

Are you sure you are fully covered?

AIA Insurance Scheme. At the first working weekend held at Ironbridge in 1981, the Council decided to pursue the objective of negotiating an improved version of the CBA Insurance Scheme which would be more applicable to Industrial Archaeology. The cover was deliberately designed to be broader than the CBA Scheme, particularly in the following areas:

- (a) The public liability section to include the liability for property upon which, or in which, an insured is working.
- (b) The automatic personal accident section extended to apply to all officially authorised activities of the insured.
- (c) The temporary total disablement benefit under the named personal accident section to be increased to £50 per week.

When the insurance scheme questionnaires and proposal forms were circulated, several societies found that the premiums appeared to be higher than they were already paying. This did not necessarily take into account the fact that the cover obtained was different, and almost certainly more expensive. However, as a result of the various observations received, the Association has had further discussions with the Insurance Brokers, as a result of which it has been agreed in principle that Societies should only be required to pay premium for the total number of members of the society actually involved in specific areas of activity — as opposed to the society's total membership.

All affiliated societies should already have received revised questionnaires for completion and return to the Secretary. The return of a completed questionnaire will lead to cover automatically commencing on 1st April unless notified to the contrary.

The Brokers are emphatic that if any local society feels that they deserve, or wish to receive, special consideration once they have completed the questionnaire and calculated the likely premium, then they should supply with the questionnaire, a letter setting out and describing in detail the various activities of the society together with the number of people who would normally be involved in each of them.

The underwriters should then be able to agree a downwards revision of the premium otherwise payable. It will, however, be necessary for each local society to forward with their completed questionnaire a cheque for the premium resulting from the completion of the questionnaire.

The AIA Council feels that it is essential that if the scheme is to be launched, all cover should commence from the 1st April 1983. If late applications are received, cover will run in the first instance to expire on March 31st 1984.

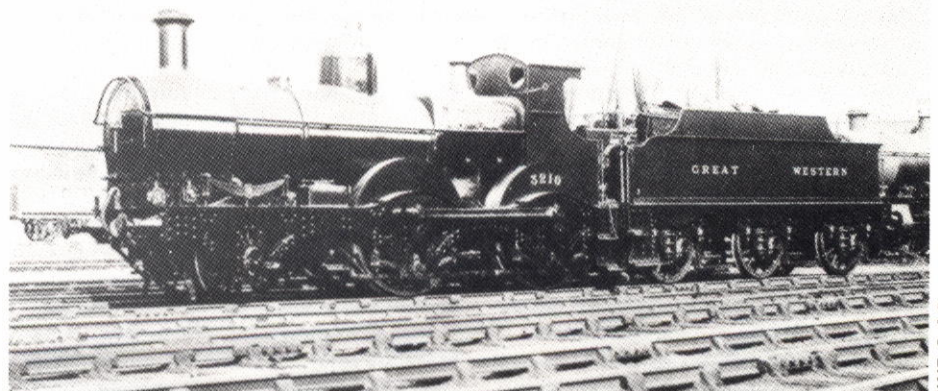
If affiliated societies do not wish to take advantage of the insurance arrangements which the AIA has negotiated in sufficient numbers as to make the open 'umbrella scheme' viable, the Council of the AIA will be advised, and asked to consider whether it might not be better to allow individual societies to continue to make their own insurance arrangements.

The Birmingham Railway Museum is based on the old GWR locomotive sheds at Tyseley Junction about three miles from the city centre on the line which ran from Birmingham to London (via Warwick, Banbury and Aynho) while dividing at Tyseley to Stratford-on-Avon. Those who know the area will be aware of the problems surrounding the establishment of a tourist attraction in a highly industrialised district and it is interesting that they have found the Manpower Services Commission's various schemes of great help.

Whenever, and wherever, Conservationists get together inevitably the role of the MSC scheme gets discussed. Not all comments are complimentary and it is therefore pleasant to

have a first hand account of how these projects have helped. The following article appeared in the Museum's house magazine and we are grateful for permission to reproduce it.

Tyseley and the MSC. Over the past three years visitors to the Museum will have seen the gradual but considerable improvement to the site as far as tidiness, security and facilities are concerned. This became possible once the boundaries had been adequately delineated and the basis of occupation agreed. In the past the Museum's finances came, in the main, from capital gifts and support from industry; these provided the exhibits the building comprising the shed cum workshop, and the other fixed assets, but with inflation the long term appeared less certain. However, the formation of the Birmingham Railway Museum Development Trust, well backed by friends in commerce and industry plus grants on a regular basis from the local authority in the form of the West Midlands County Council, the latter comprising the rental charges and revenue and/or capital amounts, has certainly arrested this position. Without this assistance, it would be increasingly difficult for the Museum to develop and grow as it must do to survive. Until such security had been achieved it was not possible for the essential site works to be put in hand as it was obvious from the start that the costs would well exceed the quarter of a million pound mark. On the other hand, until adequate walling or fencing was erected, proposed running lines protected and proper track gating installed, neither British Rail nor the Railway Inspectorate would be prepared for large public participation.



GWR 2-4-0 — overhauled at Tyseley in its hey-day.