

LONDON BUS PRESERVATION TRUST LTD.

MINUTES OF THE ANNUAL GENERAL MEETING HELD ON SUNDAY 13TH MARCH 2022 AT 11.00AM IN THE VICKERS SUITE

52 members were present at the meeting

- 1 Apologies for absence: apologies and proxy forms were received from 106 members. The meeting was, therefore, quorate.
- 2 Chairman's Opening Remarks:
We should have held an Annual General Meeting in 2021 but we were unable to do so because of the Covid restrictions. We are now eight days beyond the required time between Annual General Meetings and we need your consent to go ahead with the current meeting as the 2022 Annual General Meeting.
Andrew Emerson (1332), asked whether the meeting should be regarded as the delayed 2021 meeting, a combination of 2021 and 2022 or simply the meeting for 2022.
Peter Brown commented that this current meeting could be described as a combination of the meetings for 2021 and 2022 or we could simply press ahead with this meeting as being the 2022 Annual General Meeting and acknowledge the situation with regard to 2021. There were no further comments.
- 3 Ordinary Resolution: That the Members of the Trust note that because of the Covid pandemic and its associated restrictions, this 2022 Annual General Meeting of the Trust and the required reappointment of Trustees is being held out of the time specified for Annual General Meetings under Clause 13.2 of the Articles. Members agree by Ordinary Resolution to raise no objection thereto or to the validity of this 2022 AGM and the business transacted at this Meeting.
Approved: Proposed by **Andrew Emerson (1332)**, seconded by **Paul Raven-Hill (1601)**
- 4 Minutes of the Annual General Meeting held on 5th December 2020

The Minutes were agreed. Proposed **Paul Raven-Hill (1601)**, seconded **Andrew Emerson (1332)**
- 5 Matters arising from Item 4
Andrew Emerson (1332) commented that in the agenda of the 2020 Annual General Meeting, four trustees were nominated for re appointment but in the minutes only two are referred to. The chairman noted the comment and undertook to ensure that the situation would be regularised.

Peter Brown commented there might have been some confusion caused by the fact that the original 2020 Annual General Meeting had been postponed and was held in December 2020 via Zoom. On the agenda there were two nominees for reappointment as trustees and, in the minutes, those two trustees are recorded as having been reappointed.
- 6 Ordinary Resolution: In accordance with Article 27.3, Members agree to extend the appointment of Roger Stagg and Peter Osborn as Trustees until 6 June 2024, notwithstanding that their terms of office exceed six years from the date of approval of the Articles.
Proposed: **Peter Rodger (1099)** seconded **John Self (2215)**
- 7 To re-appoint Deryck Fill as a Trustee

Approved: Proposed by **Paul Raven- Hill (1601)**, seconded by **Graham Lunn (124)**

To appoint Paul Sainthouse, Mark Yexley and Richard Telling as Trustees

Chairman: it is good practice to have separation between the Committee of Management and the Trustees. We have a good group on our Committee of Management, of whom a number are trustees. Several have exceeded their allotted nine years. We could have extended all of the trustees but we would simply have been delaying the time when those trustees would have reached the nine-year period of service. The proposal is that we do not extend the period of service of those trustees but we look to involving people from outside the museum, who bring experience in the wider transport industry. New people will bring greater objectivity which is highly valuable to the trust and they have already been hugely helpful to the trustee board. They will help to drive the trust firmly towards the future and would bring experience of governance to support the museum. Richard and Mark are both here to answer any questions but unfortunately Paul tested positive yesterday for Covid.

There were no questions.

Approved: Proposed by **Ian Barrett (49)**, seconded by **Paul Raven- Hill (1601)**. All present were in favour.

