benefit from the type of interest raised by mainline steam operation.
- By the standards of todays railway, 10000 will not be a particularly powerful engine, with an engine rated at 1,600hp. It would not be practical, or in the interests of the locomotive, to operate the size of trains we would require to generate the necessary revenue.
- Maintenance costs for a mainline standard locomotive are significantly higher than for operation on heritage railways, and as stated above, mainline running is not expected to bring in high levels of revenue.

I realise that this statement will be a disappointment to some, but I hope you will understand the reasons given, and continue to support us as we recreate the legend that was, and will be, LMS 10000.

Mark Walker

Chair, Ivatt Diesel Recreation Society



Ivatt Diesel Recreation Society

AGM Minutes of the Ivatt Diesel Recreation Society

Held at Aston Court Hotel, Midland Road, Derby, on Saturday 28th April

Attendees:

Stanley Fletcher, Andrew Hoseason, Mark Walker, Hanson Haigh, Paul Etherington, Tony Ellershaw, Michael Prince, Don Asher, Gavin Slattery, Jonathan Fletcher, Martin Holtby, Tom Fisher, Neil Gove, Ken Armitt, Richard Mellish, Phil Stanbridge, Nick Midgley, Tony Thompson.

1. Pre-meeting meet and greet

The meeting was preceded by a meet and greet session, during which the sales stand was opened, raising £140 for society funds.

2. Welcome and Introductions

The meeting was chaired by Andrew Hoseason, who welcomed all present and introduced the society trustees. We were very pleased to welcome the Society's President, Mr Stanley Fletcher, who was the English Electric engineer with special overall responsibility for commissioning the original locomotives.

3. Apologies

Apologies were received from Derek Payne, John Glover, John Arnold, Paul McLoughlin, Mick Boyd and Tim Aphorpe.

4. Minutes of the 2017 AGM

The minutes of the previous AGM were agreed as a true record of the meeting.

5. Project report

This item was deferred and merged with item 10 on the agenda.

6. Treasurer's report

MP confirmed that he has now received records of the society accounts from DP, and also a list of past and present members. Financial activity over the previous year has been minimal, apart from a small spend on publicity.

AH congratulated MP on the successful completion of the Three Peaks Challenge, which had raised £350 for society funds.

7. Engineering Plan Summary

PE started by saying how pleasing it was to see a good attendance and some new faces in the room. He also thanked MP for his completion of the Three Peaks Challenge. He then gave a detailed summary of the current engineering position of the project, and his advice for the next stages. The key points were as follows;

Now that we have the donor loco and the engine, the next priority must be the bogies, currently owned by the EM2 Society. PE advised he had carried out an inspection and found them to be of good workmanship and quality, and in reasonable condition considering their storage history. Although the tyres have suffered some corrosion, they are of a good thickness, and can be reworked to an acceptable standard.

PE said that it was necessary to establish where work on the bogies will be carried out, by who, and what work was required. The work cannot be done outdoors, but does not necessarily need to be carried out on railway premises. In advance of this, it would be desirable to carry out some preventative maintenance and weatherproofing on the bogies.

It was felt by PE, HA, DP and DA that at this point, mainline running is not a financially viable option.

Although the original plan had been to have axles manufactured, further investigation suggests that Class 20 Traction motors and axles would fit into the bogies. He will look into this further and share information as it comes in. The condition of the existing traction motors was discussed. He felt that it was possible but unlikely that they could be re-used.

When construction work begins, PE said that it will be important to keep an accurate audit trail of all items that are removed, refurbished or bought in. The audit process needs to be independent and of a high standard. He added that we have the potential and materials to build a loco that can be better than the original in terms of reliability and usability.

It will be necessary for much of the work to be carried out under cover, and for this reason, the issue of a suitable shed needs to be addressed as soon as is practical. Although the stripping of 58022 could be done outdoors, there will be a need for somewhere to put all the items removed. PE is looking into the type of lifting equipment that will be required to carry out the stripping of 8022 both safely and legally.

The engine is in need of a full health check. PE felt there is no need to bar over the engine until the oil system is complete, which can be done using parts available from the Class 58 loco.

There is a need to start producing AutoCAD drawings prior to the start of construction, and to start a catalogued library.

Although there are parts on 58022 that we will require, such as brake rigging, there are many other items that may be saleable. It is necessary to complete an assessment of what can be sold and what will need to be scrapped.

There is a need to cost out a full rewire of the locomotive to fit a class 37/0 electrical system. 58022 has unfortunately suffered a lot of cable theft.

Before any work can be started, it will be necessary to re-arrange the meeting with Peak Rail that was cancelled due to heavy snow. Following a question from MP, PE confirmed that all members working at Peak Rail will need to be Peak Rail members.

There was a lengthy discussion about possible options for shed space, what was possible and necessary. Peak Rail have previously said that there is no space available in their existing buildings, but that we would be able to use their engineering facilities. A possible

shed space has been identified, which already has a spur line and pits which can be re-dug. It is not known if Peak Rail would arrange the rail connection.

