



National Transport Trust

Preserving the past for the future

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Red Wheel Heritage Plaques – A Guide for Potential Site Holders



This document is in two sections. The first covers the process for nominating a potential Red Wheel site and the second covers the installation and maintenance of Red Wheels.

Red Wheel nominations

You may have been sent this document following an enquiry about a Red Wheel at your site, at a location of which you have knowledge, or because the National Transport Trust (NTT) has identified your site as one that it believes warrants a Red Wheel.

The first thing to do is to visit our website www.nationaltransporttrust.org.uk and have a look at the Red Wheel section. It will give an idea of where we already have Red Wheels and give some indication of the sort of inscriptions we will support.

The Transport Heritage programme commemorates Britain's rich and globally important legacy in the development of transport. Our aim is to present a comprehensive overview for each site, in a way that will attract a new and wider audience.

The extensive database is always being added to. The most significant of these locations are marked by erecting a National Transport Trust Heritage Plaque or "Red Wheel" on the physical site. If the authentic English Heritage 'Blue Plaques' are about people ('Joe Boggs slept here') 'Red Wheels' are about things and historic transport developments. To date we have placed over 170 Red Wheels around the UK. Every Red Wheel will have an entry in the database, but not every site in the database is necessarily worthy of a Red Wheel.

This programme links with, and takes advice from, national and local historians, industrial archaeologists, other experts and historical societies. We rely on expert and/or local knowledge to prepare the inscriptions, do all possible to check accuracy and to develop the

copy and photos that will support the Red Wheel on our website. The final choice of words will always remain with the NTT. We work in partnership with relevant organisations - as an example the Canal & River Trust or Scottish Canals.

Red Wheels and their associated QR code plates will always remain the property of the National Transport Trust.

Red Wheels cover a huge range of transport related sites, from aircraft factories to sites of historic transport firsts, from the top-secret location where WW1 tanks were designed (a hotel in Lincoln – hidden in plain sight!) to the first masonry railway viaduct in the world.

There are a few general points to note:

- We welcome financial contributions to our Red Wheels, and we will happily acknowledge such gifts where appropriate in PR material and on the website, but Red Wheels (and associated QR codes) will not carry sponsorship or advertising in any form
- We will only erect a Red Wheel that meets our criteria: funding may bring it up the queue and give us the opportunity to do more Red Wheels with our limited resources. The National Transport Trust is a registered charity and we must be mindful of our limited resources and prioritise where our objectives will be best met.
- We do not support proposals for Red Wheels to promote museums per se. If the museum is on a site where something significant happened, it's the event or activity that will be commemorated.
- We do not celebrate people in the way a Blue Plaque would. Thus, we might celebrate a site where an individual or group did something of transport significance, but the mere fact that they lived there would not warrant a Red Wheel.
- It is important to note that the scheme evolves continuously, and you may find a Red Wheel in the database that we would not do today – we all learn.
- One thing we really do want, is good solid evidence for any claims that are made. We recognise that the state of knowledge moves on and what was once believed to be the case, may no longer be so, but we do strive for accuracy and will avoid over-blown claims.

The Process

The process of nomination starts with the [Nomination Form](#). The form MUST be completed on-line: this generates the initial record and will be used to update or populate the heritage database.

The site must meet a number of criteria: failure on one is not an absolute bar but it would make the hurdle higher on other criteria. The evaluation of 'Red Wheel' nominations is 'as much art as science' but those Key Criteria are:

- **Importance**, in terms of engineering and transport development
- **Rarity** of the site / artefact and its features
- **Current public awareness** - where we may favour a 'hidden gem' e.g. the bus garage that housed electric buses in 1913 is currently just a motor vehicle workshop in Brighton
- **Availability of a suitable, publicly visible, site**
- **Access / something to see / worth a visit.**

So if you feel that a Red Wheel is warranted, the next move is to make that nomination.

