



THE GROWLER GROUP

English Electric Type 3 Preservation Society
Owners of 37215 & Custodians of D6948

REGISTERED CHARITY NO. 702237

REGISTERED ADDRESS: 8 COLERIDGE ROAD, NEWPORT, SOUTH WALES. NP19 8HY

THE 34TH ANNUAL GENERAL MEETING OF 'THE GROWLER GROUP'

Held in The Tom Mitchell building Winchcombe on Saturday 14th March 2020

Apologies for absence; M. Collins, A. Laws, J. Garrett, M. Whitcombe.

Dean called the meeting to order, thanked everyone for attending and opened the meeting at 10.15 a.m.

Copies of last year A.G.M. minutes given out to those present M. Stanley proposed they be accepted

P. Smith seconded and passed unanimously

ANNUAL REPORTS OF THE YEAR 2019

Chairman's Report; Dean Tabor

This year has seen a lot of activity with both our 37's. 37248 spent some time away at the West Somerset Railway a special thanks to the WSR and to Pete Smith for organising and sorting out movements, paying transport costs, to those who manned the loco and all of you who travelled on the WSR. I trust you all enjoyed it as much as we did. 248 has been performing well but needs some maintenance which will take place once 215 is back up and running. 215 being out of service for a while undergoing bogie repairs which Paul will outline in greater detail. Thanks to you all for your efforts during these repairs.

Phil Dumelow has stepped down as magazine editor and I hope you've all enjoyed a much sharper, much more professional magazine, Thanks Phil, and I'm sure L.J will continue to produce an excellent publication.

As you know, I've also decided to stand down as chairman and good luck to Paul Good if he is elected. I've due to various reasons not been able to help out at Toddington as much as I like to. A special thanks to you all for everything you've done to help me and the group over the past 12 months. I'm sure you'll give your full support to the new chairman and the Group. Continuing to make The Growler Group the premier Class 37 preservation group and one of the most respected preservation group in the country

Those present then thanked Dean for his service to the Group over the years.

Hon Treasurer's Report Kevin Jarvis

Attached at the rear of these minutes is the annual independently inspected report.

Expenditure

Magazine cost about the same as last year, but loco repairs have risen due to 37215 bogies being sent to Freightliner's depot in Leeds for tyre turning and being refurbished on their return.

Running fee normally bigger but 37215 was not in service for bogie overhaul so most was for 248 which had added runs during the summer due to the points issues at Broadway

Making our cash funds £80,469.25p

Income

Loco funds were steady and Kevin has a Gift Aid claim to go in. Some unwanted spares sold on E-Bay. It was thought that the £578 taken for the members day at the WSR as poor Running fees for the next year are expected to be down as more of the diesel fleet will be back in service..

Hon Membership Secretaries report; Mick Collins,

No report received

Hon Publications Officers Report Phil Dumelow

For the third year running I must apologise for my absence from the meeting today, which is again because of previously arranged family event which also coincides with a football match in the North East of England.

Some figures for the last 12 months include:

- 4 issues of the magazine
- 275 copies of each issue
- 100 photographs used across the four issues
- 32 photographers had material used
- Magazines costs for the period are included in the Treasurers Report

During my tenure, I have tried to produce a quality magazine each issue, and I still believe that there are some people that do not understand the time and effort required to do that. Obtaining photographs for each issue was never an issue, some submitted, and others found through photographic websites. All ensuring that there were no copyright issues before they were used.

Fortunately, the last 12 months have seen articles concerning the visit of D6948 to the West Somerset alongside those articles from Mark Lawrence, Roger Dawson and Dean Tabor to name just a few. Even though I have now stood aside from the position, whoever takes over will still need to fill each issue, perhaps even more now that the Class 37 passenger diagrams have now, almost? come to an end.

As well as thanking everyone that has contributed over the last five years, far too many to mention individually, I must also thank the printers who made it possible to improve the quality of each issue to the standard that I have achieved. Many thanks to Parallel Printing and Lithaprint for the help during this time.

As I end my time with the group, I hope that members will think of how they can help the next person in the 'Editorial' hotseat. They will need the material to keep the magazine going, both in the shape of photographs and articles, and I am sure that you all will make the effort to submit something.