It was agreed that a meeting with Peak Rail will be necessary before anything definite can be decided or agreed. The changing situation at Peak Rail was discussed. PE felt that this was not an issue of concern, and that Peak Rail would be happy to gain a good tenant and the associated income. PE felt that Peak Rail was in a good location and was a growing and improving site.

The possibility of having the bogie work carried out at the Midland Railway centre was discussed. It was thought that this might be possible.

PE was asked if a price had been agreed for the bogies. PE confirmed that it had not. AH said that there were many views on their value, mainly centred around the value of the copper in the motors. A discussion with the EM2 society would be arranged shortly, to attempt to resolve the issue.

Following a number of questions, it was confirmed that if it was not possible to purchase the bogies, the only alternative was to manufacture from new. Although it would be preferred to purchase the EM2 bogies, the project is not reliant in them, and all required drawings are available to manufacture from new if necessary.

8. Election of officers

Chair: AH proposed to the group that MW be appointed as Chair of the society. This was agreed unanimously.

Secretary: MW proposed that AH be appointed as Secretary of the society. This was agreed unanimously.

Treasurer: AH proposed that MP continue in the role of Treasurer of the society. This was agreed unanimously.

The officers appointed will remain in their roles for 12 months, when re-election will take place at the next AGM.

9. Confirmation of other roles

AH confirmed that following discussion with other members and trustees, the remaining key positions in the society had now been filled;

- | | |
|-------------------------|------------------|
| a) Project Manager | Hanson Haigh |
| b) Engineer | Paul Etherington |
| c) Health and Safety | John Arnold |
| d) Membership Secretary | Andrew Hoseason |
| e) Website | Tony Ellershaw |
| f) Shop | Tony Ellershaw |
| g) Publicity | Andrew Hoseason |
| h) Fundraising | Andrew Hoseason |

PE advised the group that at some point there would be a need to recruit additional engineers with railway experience, as some aspects of the build will require specialist knowledge.

MP thanked AH for organising the display table at the East Lancs Railway Class 40 event. AH said that all the leaflets had been taken. TE advised that there had been a significant rise in 'hits' on the society website since the event.

10. Publicity and fundraising

This item also included item 5 on the agenda.

AH started by thanking everyone for their efforts so far in the project, including, Don Asher, Mark Batchelour, Hanson Haigh, Dave Kew and Derek Payne. In addition he also thanked Paul Etherington for his inspirational report earlier in the meeting. AH outlined his view of the project so far, and his thoughts for the future of the 10000 project. The key points are as follows;

We all know what needs doing, and the task is achievable. However, raising money is the key, and this won't happen without the combined efforts of all society members.

We already have the class 58, and an engine. What is required is a calm and methodical approach, while remaining alert to what needs to be done. There should be no major surprises ahead, and the project is achievable.

a) Approval for adverts / fundraising in Railway Magazine

There followed an extensive discussion about advertising in the railway press. The key points of the discussion were;

Before placing an advertisement, it is necessary to decide on a focus – increasing membership, raising funds etc.

AH was asked how success could be gauged and if adverts were profitable. He referred to a lengthy conversation with Tim Taylor of the G5 Locomotive Company who advised that inserts into magazines were not at all worthwhile, but that adverts within the magazine pages can be profitable in that they revive awareness that the project continues to exist, along with highlighting current fundraising appeals. But Tim advised that adverts must have a unique fundraising or news point to attract sufficient financial responses. After discussion it was agreed by all that, in addition to seeking editorial articles in railway magazines, we can move ahead with carefully placed adverts in the railway media (including magazines of heritage lines and societies as appropriate).

It was felt that the large financial donors are mainly interested in steam locomotives, and that it would be beneficial if we could place 10000 as the link between the worlds of steam and diesel operation.

Before advertising, it will be necessary to refresh the website, as the first thing that many readers will do is go there for more information. It was noted that the website is still funded and/or managed by Mark Batchelour.

It was agreed that advertising for items such as the bogies should not include the target to be raised, as this was currently unknown, and could result in the asking price being raised.

b) Possible members meetings at Peak Rail including cab the 58

AH proposed that the group should look at organising an event at Peak Rail, where members can have a look at the loco, and also as a fundraising effort. MP suggested that such an event would be more successful if tied into an existing event such as a diesel gala. It was agreed that running our event at the end of the day would result in much less interest, and that being present throughout the day in a fixed location would be most beneficial. It was agreed that this issue will be discussed with Peak Rail when the meeting with them is rearranged.

c) Needs and timescales

This item was already covered under Item 7 on the agenda.

d) How to fundraise

A number of possibilities were discussed to raise awareness and funds.

PE suggested that we should look into leaving leaflets at heritage railways, in their existing display stands.

AH said that he planned to telephone existing members, and that he would ask who was available to take leaflets to their local heritage railway.

Mr Fletcher asked if leaflets were available to take away, which AH confirmed they were.

It was suggested that the society attempt to advertise in the existing newsletters and magazines of heritage railways. AH agreed to look into this and suggested that efforts be concentrated on railways with an LMS interest. DA added that there could also be an interest from Southern Region based railways.

AH said that all members have a responsibility to do what they can to help the project succeed. He added that 10000 is a part of history, and that we should aim for the interest of the general public, not just the railway enthusiast community.

