

ANNUAL REPORT 2014

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BALANCE SHEET 2013/14

INTRODUCTION

and

HIGHLIGHTS

It gives me great pleasure to bring you the annual report of the Society for 2014, a year of progress, consolidation and setbacks.

- ⤴ The LS coach continued its shakedown mileage together with the driver training programme, under the watchful eye of Norman Taylor, until May when a run to Morecambe ended with low engine oil pressure. Once again Norman and Barry rose to the challenge and have stripped out, re-engined and modified part of the gearbox once the original rebuild was found to be defective.
- ⤴ We sold most of the 100 calendars for 2015, spearheaded by Kevin Openshaw.
- ⤴ We again supported Severn Valley Railway WW II week. Having attended SVR for 20 years it is intended not to send a vehicle this year and to rely on the Luton group to provide a vehicle.
- ⤴ We went to Beamish on 3 days for Halloween, three Christmas Fair days, 8 days for other Transport related events. (14 in total)
- ⤴ In October we displayed the LHS and Daimler in Grainger Street, Newcastle and in collaboration with NEBPT and ran a free bus service to the Discovery Museum for 6 days.
- ⤴ Once again we worked during the year with NRM Locomotion Shildon doing shuttle duty, our own annual rally and a second display period in November of 14 days in the museum with the K type, WW II vehicles and re-enactors. Under cover, secure, in the warm with the K just getting through the doors.
- ⤴ We now have a clubroom which was a defunct portacabin at INEOS. Angus Buchan had it moved into Unit 23, cleaned, dried, decorated, carpeted and furnished. It is a welcome facility.
- ⤴ We started a programme of providing new embroidered Society jackets, polo and sweat shirts which have been well received.
- ⤴ We had a Christmas lunch at Walworth Castle in December with 15 members and friends followed by a visit to Locomotion to see Churchill's funeral coach under renovation.

EVENTS - Period 01/10/13 to 30/11/14

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

TYPE	EVENT DAYS	TOTAL MILES	TOTAL ENGINE TIME
K	7	400	16
D	8	880	27
L	27	1988*	55 * includes 600 miles to SVR
LHS	16	1049	41
LS	10	555	21
TOW T.	0	0	0
TOTAL	68	4864	160

On the basis of 6 regular drivers, plus (3 occasional) the 6 drove roughly 30 hours in a season. Average event mileage, excluding the run to SVR gives about 65miles per event, = 4.5 gallons of fuel @ 15mpg = £26 per event (average).

VOLUNTEER HOURS - over the last year we have averaged 4189 hours in the year, with 176+ active days, 914 individual volunteer shifts, at an average of 4.5 hours per shift per volunteer. We averaged 12/15 individual weekly attendances again from an annual paid up membership of 45. During 2014 the volunteer hours have been maintained which is a remarkable achievement and members should be well pleased with such a result.

VEHICLE REPORTS

AHN 451B – DAIMLER - a list of minor issues is being worked on by the Teesside group headed up by Ray Knox and Peter Thompson. The demister motor has been repaired and refitted whilst the differential oil seal may be looked at in 2015 but it is not an urgent job.

GHN 189 – BRISTOL K5G – will continue its restricted programme in 2015, however the Teesside group will also work through a schedule of minor works including the Tee Cutting and polishing of the panels, which has been successfully done with the L type last year, thanks to Kevin Openshaw. The Halloween witch was given a make over for Beamish and further work will be done to upgrade this regular attender for this year.

LHN 860 – The L - workshops re piston ringed the 5LW engine during winter of 2013 and it is now a joy to start. Brake vacuum is also excellent. New front tyres, tubes and flaps have been fitted, the old ones having given us 17 years of use.

Workshops are looking at the fitting of LED headlights to reduce the power consumption particularly when working on nocturnal events at Beamish.

NDL 769G – The Newtonian – has been used very much more in 2014 but will retain its Newtonian livery for the foreseeable future. We have obtained a pair of new front brake drums from the Manchester Transport Museum.

304 GHN – The LS failed on its return from the Ribble Rally at Morcambe due to low oil pressure and has at the date of the AGM been re engineed and has a modified gearbox.. Workshops have done an absolutely brilliant job on the vehicle and the Society applauds the efforts of Norman, Barry and Kevin for their time and dedication.

FHN 923 – The Old Darling – as a result of the problems of the LS the tow truck went into Unit 25 out of workshops. However the crane was taken off the chassis and Kevin has undertaken the cleaning and repainting with primer during the summer months. Once the LS is signed off by Norman it will return for the major surgery which we stopped doing in the Spring of last year on the chassis and rear springs.

MHN 131W – Leyland National. The need for other priorities will see the National continue on the back burner in Unit 25 and may not re appear for sometime.

NEW HOME PROJECT – once again this is a back burner job but not forgotten. As you know we vacated Cargo Fleet Depot on the 1st April 2012 but were delighted to be offered 6,500 sq ft of space on Riverside Park Middlesbrough as a new facility. We now floor share with 2 narrow gauge locos, a half scale model of HMS Endeavour, (ex Cleveland Centre) plus a number of military vehicle restorers. My recent contacts with Middlesbrough Council suggest that they are happy to let us be forgotten about and to act as Caretaker for the Council's goods.

