

ANNUAL REPORT 2009/10

**INTRODUCTION
EVENTS
VEHICLES
PROJECT WORK
BROADENING HORIZONS
ADMIN AND FINANCE
FORWARD PLAN
CURATORIAL REPORT
UNITED ENTHUSIASTS CLUB
CONCLUSIONS**

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BALANCE SHEET 2009/10

INTRODUCTION

ANOTHER YEAR OF DYNAMIC INERTIA!!

It gives me great pleasure to write the annual report for what is effectively 2010. In general terms we made good progress in several activities without trauma or major upset. I now set out as before the work which the Society has carried out

EVENTS - Period 21/11/09 to 22/12/10

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

TYPE	EVENT DAYS	TOTAL MILES	TOTAL ENGINE TIME
K	20	2050	51
LHS	12	1180	45
L	26	1895	40
CCG5	16	2080	40
TOW TRUCK	nil	nil	nil
TOTAL	74	7205	176

On the basis of 7 regular drivers, plus (3 occasional) the 7 drove roughly 26 hours in a season. Average event mileage, excluding the run to SVR gives 97 miles per event, = 6.5 gallons of fuel @ 15mpg = £29 per event (average).

Our programme has always been a mixture of events which are designed to create 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 are the visits to Beamish, one of which was at Halloween.

We also continued our support of Locomotion at Shildon, which is starting to bed itself down to being a well rehearsed routine, plus our embryo re-enactment group. (See Broadening Horizons).

We returned after a break of 2 years to John Barleycorn at Rothbury, with Thompson Tours and attended the Grainger Market 175th anniversary celebrations.

Linked with this was the Heritage weekend at Newcastle as well as at Blyth. A busy weekend which needs some fine tuning with vehicle movement and crewing.

We 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.

Finally we had a 60th birthday party on the Market Square at Darlington when we celebrated LHN 860. This was a very successful event with the Mayor of Darlington cutting a cake, the Daimler and Keith Kitching's Scotts Greys coach

VEHICLES

AHN 451B In general a trouble free year with the Daimler but she saved her best problem by failing test in October 2010 with a lazy brake rod. Once more Leading Fitter Shakesby and Johnson was not shaken by this revelation and proceeded to have the fault rectified by the following week.

During 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 good season with a smoky engine and reduced compression. The leading fitters are to look at this in the close season. Minor seat repairs are being done.

NDL 769G – The Newtonian is the Cinderella of the fleet. We have internal heating pipe work to visit and some minor body work to be done. We lost our parking at Whitby but Dave Phipps is optimistic about finding alternative space in the area.

GHN 189 – The K type again attended 19 events in 2010 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 2011/12 for this work. In the meantime we will be carrying out a list of minor repair jobs.

Mechanically the vehicle performs well since the transmission work in 2007. The fitters re-set the clutch pedal to increase the number of drivers who can handle the decker with legs under the steering wheel and mechanically works well.

FHN 923 – The Old Darling – following the fitting of a full set of tyres, tubes and flaps fitted onto cleaned and painted wheels. We have received £372 (50% grant) for this work. The crane deck has been re timbered thanks to Norman and Dave Young. The seats have all been re upholstered and refitted. The cab has been repainted and mechanical work is ongoing to make the vehicle roadworthy in case Charlie gets a call from the good Lord and we get a call from the undertaker. We are now looking into the next phase of restoration in order to draw down more of the grant cash but changes within MLA and Government cutbacks may mean that we may not get our hands on the money after all.

PROJECT WORK – THE LS

The LS has been somewhat in the doldrums. The original replacement wheel arches have been fitted by Norman, who has refitted and reworked them to fit. Norman has also been reworking areas of restoration which were done in good faith years back but were not right. Nevertheless we do make progress albeit slow.

NEW HOME PROJECT – this continues to tick away and exercise our minds about the future and the final solution as to the future of the Society. We have taken the unit next door, the door has been lifted as Unit 21, which will give us extended operating space and secure storage for the Newtonian or even a ‘lodger vehicle’. You will recall that we secured funding for the door lift and about 18 months of revenue costs from the County Durham Foundation (Grant total of £4,600) for unit No 23, and I am confident that we can cope with the cost provided the Landlord does not get too greedy, which is not the case to date. This will leave us with the 2 deckers to resolve in the medium term, should we have to move from Cargo Fleet. Your management team are of the view that we should maintain maximum flexibility for as long as we are able, keeping Cargo Fleet Depot with the option of lodging with Siesta at some time in the future and also to keep the space on at Whitby.

AUDIENCE DEVELOPMENT and BROADENING HORIZONS

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 is over 6 months from September 2010 and we have £5000 to spend.

We have also linked with Locomotion Shildon which is ideal as we have worked with them for the last 3 years and they did this scheme last year. We also have a local Newton Aycliffe junior school who are happy to work with us to buildup learning modules and to help us with an e-learning opportunity which will be linked into the MLA (NE)’s educational web page and to be known as REALM. Peter Mitchell and John Colquhoun are looking after this.

Meanwhile the Archive and digitization of the photographic collection is soon to occupy the new offices built from AAP money and will then be able to work on doing their thing. 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 have now settled down 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 has also run smoothly in the year. The gift aid recovery for the year amounted to some £3,600+ . We continue to recover VAT without any question or inspection by Customs and Excise. We have been VAT registered since 2002. Long may it continue.

The Secretariat continues to do its work and we have had no particular problems or surprises to deal with. Derek Kirby has assisted with pc work, e bay 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. As we reached the end of the capital spend on the LS the profit margin has risen significantly in 2009/10.

FORWARD PLAN

We adopted a new forward plan in 2006 which has been reviewed and is presented for acceptance at the AGM. It should be borne in mind that this is only a forecast and can be changed. However our wish list of 2006 resulted in goals being achieved in 2010:

- a) expansion of storage space + IT suite**
- b) by default funding for the tow truck**
- c) the start of our archive role and suitable pc equipment to cope with the digital data base.**

We received £700 from two Durham County Councillors for the purchase of PC equipment as part of our digitization programme and still awaits spending..

We did not make definite progress with the skills training and skills retention as yet but this may well change later in the coming year. The North of England Civic Trust are tapping part of a £17m budget over 3 years and we were asked to be involved. An interesting development but was too early for us as we have other priorities at this time. The interesting point is that this could well be the key to getting restoration funding from the HLF based on a training project rather than having to make it part of an educational/public access project.

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 have been especially impressed at the volunteer hours put in by the Society members which continues to equate 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. Of particular merit is the leasing of Unit 23 to give a wider range of activity available to volunteers.

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. I am delighted to continue to be your curatorial adviser and as a former professional in the field it is pure delight for me to overlook such high standards produced by a group of dedicated group of 'amateurs'.

CONCLUSIONS

2011 will (hopefully) see the return to the road of the LS together with the now confirmed additional accommodation at Aycliffe. Also 2011 needs to be a year of 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.

2011 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.

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