A review of membership rates to be done due to membership only just covering the cost of the mag and Postage. There is another rise in postal charges due in the next couple of months and any possible rise in the cost of production of the mag.

Everyone thanked Phil for all his hard work he has done for the mag in the last few years.

Hon Sales Officers Report Andrew Laws

I send my apologies for not being able to attend the 2020 GG AGM, as I am still living/working away in Germany and Holland.

GG Sales consist of online sales via the GG website, eBay sales and sales at galas that we attend at the GWSR. These are the steam gala, the summer and October diesel galas and one of the days of the mixed traction galas after Christmas. We continue to sell a good mix of GG branded items and donated items. We have had a good supply of books and other railway items that have been donated. Thanks to all our GG members who have donated items for us to sell to raise funds for the group. This is much appreciated. 2019 was a particularly memorable and special year with D6948 visiting the West Somerset Railway for an extended stay during the summer. The GG sales stand was in operation on the Saturday and Sunday of the WSR gala.

I would like to thank the GG members and volunteers who have helped out on the sales stand; Derek, David & Carol, Terry & Sue, Gareth and to Alan for doing eBay sales and the sales stand.

With help from Dave Redborn of the Class 50 alliance an online shop is being set up and Dave can supply us with branded goods to sell on it. Andy to progress this and the problem of transferring money from Pay Pal to our main account

Hon Publicity Officers Report Peter Smith

First half of this year was 37248's visit to the W.S.R. which was well received with good publicity and plenty of printed material in the railway press of it working during there gala, booked running turns and the members running day worked about 870 miles was had.

248 was positioned at Norton Fitzwarren for photos of it while a class 37 tour passed on the main line adjacent.

Loco returned to Toddington but due to other commitments Pete has not had the time due to help running diesel galas at Todd. If Tom Dumelow is elected to the committee, he will help keep to web site more up to date.

Technical Officer's Report, Paul Good

37215

We have spent the last 12 months working on the bogies.

Following the lift of 215 we brought the bogies into the shed for assessment.

We immediately jacked the bolsters on both bogies to gain access to the top securing bolt on each damper to allow the old dampers to be removed. New dampers were fitted (4 per bogie). Only the top securing bolt is fitted at this stage, the bottom bolt will be fitted once the loco weight is back on the bogies.

At the same time the old No 2, 3, 4 and 5 traction motor bellows were renewed.

The bolsters were then lowered back on to the bogie frame.

We then moved bogies over a pit to secure the lateral control rods on both bogies.

Other work carried out includes:

- Removal of the old worn carbon brushes,
- greasing of grease points,
- lubrication to brake piston arms and return spring mechanism on each brake cylinder,
- renewal of a cracked brush arm insulator,
- replacement of a missing bolt on top safety bracket,
- attending to a small section of loose banding on the armature of a traction motor,
- cleaning the commutator and brush gear with approved solvents,
- checking motors with an insulation tester (megger),
- removal of loose debris and a build-up of dirt on the top of the bogies.

Following extensive examination of the condition of the wheels and tyres it was decided to have them tyre turned at Leeds Midland Road Freightliner depot. The tyres were only a few mm above scrap size, however due to the number of pits we took decision to turn the tyres which has restored them to full profile and removed a lot of the pitting.

Once returned to Tod we carried out the task of fitting new carbon brushes to each motor.

The next job is to refit the bogies with planned lift date mid-March. We will then need to reconnect items such as air pipework, traction motor cables and brake rigging. We will then need to carry out a B examination.

Whilst the bogies have been in the shed, 215 has been in the yard. Mark Stanley has been starting the loco every few months to ensure battery life is prolonged and help dry thing out.

We hope to have the loco back in traffic by end of April providing the loco passes the B exam.

May purchase a new set of batteries for 215 cost approx. £5,000

37248 report by Kevin Jarvis.

A very busy year for the loco with more running than at any time since the loco has been preserved. A very successful and high-profile visit to the WSR was undertaken with the loco being used during their diesel gala, on scheduled services, standing in for loco shortages and for our own members day. The loco performed very well and was hugely popular. This is likely to be the last time the loco goes on holiday due to the increasing cost of road transport. We do get regular requests for both of our locos, but the costs and risks are high with low returns.