8 Chairman's Report

We were sorry to have lost several members during the year. David Kinnear, was in a major way responsible for the move from Redhill Road to the Brooklands site and for the first iteration of our museum layout. He was very keen on horse buses and ensured that not only did we have horse buses displayed in the museum but, also, we offered horse bus rides at our events. We also lost Bill Ackroyd. Roger and I went to see his wife last week and she is coping well and sends her best wishes to all. We also lost Mike Scott, Tony Allen and John Marshall, the owner of RFW14 and the radio car. His vehicles are being kept safe on behalf of his partner. Despite Covid we have created a new layout that is hugely popular and the London Bus Museum features as a visitors' preference. The layout is good for children and for photographers as well as the ordinary visitors. The children's area is extremely popular. The simulator now has a new film showing a different part of London. We also have many audio-visual displays with more to come reflecting the history of London Transport and supporting our various displays. We now have copyright on the films that we show and we have larger screens to make the experience far more enjoyable full

Our new magazine editor is Dave Jones. The magazine is the only contact for some of our members. Some 92% of our membership now receive E-news and also the Classic London Buses of the 1950s newsletter. Members also receive analysis of management meetings to keep them updated with developments. We are trying as best we can to get as much communication out as possible.

We have a fabulous shop aimed at the general public. The shop is by the exit to the museum specifically to encourage visitors to purchase items and the range of available items is considerable, to meet all expectations. The London Transport Museum was able to sell 35,000 pairs of socks. We cannot manage that but we can still do well. 40% of the London Transport Museum sales are online and we can only try to develop in that general direction.

Courtesy of Paul Sainthouse at Dawson Rentals we received a new van which has proved most useful.

We have a new book, Working for London's Buses, with the proceeds going to the London Bus Museum. Based on donations of photographs by Alan B Cross, Ray Stenning is currently in the process of collating photographs of buses in our collection with a view to a further publication. The aim is to have a coffee table book which shows photographs of buses in our collection

and also photographs of when those buses were in service. Ian Read and Guy Marriott are working together with Ray.

We have purchased the freehold of one of our storage spaces. Our money invested was not getting a particularly high rate of interest but land values are increasing and we are also receiving rental income. The collection of vehicles will always grow and we need more storage space where we can keep our ever-expanding collection.

We desperately need more volunteers. They do not have to be members although they are welcome to join us but their volunteering is valuable to us. In particular, we need a new human resources manager to oversee both members and volunteers. We have managed to remain open throughout the recent difficulties but we still need volunteers. It remains preferable to have volunteers rather than to employ staff due to the friction that can sometimes be created. It will be preferable for us to remain as a volunteer organisation.

D142 is to re-emerge in Public pirate bus livery. We have used our best efforts to identify the accurate colour. T448 is in restoration supported by an anonymous member and we hope to finish this in his lifetime.

A new audio-visual display inside EB2 will show how the electric bus works.

Series 2 of Secrets of the Transport Museum is being shown on the Yesterday television channel and we have benefited from both series and hopefully this will encourage more visitors to our museum which will be to our benefit. Whilst we might not be getting as much airtime as we would like, we must bear in mind that if the film encourages people to visit Brooklands then there is a very good chance they will visit our museum as well.

We are expecting to restart driver CPC training and we will be able to offer some places on the courses to external candidates but the training will be free to our members. It is worth the annual subscription to the museum to receive this training.

From time to time, we receive items from legacies but such items can be quickly lost and vehicles can become a liability. Please do not leave your partner in difficulty with items that you have collected over many years. Please talk to the museum first, as there may be duplicates and please do not impose restrictions on keeping your collection together, which may well not be a possibility. Sadly, many collections are lost, as no provision is made.

John Rawlins (272): it is vital that we seek to replace the incredible work that Steve Edmonds did as human resources trustee as soon as we can, as this will have a considerable impact on the work that we are able to do in the museum

9 Secretary's Report

The report was received **Peter Rodger (1099), Paul Raven-Hill (1601)**

10 Treasurer's Report, including Motion to re-appoint Auditors for 2021 and 2022.

As figures are not yet available this is a brief review. The accounts have not yet been audited. We have maintained our level of expenditure and the refit cost us less than £70,000. The lift is now being replaced and that will represent a major expenditure. We have maintained our expenditure on vehicle maintenance and restoration and, overall, we have experienced a loss of about £20,000, which is similar to the previous year. We were fortunate to have a successful insurance claim for loss of income during COVID, which equates to some £80,000 into our reserves. Financially, we are in a much better place than we expected. We also have £280,000 invested in a freehold property.

