

Annual Report 2006



ANNUAL REPORT 2005/6

**INTRODUCTION
EVENTS
VEHICLES
PROJECT WORK
ADMIN AND FINANCE
FORWARD PLAN
CURATORIAL REPORT
CONCLUSIONS**

INTRODUCTION

Once again 2005/6, a year not without incident but one which we have resolved problems, made progress and still maintained our running programme and commitments. This has been with the continued support of the membership which without their steady involvement the Society would be nothing. We work well as a team and this is no mean achievement when it is our own time and labour. Thank you.

EVENTS

Our running year once again was significant. In round figures we turned one or more vehicles out on 45 vehicle days. The bookings analyse into the general headings of

Rallies	8	Misc	3
Weddings	6	Talks	2
Theme days	11	NARTM	1
Promotions	17		

Out region bookings comprised of :

- K to Black Country Museum and SVR**
- N to Amsterdam**
- FHN 923 to Sandtoft**

The Newtonian worked 10 events and needs more exposure. The L 17 days, K 6 due to mechanical problems and the Daimler 4 days, again due to MoT failure. The Tow Truck did 7 events. We failed to work or cancelled 2 events.

VEHICLES

AHN 451B – The Daimler ran in the first half of the season and then failed MoT due to brakes. This resulted in the complete strip down and the freeing up of the auto adjusters on the front brakes which had been seized since 1980. We have replaced the front NS brake drum which was in poor condition and by the date of this report will be back on the road and also tested at a better time of the year. The drag link has also been serviced together with spring shackle pin shims.

LHN 860 – The L bedeviled us until March 2006 with its brakes but we have now resolved the problem. The water pump was replaced and an electrical isolator fitted thanks to Alan Tweedy. Otherwise the L has performed well and has taken the bulk of the running season. The link with Heartbeat continues to be an excellent source of revenue long after the event, but who cares.

NDL 769G – the Newtonian continues to be our back up but has not had the exposure that it needs to keep all moving parts free. Apart from throttle linkages running dry of hydraulic fluid it has performed well.

GHN 189 – The K bottom radiator tank expired after 64 years and has been replaced with a new fabrication. The gear box remains to be changed and a recent event has brought this to the fore following a failure to work at A1 Tornado AGM. Dave Phipps has secured the emergency door which no longer flaps on its hinges and Nick redesigned the upper front window in October. Oxy acetylene then sorted out the offending door boom

FHN 923 – Charlie Bullock’s tow truck went out 7 times in the year. We have sealed up the cab and given it a quick make over paint job. We have replaced the front wheels and tyres which ATS condemned without a second look. The cab interior has been tidied up. Thanks again to Dave Phipps and Dennis Burnett.

PROJECT WORK – THE LS

We have made better progress on the LS and most of the main internal coach work is finished. The floor is recovered. The engine has been serviced and Nick is now rebuilding the fuel pump and auxiliaries. The body is now totally devoid of paint with primer going on. Seat frames have all been stripped off for the upholsterer, with 7 frames away with Colin Coleman, Crook.

We are now working on the roof lights and hope to have these permanently fitted by the date of this meeting. Alan Tweedy continues to prove the electrics and making everything work. He has fitted an isolator switch as part of the general update of vehicles.

NEW HOME PROJECT

The idea of going to Locomotion at Shildon did not make any progress as Sedgefield Borough planners were very anti the continued development of the site. In parallel to this we met with HLF Newcastle who said that funding was limited to £250,000 at the present time. They also advised the need to expand our audience development to encompass our outreach policy. Continued potential links with both MLA and Aycliffe Village Local History Group could prove to be beneficial and the key to the additional funding which will be required in the future.

NARTM contact with HLF gave more recent hope of funding when HLF announced that they were secure until 2016 and that the support of volunteers was seen to be very cost effective in terms of value for money. This was further reinforced by the Chatham Historic Dockyard spokesman at a recent HLF consultative meeting when he said their volunteers, properly managed and funded would produce excellent results.

