

ANNUAL REPORT 2010/11

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BALANCE SHEET 2010/11

INTRODUCTION

A YEAR OF THE DYNAMO EFFECT!!

It gives me great pleasure to write the annual report for what is effectively 2011. In general terms we made good progress in several activities again without trauma or major upset. I now set out as before the work which the Society has carried out

EVENTS - Period 22/10/10 to 22/12/11

The statistics for the programme year are set out below and speak for themselves

TYPE	EVENT DAYS	TOTAL MILES	TOTAL ENGINE TIME
K	6	820	27
LHS	13	1435	45
L	36	2393	97
CCG5	11	725	27
TOW TRUCK	nil	nil	nil
TOTAL EVENTS	66	5373	196

On the basis of 7 regular drivers, plus (3 occasional) the 7 drove roughly 28 hours in a season. Average event mileage, excluding the run to SVR gives 74 miles per event, = 5 gallons of fuel @ 15mpg = £30 per event (average).

Our programme has always been a mixture of events which are designed to involve a range of different sections of the community which helps us with our audience development as well as our educational outreach. Highlight of this year were the school visits to St Francis CE Primary, Broom Cottages Ferryhill, and three schools at Saltburn.

We also continued our support of Locomotion at Shildon, which is starting to bed itself down to being a well rehearsed routine, plus our re-enactment group which continues to develop. Thanks to all concerned.

We attended the Grainger Market again and supported their 40,s theme and were parked and operated from the centre of Newcastle. A very nice event to be retained

and developed. Linked with this was the Heritage weekend at Newcastle and Gateshead another successful weekend.

We again attended Croft Autodrome in August for a 40's weekend. This fits neatly with Severn Valley and NYMR steam railways, our educational outreach and our fledgling re-enactors group. Also a developing is a WWII event at Northallerton.

Finally the L met up with Pudsey for "Children in Need" at Beamish on the 18th November 2011 .

VEHICLES

AHN 451B In general a trouble free year. In 2011 she attended 11 events whilst in 2010 she attended 16 events. Body work is now ready for some time to be spent on it and the floors are to be painted by Alan Woods during the close season.

LHN 860 – The L type has had a very good season after the fitters took a look at and cured most of the exhaust smoke and reduced the loss of compression. This resulted in being able to get out of Goathland (Aidensfield) with 24 on board. Minor seat repairs have been done.

NDL 769G – The Newtonian is the Cinderella of the fleet. We completed internal heating pipe work and Barry Elliott sorted out the last bush on the gear change linkage which means we can engage the crawler gear much more easily.

GHN 189 – The K type attended 6 events in 2011 following its return to service. The bus is ready for a complete body strip and rebuild and efforts are still in hand to see if funds and a suitable sub contractor can be found in 2012/13 for this work. In the meantime we will be carrying out a list of minor repair jobs. Norman has already removed the dints on the rear dome corner panels

FHN 923 – The Old Darling – We looked for PRISM funding for further work but were not successful. Problems with budget cuts and lack of prescription as to what we wanted to do. We are bedeviled with funders always expecting work to be done by outside contractors or are they suspicious of creative accounting by IW. Nick will comment on Charlie Bullock.

MHN 131W – Leyland National. Agreement has been reached with Ken King for the purchase of the Leyland National at a price of £ The EOGM approved the purchase and there is a low key appeal to the members for loans or donations to cover the purchase price. So please give generously, Gift aid will provide the lions share of the money but a good response on the appeal will help to preserve our hard fought cash reserves

PROJECT WORK – THE LS. The vehicle is now primed and ready for the finishing coats. We are all aware that the decision not to go back to bare metal in the first instance was not the right one but at the end of the day we will get there. So its final coats, road testing, final fitting of seats and then to the launch day. Thereafter to the open road.

NEW HOME PROJECT – this tends to be a back burner job but not forgotten. The Chairman will update you at the AGM as to the most recent developments and intentions now that we know that we have to vacate Cargo Fleet Depot by the 1st April 2012. We have been with Middlesbrough Council since 1994 and we are most grateful to their help over the years.

AUDIENCE DEVELOPMENT and BROADENING HORIZONS

As you will know we were persuaded by T&W Museums to join 4 other museums in the final year of 3 of this outreach development programme. We are linked with Grace Darling, Bellingham Heritage Centre, DLI, MIMA Middlesbrough. The programme was over 6 months from September 2010 and we had £5000 to spend.

