



Trustee's Annual Report

Period: 1st November 2021 – 31st October 2022

This particular period has seen several challenges to the Trust. The decision was made to transfer the original FTT Charity registration to a new CIO (Charitable Incorporated Organisation) which is better suited to the Trust's aims and allows the Trust to enter directly into agreements rather than through individual Trustees.

During this period, some changes to the Trustees have been made. James Millington resigned from the Trust in October 2022, and Matt Lodge has come on board as a new Trustee. Unfortunately, our Chair, Eric Berry, was taken seriously ill in March 2022 and for the moment his tasks are being jointly managed by Philip Higgs & Peter Watts.

This had the unfortunate consequence of restricting access to the Trust's bank accounts, as Eric Berry was just in the process of moving our banking affairs to online when he was hospitalised, resulting in the temporary loss of access (which is partly the reason for the delay in our Annual Report).

Another unfortunate issue which is still causing issues is that the new improved web page went active, but the web designer we were using passed away just a matter of weeks later and before the access codes had been handed over. Again this is causing us to be temporarily locked out of any changes to the web page, and the hosting site is not being helpful to resolve the situation. The web page contains references to our previous Charities Commission registration, but as this is linked in the CC database to the new CIO registration, this is inconvenience but still valid information.

With regards to the bus collection, the Trust has acquired ex Ribble Bristol LHS 272 FBV272W on long term loan from Paul Emery. This will be restored to its "Betty's Bus" livery when new. Fylde Borough Transport 7 (TKU469K) has been completed and is now operational.

For the tram collection, the highlights are as follows:

- Railcoach 279 which was being restored at Brinwell Road bus garage has moved back to Rigby Road for completion over the next years.
- Tram 671 was moved to North West Museum of Road Transport in St. Helens and was repainted in the original cream livery. It will be on public display and used for educational visits by schools.
- Balloon 715 has been identified as required some significant work, and was withdrawn from active service. One further farewell tour will be run in

November 2022. It will then remain a static exhibit at the Tramtown museum at Rigby Road

- Centenary 645 was donated to Blackpool Heritage as a source of spare parts for their Centenary trams 642 & 648
- Standard 143 is still undergoing rectification work on the failed motor. This is the responsibility of Blackpool Transport who are making the required repairs to the failed motor. As Standard 147 also has a failed motor, BTS made the decision to remove the serviceable motor from 147 and fit this to 143 in order to continue with the rectification and commissioning of 143
- Brush 621 is still in full Heritage operation
- BTS announced that all FTT trams have space at Rigby Road with the exception of Brush 625 and Balloon 726 which must be removed from Rigby Road within the next 5 years. As these trams are duplicates to others in our collection, the decision was made to donate both of these trams to the East Anglia Transport Museum (more on this in the next reporting period)
- Coronation 304 has been undergoing a major modification to the control system which basically allows an emergency stop to be made and activate the track brakes and take traction current away from the motors. This is required as our electrical contractor had identified a situation where the VAMBAC control system could “stick” in a power on situation with no way of removing power. In addition, 304 has had all its seats recovered and will have a partial repaint in the next year. The planned launch into Heritage service was delayed from 2022 to 2023
- The Fylde Tramway Society have made a substantial financial contribution to the work on 304

On the bus collection side, highlights are:

- FBV272W acquired on long term loan for restoration
- Fylde 47 was partially overhauled at Reliance Bus Works and although driveable, still has a few mechanical issues
- Blackpool 334 & Ribble 1805 are on loan to St. Helens Transport Museum and are on public display

Financial details for the period in question are as follows:

- Average aggregate balance of all bank accounts is £8600
- Income to the FTT (standing orders, donations) was £5500
 - Fylde Tramway Society donated £1000 for seat retrim of tram 304
 - Fylde Tramway Society donated £3468.34 for electrical work on tram 304