In making a nomination, please complete the online Red Wheel nomination form as fully as possible. Contacts, phone numbers and email addresses are helpful. If it is private contact details or an organisational contact who would have no reason to provide those details in the public domain, with data protection in mind please ask permission first.

Please also provide supporting collateral including good quality images and text covering the historical significance of the nominated site or artefact, its merits, uniqueness, public access etc etc. The more information you can provide the better for us to make an informed decision. You should make sure NTT can use the material without infringing copyright: advise us of any attribution required. Please ensure you retain a copy of your nomination – you may need the information in it again.

On receipt of your nomination, NTT will carry out an Initial Assessment. We will be looking in particular for evidence that the Key Criteria above warrant the award of a Red Wheel. The nominator will be informed of our decision and where the nomination is likely to stand in the priority list for Red Wheels.

If your nomination is provisionally accepted, then that is when we may need an OTH Data Form from you. The information you used for your nomination is the basis for completing an OTH Data Form, but we find the nomination is often insufficient. OTH (Our Heritage Database) has 100's of entries only some of which will warrant a Red Wheel. If we already have an entry, we will ask you to review it for accuracy and we may request additional information, via the OTH Data Form, if information is missing or it's a 'bit thin'.

Your nomination should not be in vain, even if the proposed Red Wheel does not go ahead. The NTT may put together a website (OTH) entry from it. Whilst we might not agree to every Red Wheel nomination the fact that it was sufficiently important that you put in a nomination form means we will seriously consider it for a database entry to appear on our website. We may ask you to complete an OTH Data Form for further detail.

Once you have a provisional acceptance and we have received the completed OTH Data Form, you will be welcome to suggest words for the inscription but do please remember the

final choice of words rests with the NTT. We need expert local input, but we also have a character limit of 140 characters including spaces, that can be extended up to 160 including spaces but only in truly exceptional circumstances.

If the Red Wheel is in Wales, we will need to provide both Welsh and English versions (we can arrange translation). Therefore, brevity is even more essential. And remember that Welsh tends to feature slightly more letters than the English equivalent.

When we have signed off the words, have identified any funding if appropriate, but before we go into production, we must agree the site where the Red Wheel is to be placed. As part of that process, we would generally require a site visit and you should allow four weeks for this.

Please note, production of Red Wheels is generally at least six weeks from placing an order.

The Red Wheel serves to highlight transport heritage to everyone passing, not just your visitors. Indeed, your visitors probably already know something about your history and they certainly know you are there to visit! So siting is all important. We are looking for the Red Wheel to be visible to as many people as possible: we want them to stumble across it, reach for their smart phones, grab the QR code and find out more. That should result in more visitors to your site and our website.

In agreeing the site, we also need to be mindful of the need for Listed Building Consent or Scheduled Monument Consent as appropriate (other appropriate consents required outside England). NTT will apply for these consents, but we have limited resources so if someone is able to apply for it for us that will always be welcomed.

We will not apply for Planning Consent or Advertising Consent on principle. If a planning authority demands a paid-for consent, it is with regret we will walk away, even if someone else offers to pay. We are promoting the local area, raising its profile generally at no cost to the local authority. It is not a precedent we are willing to accept. On the other hand, some enlightened planning authorities have decided that Red Wheels are 'de minimis', so unintrusive as to not require consent from them.

None of those consent considerations takes away the need to get consent from the owner of the building, structure or land on which the Red Wheel is to be placed.

Once permissions have been obtained for the agreed wording and the agreed site, we do strongly suggest you identify who is going to fix the Red Wheel and the QR Code plate: it is better agreed now than when the unveiling date is looming. We expect the costs of fixing the Red Wheel to be covered by the nominator or recipient of the Red Wheel.

So now we can order 'your' Red Wheel and QR code plate. We need a delivery address and we do ask that you follow the instructions in the installation section of this document.