We had also linked with Locomotion Shildon which is ideal as we have worked with them for the last 3 years and they did this scheme in 2010. We are also now hooked up to St Francis CE junior school who are happy to work with us to build up learning modules and to help us with an e-learning opportunity which will be linked into the MLA (NE)'s educational web page and known as REALM. This link and the spending some of the grant money resulted in the school working with an animator to produce a DVD about the Aycliffe Angels. This was a very successful project and we have been warmly commended about it from REALM officers. It has been put onto our web site. Art Council officers say that what we have done is exactly to their requirements. We have been back to the school with the L and have worked with 4 other schools this year.

Meanwhile the Archive and Digitization section of the photographic collection has occupied the new offices built from AAP money and are making progress. This is led by Chris Hall who revels in searching boxes of slides and photos for obscure images of buses long since gone. The data base will link with REALM. Once set up we can then talk to our friends in UEC about bringing in their collection as well.

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ADMINISTRATION AND FINANCE

Peter Smith and Neil Cockburn are now settled to the finances which is very much appreciated. The audit this time was done in almost record time. The general financial picture is very satisfactory whilst the administration continues to run smoothly. The gift aid recovery for the year amounted to some £2,350. We continue

to recover VAT without any question and Peter Smith is now on line to do the VAT returns

The Secretariat also continues to do its work and we have had no particular problems or surprises to deal with. Derek Kirby has assisted with PC work, eBay sales and website updating in co-operation with Peter Mitchell the web master and John Colquhoun who dabbles with the occult as our Halloween consultant.

The balance sheet is attached to this report. Although we show a small deficit this year for the first time for many years the balance sheet does not allow for the recovery of gift aid from 1st April 2011 which up to 1st November 2011 is in the region of £2350, which could in fact be said to be our profit for the year.

Thanks also to Angus Buchan who never fails to amaze with his recycling efforts. Cans, coins scrap generally, sale room items which continues to bring in a steady stream of money which is gift aided giving an additional 25%.

FORWARD PLAN

We adopted a new forward plan in 2010. It should be borne in mind that this is only a forecast and can be changed. Review of our Accreditation status is now upon us and Ian is working with Arts Council NE to work through this. We have just been audited on our conservation standards and skills and scored a resounding 79%. Once through the accreditation review we should be in the clear for another 5 years.

CURATORIAL REPORT - JOHN WILKS

The Society has once again made considerable progress in many areas. Members expertise, time and enthusiasm ensures that vehicles are maintained, repaired and refurbished making them capable of undertaking a wide variety of duties throughout the year. This is in addition to the many hours of work bringing the current non working vehicle a step closer to the return to the road. I continue to be impressed at the level of volunteer hours put in by the Society members which continues to run at up to 400 hours per month, on average, which includes event manning.

This, in itself, is no mean achievement but the Society is particularly to be congratulated on its appreciation that this is only part of a successful and forward looking organization, especially one with responsibilities for working historic vehicles and artifacts. In this respect the work (reported elsewhere) the storage of archive material, the digitization of photographs, attendance at meetings/seminars, applications for grants and the steady achievement of the goals in the forward plan are all equally important in achieving the long term aims of a successful accredited museum. The recent review of conservation standards at 79% is quite remarkable given the size of the collection. Comment from the conservator was to the effect that

the collection was about the right size and that is why it scored so well. We did not have a large collection of items mouldering in some distant field or barn.

In this way the Society has (and will continue) to gain the respect of those involved in preservation/conservation as well as and equally importantly availing themselves of the opportunity to access a wider source of grant aid for both current and future projects. It is a delight to continue to be your curatorial adviser soon to be called curatorial mentor and as a former professional in the field it is a pleasure for me to overlook such high standards produced by a group of dedicated group of 'amateurs'. Long may you continue to thrive.

CONCLUSIONS

2012 will see the return to the road of the LS together with additional/new accommodation at Aycliffe or at Middlesbrough. Also 2012 needs to be a year of continued controlled development bearing in mind the current economic climate and the need to increase the income by say 5%. This will help to preserve our capital reserves for obvious reasons.

2012 should be a lets enjoy it year and in the words of our illustrious President 'keep the savage amusement at bay' and enjoy the fruits of our efforts.

IW will be taking bookings for LS tours unless Thompson tours gets in first.

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