At the GWR the loco had more running than usual due to the absence of 37215 and issues with 24081, D8137 and 26043 at various times. Also, the failure of the run round point at Broadway led to a lot of top and tail working that increased the number of trips.

Two driver experience days were also run. 2020's 37 courses are already fully booked.

The loco performed well throughout the year and needed little maintenance. An issue with the train brakes in air (which we never use) has been investigated but the main problem going forward is an air leak underneath the loco that can't be fixed without it being lifted. This is being monitored. Should we need to do the work then the opportunity to address other tasks underneath may be taken.

The boiler was removed in the first quarter and stripped both here on site and at a repair company in South Wales. It is holed in the coil outlet and requires some major repairs. The company are currently working with our pressure systems insurers to devise a scheme that is practical, feasible and compliant. This has been a long drawn out process.

D6948 is working the 'Purple' timetable next Sunday and is also rostered during April. After that, when 215 is back in traffic, it will be stopped for an adjustment to its engine timing chain.

Election of the Management Committee for 2020

Everybody standing who were present was asked that their membership was up to date and they conformed with the Charities Commission rules to stand.

Chairman, Vacant 1 nomination for Paul Good proposed by M. Stanley seconded by K. Jarvis

Vice Chairman, Mark Stanley

Hon. Secretary, Alan Lea

Hon Treasurer, Kevin Jarvis,

Hon Publications Officer, Vacant

1 nomination for Simon Hale proposed by D. Tabor seconded by K. Jarvis

Hon Membership Secretary, Mick Collins,

Hon. Publicity Officer, Pete Smith,

Hon. Technical Officer, Paul Good,

Hon. Sales Officer, Andrew Laws,

Committee Members without portfolio (4)

Darren Trower, Phil Seymour

2 positions vacant 2 people proposed

T. Dumelow proposed by D. Tabor seconded by K. Jarvis.

M. Whitcombe proposed by P. Smith seconded by M. Stanley.

The 4 persons seeking election to new posts on the committee were proposed and seconded as above and passed unanimously.

The rest of the committee who were up for reelection were nominated by D. Tabor, seconded by T. Cox and passed unanimously

Any Other Business

Paul thanked Dean and Phil for all the work they have done for the group over the years.

Paul Good then thanked everyone for attending and then closed the A.G.M. at 11.00 a.m.

Treasurers Report 2019 (1st Nov. 2018 – 31st Oct. 2019)

Expenditure		Income	
	£		£
Magazine	1779.00	Cash @ 1/11/18	388.21
Magazine postage	696.79	Lloyds A/C @ 1/11/18	43187.62
		Nat West A/C @ 1/11/18	1243.46
		Loco Fund @ 1/11/18	31744.27
Loco Tyre Turning	1610.00	Loco Fund Donations	4772.50
Loco repairs and engineering	604.30	Loco Fund Interest	63.49
Loco Supplies	780.76	Gift Aid	0.00
Spares	4541.02	Donations	150.00
Tools	60.55	GWR Running Fees	5971.90
Transport	54.84	Membership	3011.00
D6948 Running Fees	2320.46	Spares Sold	1565.00
Sales Stock	1534.80	Postal Sales	140.00
		GWR Diesel Gala	502.75
Website	102.00	GWR Xmas Gala	219.80
Returned Cheque	28.00	GWR Autumn Gala	99.00
Loco Fund @ 31/10/19	31807.76	Quantock Growler	578.00
Cash @ 31/10/19	254.33	WSR Diesel Gala	214.77
Lloyds A/C @ 31/10/19	47103.70	GWR Steam Gala	230.00
Nat West A/C @ 31/10/19	1303.46	ebay/mission fish	500.00
TOTAL	94581.77		94581.77

Statement of Assets and Liabilities at the end of the period

Cash Funds **£80469.25** (see analysis above)

Assets Retained for the Growler Group's Own Use

Physical Assets held are locomotive 37215 purchased in 1994 for £8225. The group also holds Sales Stock with an estimated value of £1000.

Shares to the value of £31,430 are held for the Gloucestershire Warwickshire Railway PLC in exchange for a thirty years lease for the use of space within the diesel locomotive shed located at Toddington on the GWR.

Other Notes

All funds are unrestricted.

K.G.Jarvis

Kevin Jarvis – Treasurer 16/2/20

15 Members attended the A.G.M. (5 non-committee members)