AUDIENCE DEVELOPMENT & OUTREACH

The Archive and Digitization programme continues. We now have a phone line and broadband connected into the Units. The proposed links with Locomotion, Head of Steam and Beamish will follow which will enhance our educational outreach and influence in the region. Chris Hall continues his filing and scanning of the photographic collection.

WEBSITE

The Society received a grant early last year (2014) for the redesign of its website. On behalf of the Society and with the recommendation of both the North East Museum Service and the Newcastle Council for Voluntary Service I engaged Mason Clark Media of Newcastle to do the job. Our initial consultations went well: it was clear that the web designer understood how our existing site worked and he provided a design which largely replicated the function. The new site went live around the end of February 2014.

However a number of problems arose which I could not attend to immediately due to work commitments and by the time I put in that time MasonClark Media had ceased development work and were not answering my e mails outlining the shortcomings which were apparent. This position persisted for some months.

Louis McGlen of NCVS then intervened on our behalf and about a month ago the major faults have been rectified and I am currently entering the 2015 programme on the website. I will be contacting all of the members with e mail addresses at the AGM or immediately following, to get them to register in order to use the members page and to get the password for access. The website address remains www.aycliffebus.org.uk Unfortunately as a result of the take over of the domain by MasonClarkMedia we have lost our mailing list but I am working on this problem and I am confident that it will be resolved shortly.

It has been a frustrating year. I hope that we are now able to take full advantage of the new site and that the e mail system will soon have an acceptable solution.

Peter Mitchell

TRUSTEES

Your current Trustees are John Gibson, Kevin Openshaw, Ian Wiggett, Peter Smith, Mike Clayton, Alan Tweedy met on 4 occasions over the year and undertook to carry out the requirements of the Charity Commission under the Constitution. They also undertook to approve and sign off the documentation required for the setting up of the CIO. They will continue with this work in the coming year subject to any changes in the current representation.

ADMINISTRATION, FINANCE and ORGANISATIONAL REVIEW

The Secretariat continues to do its work and we have had no particular problems or surprises to deal with.

As a consequence of the organisational health check report done by Newcastle Council for Voluntary Services in 2013 we took out Trustee Indemnity insurance

whilst the issue of becoming a CIO (Charitable Incorporated Organisation) was investigated. I am now able to report that the CIO has been set up wef 1st September 2014 and the old registered charity has been closed wef 5th January 2015 (STC) by the Charity Commission. As a consequence we no longer need Trustee indemnity as CIO status gives the Trustees and members the same protection as would a Limited Company by Guarantee.

Peter Smith and Neil Cockburn continue to run the finances which is very much appreciated. The balance sheet is attached. Peter Smith reports that the Society has had another successful year financially with an increase in income over last year. This has been across several income streams, in particular vehicles have worked well at various events which includes other museums, ie Locomotion and Beamish, rallies, and promotional bookings which brought in £13,000. VAT recovery and gift aid resulted in a further £9000 into funds during 2014. Members should be well pleased with this result as it maintains the Treasurers well worn but correct phrase “ we are solvent “!

FORWARD PLAN and ACCREDITATION

We adopted a new forward plan in 2010 which is due for review in 2016 and were also Accredited in 2012. We are due for a revue of accreditation in 2015 and we start this process in March. Our mentors at Tyne and Wear Museums do not anticipate us having any problems. Also we continue to support the voluntary independent museum workshops run by Sarah Carr, Senior Museum Development Officer, Discovery Museum. This is a useful way of building up networking contacts and hence programme bookings. It is also an excellent way of finding out about current trends and grant funding streams.

CURATORIAL REPORT - JOHN WILKS

I have met with Ian Wiggett twice in the last year so as to be advised about the activities of the Society. Members should continue to feel justifiably proud that the museum items (both large and small) in the Society collection are being looked after and cared for in such a way that they will be available, not only for the current membership to enjoy but also for future generations.

The Society's high standing in the regional museum network is reflected by the fact that Locomotion and Beamish have asked the Society to provide vehicles for them on numerous occasions in 2014 as well as at Discovery Museum. This should not be dismissed lightly, nor should the continued success of the Society together with its Officers, has had in obtaining grants and awards from a variety of sources.

UNITED ENTHUSIASTS CLUB

The co-operation between our Club and the Society has continued successfully during the past year. In the Spring, a private visit by a former bus proprietor was met with generous and friendly response which is such a hallmark of the members of your Society and which was greatly appreciated.

In late May we enjoyed a joint outing to an event at Morecambe organised by the Ribble Vehicle Preservation Trust. The use of the restored United Bristol LS coach gave a special sense to the day.

We participated in the now well established annual event at Locomotion, the National Railway Museum at Shildon in late July. We benefited by the opportunity to have a sales stall and we contributed by assisting with the management of the preserved vehicles on site. The historic file of United's business purchase documents for the period 1923 to 1967 continues temporarily to be in the care of one of our members.

We are grateful to your Secretary and members for your help and encouragement throughout the year.

Philip Battersby 4th February 2015

CONCLUSIONS

The consolidation of our efforts, together with the streamlining of some of our activities continues and we should be justly proud of being members of an active professional organisation which has a wide range of skills. Clearly as we get a little older there is a need to recruit new 'blood' but at the present time we have no immediate problems.