In the meantime I have left the issue of the land at Grindon Way. If we lose it then it will not be the end of the world. There are always other opportunities. At the same time we hope to renew our lease on 21 Whitworth Drive for 3 years and get back under the roof with Siesta at Middlesbrough, who are building a magnificent new facility for themselves and well worth the visit. Meanwhile we will continue with Cargo Fleet Depot and hope to be in with Graeme Binns for the foreseeable future.

ADMINISTRATION AND FINANCE

The financial statement has been prepared by Peter Smith who took over the books from Ernie Hambleton last year. Admin and the accounts continues to be a well run function of the Society and I am pleased to say that we have had no surprises in the last 12 months. I would personally thank Peter for stepping into the Treasurer's role a transition without tears, even though he has taken over the mantle from Ernie and does not like paying out.

Ian came off the MLA Board in September after being a Director for some 10+ years of service to the independent voluntary sector. His place has been taken by Keith Merrin from Bedes World. We have endeavoured to look for new opportunities particularly for programme as we anticipate that Kirkleatham will not run in 2007 and that in this aspect we hope the link with Dalton Park Retail Park could be the start of something good.

Derek Kirby has done excellent work on the computer assisting with power point presentations as well as liaising with Peter Mitchell in order to update the website and selling surplus items on E-bay.

FORWARD PLAN

The forward plan is due for review this year and this is presented for your consideration at this time. Your Executive Committee have approved the general principle and is commended for adoption.

Obviously there may be a need to fine tune some detail but I would hope that in the main it meets with your agreement.

Please remember the forward plan is only a projection and is likely to be distorted as problems and opportunities present themselves. Any major changes will be brought to the Society as a whole at an EGM.

CURATORIAL REPORT - JOHN WILKS

I am pleased to be reporting once again as the society's curatorial adviser for the year 2005/6 a year which has highlighted a number of issues that the society has faced. The Society continues its policy of maintaining high standards in collection care, marketing and promotion. In spite of its small numbers of volunteers it continues to impress with its understanding of the reason for achieving good standards and maintaining them.

In particular it is undaunted by the requirements of accreditation and the findings of the conservation report which highlighted the need for some environmentally controlled storage space in the unit at Aycliffe. It understands where it has to go with archive material and has purchased material for future storage . I am particularly impressed with the continued upgrading work done with the vehicles and their running maintenance.

In November 2005 the Society purchased a United recovery vehicle from Charlie Bullock of Scarborough, which started life in 1940 as a double decker bus. A unique vehicle in its own right and a vehicle which sits well in the Society's collection policy.

On the other hand the New Home Project has not made very much progress this year in spite of discussions with Sedgefield Borough Council and the HLF. Nevertheless I am confident that the ultimate protection of both the vehicles and the Society's archives will be achieved and the Society is to be congratulated on its efforts to plan ahead. We are well aware of the need to be both sustainable in the short term and in the longer term to have a succession policy in order to head off problems of continuity in the future.

CONCLUSIONS

We have continued with a good year of consolidation in spite of problems with the K,L and Daimler. Suffice to say we were able to continue to operate which is testimony to our ability to cope and the fact that we do have built in contingency. FHN 923 was an unusual addition to the collection.

The work done on the vehicle to date has started the process of upgrading and restoration and grant applications have being made or are being prepared to fund the renewal of rear springs and the rebuild of the bodywork.

Recent changes from NEMLAC to MLA (NE) we hope will be to the benefit of the independent voluntary museums but only time will tell if this will be case. An important initiative by the Tyne and Wear Museum is a volunteer training role which I hope will generate a surplus of labour some of which could be seconded to us for say educational outreach project work in the future.

The key to our continues progress must be our ability to work together as a team, obtain secure premises for the next 10 years and to be able to recruit new members to continue the work of the Society. Succession planning is a target for the next 2/3 years if transition is to be smooth.