AH advised the group of a previous discussion with the G5 group, who had seen an increase in donation when the monthly amount was dropped from £10 to £5. However, it was also agreed that we need to target large donors if the project is to succeed. AH agreed to discuss fundraising methods other groups to establish what has been successful elsewhere.

11. Moving Forward

MW thanked those present for his appointment as Chair of the society, and outlined the key points that he felt were important to moving the project forward successfully;

The Society will need to be visible. The lack of visible activity by the group over the last year has led many people to think the project has ended. The group needs to be seen to be active on social media to raise awareness of our existence and activities.

The society needs to project a professional image if we are to be taken seriously by the public, whose donations will ultimately make this project possible.

The society needs to be seen at events and galas around the country. Given the limited availability of team members, decisions will need to be made about which events are

attended, prioritising those where the attendance is more likely to have an interest in the 10000 project.

Fundraising is the key to the success or failure of the project. The society needs to make it as easy as possible for people to support us by whatever means they prefer.

It is important to ensure that the society no longer has any single points of failure. Access to accounts, social media, websites etc needs to be available to at least two trustees.

We are not the only group attempting this type of project. The society needs to take note of the experiences of other groups, and what factors have made them successful, as well as learning from those groups and projects that have not succeeded.

12. Any other business

Prior to the meeting, a question had been raised by Mr F Kerr, who asked if it would be possible for members to sponsor individual parts of the locomotive. It was agreed this would be possible, and PE agreed to compile a list of suitable items.

MW asked about the other 16SVT engine that is still in the ownership of the MoD. DA advised that the situation was unclear at the moment, as it may still be required for power generation, but that the society is in contact with the custodian of the engine, who will advise if and when it becomes available.

Various fundraising possibilities were discussed, including the production of replica works plates, the placing of donor's names inside the engine room, and the sale of items from 58022. AH will be leading on fundraising and will take these issues forward.

There was a further discussion regarding advertising in railway magazines. It was suggested that the society should look at other potential publications in addition to those discussed earlier. AH agreed to do so.

13. Date of next meeting

The next AGM will be held on Saturday 27th April 2019, at a venue to be agreed.

ACCOUNTS REPORT 2017

RECEIPTS AND PAYMENTS

	Period 01/01/2016 to 31/12/2016	Period 01/01/2017 To 31/12/2017
RECEIPTS		
<u>Donations Legacies and Grants</u>		
Donations	£2,519	£1,359
Subscriptions	£4,805	£120
	<u>£7,324</u>	<u>£1,479</u>
<u>Fund Raising Events</u>		
Buy a Litre Fund	£27	£27
Sales	£0	£0
	<u>£27</u>	<u>£27</u>
TOTAL RECEIPTS	<u><u>£7,351</u></u>	<u><u>£1,506</u></u>
PAYMENTS		
<u>Cost of Fund Raising Events</u>		
Purchases	£0	£0
Gala Costs	£0	£0
	<u>£0</u>	<u>£0</u>
<u>Other costs</u>		
Stationery	£484	
Professional Fees	£240	£0
Material purchases	£204	£0
Meeting Room Hire	£300	£0
	<u>£1,228</u>	<u>£0</u>
58022 Locomotive Transport	£7,800	n/a
Loan repayments (by installments)	£660	n/a
	<u>£8,460</u>	<u>£0</u>
TOTAL PAYMENTS	<u><u>£9,688</u></u>	<u><u>£0</u></u>
NET RECEIPT FOR THE PERIOD	<u>-£2,337</u>	<u>£1,506</u>
Cash Funds as at 31 December	<u><u>£1,161</u></u>	<u><u>£2,894</u></u>

STATEMENT OF ASSESS AND LIABILITIES AS AT 31 DECEMBER 2017

1 CASH FUNDS

Bank Current Account		
Lloyds Banking Group	£1,161	£2,894
	<u>£1,161</u>	<u>£2,894</u>

2 LIABILITIES

Trade Creditors	£0	£0
Other Creditors and Accuals	£0	£0
	<u>£0</u>	<u>£0</u>

3 RELATED PARY TRANSACTIONS

Mr H Haig, Mr P Everington and Mr D Payne are trustees of Ivatt Diesel Recreation Society
Incoming resources includes the following loans and donations from the trustees

Name	Donation	Donation	Donation
H Haigh	£120		£120
P Etherington	£104		£104
D Payne	£78		£105
	<u>£302</u>	Total	<u>£329</u>

D Payne, Treasurer 31st December 2017



Photo used withnd permission of Geoff Plumb

Tail Lamp

Engineer Paul Etherington has managed to obtain a large 10 tonne self supporting lifting beam to help strip down 58022 without need to hire a crane. Thanks to Paul Hook of SSE Knottingly Power Station I who donated them to the Society.

The 2.89m high beam will be useful to act as a pair during bogie strip down, giving the ability to remove motors and lift the bolsters clear of the bogies even lift the frames clear of the wheelsets.

Just as this newsletter went to press we received news that an electrical control cubical previously fitted to a Portugese Railways 1800 class loco has been made available to the Society. More news when we have it.