Now we just need to agree an unveiling date, who is going to do it and who is going to be there? It's a great opportunity for lots of publicity. Don't forget to invite local media. Our experience is that the 'nationals' generally won't pick this sort of thing up, but good coverage in local media can sometimes tempt them to follow up.

Our President, Judy, Lady McAlpine has officiated at many, and there are quite a few Lords Lieutenant who take an active interest in STEM related subjects including transport heritage – you can't beat having the representative of HM The Queen there. Depending on where and when, there may also be other options!

A few refreshments after the event are always welcome but please note the NTT does not have funds to extend to this.

As the curtain is pulled aside, there is generally a round of applause and people are delighted to see 'their local transport heritage' being marked. And at that moment, or slightly before, we will make sure that our website is updated to reflect the new Red Wheel and it will go to the top of the list of "latest red wheels". We will add photos from the event later.

Where the proposal arises from a NTT idea, an NTT colleague will need to produce a nomination form to enable the process.

QR Code Plates

We have rolled-out the inclusion of a 100mm x 100mm stainless steel plate, etched with a QR code and installed on the Red Wheel. The code is unique and directs to a placeholder page (that will never change) which in turn links direct to page on the website for the site. We have adopted this process so that if we update our website, the QR codes will still be valid, with any changes being 'back-office.' We intend that all new Red Wheels will have QR codes. For existing Red Wheels, we can have a 150mm x 200mm stainless steel plate produced to fit under the Red Wheel. Please contact us if this might be an appropriate solution.

Red Wheel Installation



⊕ The circular plaque is 495mm in diameter and 10mm thick. It is painted red with white lettering in Gill Golden Cockerel typeface. It is weatherproof, constructed of cast aluminium and weighs approximately 4kg.

⊕ Fixing is by three stainless steel threaded studs - 80mm long 8mm diameter (M8) - screwed into the back of the plaque (380mm between studs). The studs are captured by epoxy resin in predrilled holes. In the case of a brick wall, the holes should ideally be drilled into mortar joints to cause the minimum damage to the masonry. An alternative approach is to bolt the plaque onto metal plates, with the nuts securing the bolts welded for security purposes or appropriate security fixings used.



⊕ Holes are drilled at 10mm diameter (at least 80mm depth), countersunk 25mm diameter to a depth of approx. 10mm to allow for the bosses on the rear of the plaque. Holes should be blown out and brushed out before resin is injected. Rawlplug R-KER-II is suitable for this application and there is an excellent YouTube video demonstrating the process. A standard mastic gun is suitable and additional nozzles are available. Working time is 2 or 3 minutes on a warm day, longer if it is cold.





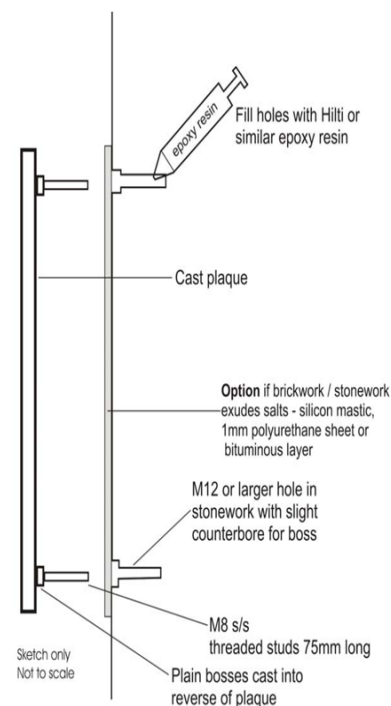
- ⊕ The ideal location would be a physically prominent position, free from vandalism, and mounted at eye level (in extremis, they can be mounted up to 2.5 m above ground level and still be legible). The ideal wall would be of brick or stone construction; note that rusticated or uneven stone walls can create gaps between the plaque and the wall, which increases risks of vandalism.
- ⊕ The plaque is not classed as an advertisement for planning purposes. If the wall or building is not listed as one of architectural or historic interest, planning permission is therefore not required; if the building is listed, Listed Building consent will be required. Grade 1 buildings and Ancient Monuments would require special consents.



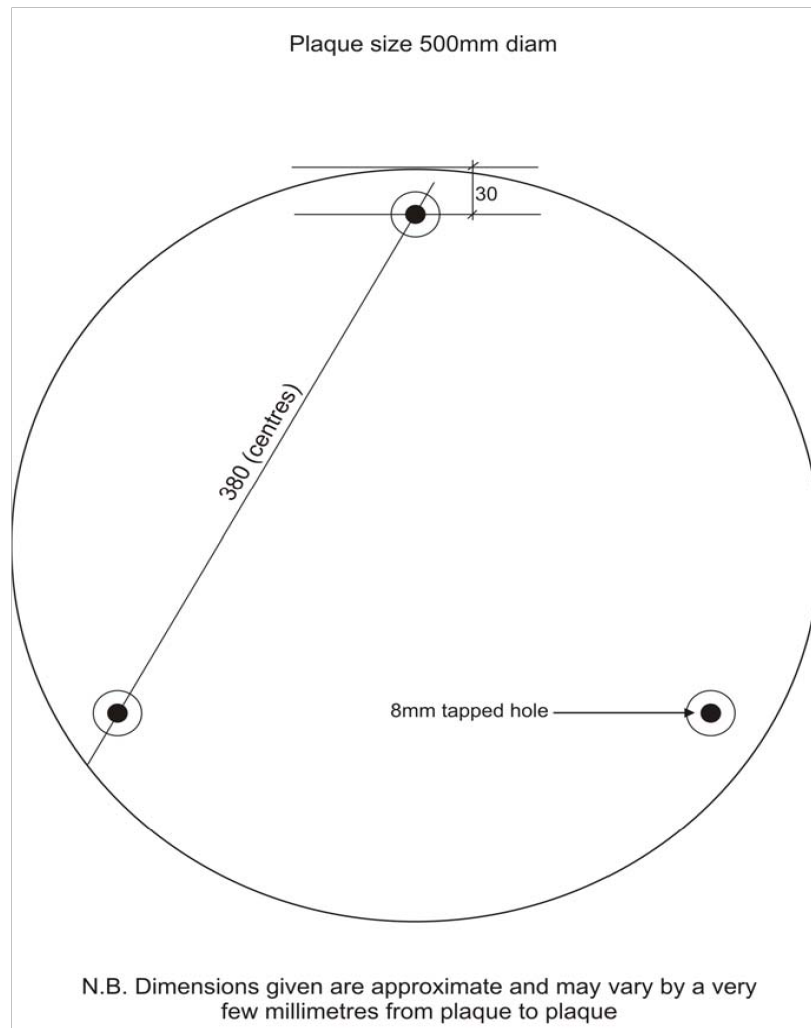
- ⊕ For separate QR code plates, these should ideally be mounted below the Red Wheel, vertically centred on the Red Wheel and horizontally around 50mm below it. Holes should be drilled 6mm diameter to a depth of 60mm. Plastic wall plugs are supplied along with anti-tamper self-tapping button head screws and a key to drive them in.

- ⊕ National Transport Trust Red Wheel – typical fixing detail for face-fixed wall-mounted using concealed fixings. N.B. Diagram shows a 12mm diameter hole but advice is 10mm – better to go tight and open out.

- ⊕ If you encounter difficulties when mounting the plaque, telephone Leander Architectural on 01298 814941



National Transport Trust Red Wheel Plaque – fixing details on reverse face



Red Wheel Maintenance

NTT Red Wheels should have a long maintenance-free life. If they are in a marine environment, they will have been specified with an additional lacquer coat to provide further protection. We have also had a Red Wheel damaged when ivy grew across it – do please keep vegetation clear of the Red Wheel. Cleaning if required is best done with mild soapy water and a soft brush.