The reappointment of the auditors was approved **Paul Raven-Hill (1601) Roland Graves ((350)**

John Rawlins (272) raised the issue membership of Brooklands as publicised on their leaflet as being £50, yet ours is cheaper. Does the fact that Brooklands members get outside meetings justify the difference in membership fees?

Peter Osborn responded: our subscription is £40 with a direct debit discount. Recently Brooklands have introduced a similar discount. We are expected to maintain parity but we have, as yet, had no notification from Brooklands of the change in membership fees and we may have to accept an increase next year.

Leon Daniels commented that there had been no flood of Brooklands members to join us.

Peter Osborn further commented that it is good practice to increase the subscription gradually.

Paul Raven-Hill (1601) further commented that he is also a member of Brooklands and they do receive a monthly newsletter. However, there was no mention of the Spring Gathering in the newsletter.

Peter Osborn indicated that this would be taken up with the Brooklands management

11 Trustee reports

Peter Plummer (45): I greatly admire the restoration work carried out by volunteer members but one vehicle currently puzzled me. I refer to RF19, which, when acquired by the trust, was a unique survivor of a private hire RF for Green Line work. It is now identical to at least three other short RFs. If a private hire vehicle was desirable the trust's RFW would have fulfilled the role more appropriately and proportionately within the fleet. Please could you share with me the benefits of this vehicle losing its unique qualities.

Roger Stagg: it is always difficult to decide which livery to replicate. RF19 belonged to Colin Curtis, whose wish was for the bus to be in sightseeing livery. We have to ask what the public would like. Few members of the public know the differences between RFs. The majority view was to get a sightseeing RF in the collection.

Peter Osborn commented that ten years ago, an appeal was made to members for RF19 and RFW 6 and it was called the private hire appeal. As a result of this appeal the entire funds were applied to RF19.

Leon Daniels added that in 2019 event a survey indicated that T357 was perceived as the priority for restoration and RFW6 was low down on that list

Marketing:

Colin Read (574) commented that 3000 leaflets were distributed around the local area to publicise our various events yet there was no mention of this in the marketing report.

Deryck Fill acknowledged this and apologised, indicating the need to limit the size of the reports which were then included in the booklet which all members received for the Annual General Meeting. He confirmed the appreciation of the work undertaken to publicise our events.

Health and Safety:

Andrew Emerson (1332) commented that suggestions for changes to the fire exit signs had been made but no changes had been made.

Owen Wright responded that there are signs with evacuation route marked.

Andrew Emerson (1332) noted that there is no indication of fire exits at the entrance desk and suggested that the Fire Brigade would advise.

Graham Lunn (124) pointed out that there are ongoing meetings to discuss issues relating to fire emergencies and a resolution is being sought.

Leon Daniels suggested a further check after this meeting.

Roger Stagg commented that fire precautions were discussed when the building was being erected. Unfortunately, the Fire Brigade is no longer involved in supportive measures as has

happened in the past, although we have been fortunate in receiving advice from the local fire officer. A number of plaques around the museum show escape routes but as the open area in which the vehicles are parked can change the exit routes can vary. We are currently considering escape routes from the workshop. Spare copies of the fire exit plans are kept in the office. If anyone has concerns about the information provided, please discuss this with Graham Lunn.

Leon Daniels added that it is not practical to fit sprinklers as there is insufficient water pressure. We have to ensure that the fire alarm system works.

- 12 Report by Managing Director of London Bus Museum Ltd
The report was received

- 13 To consider matters/questions from Members

Phil Jelly (1524)

At the last 'live' AGM in 2019, I raised a question about better access to the London Bus Museum for people who choose to use public transport. I was particularly interested in promoting the railway footpath which provides a quick, pleasant route from Weybridge Station to Brooklands main entrance for pedestrians.

I was very pleased to see that the footpath is now clearly marked on the 'directions' maps on LBM's leaflet. Disappointed that it was missed off the 3 events leaflet, although this is not so important as the 462 runs on event days.

I have two questions to put to the AGM:

- 1) Has anything been done to improve the surface of the path between Weybridge Station and the Museum and put in clear signposts along the way?
- 2) Has anything been done to provide advertising and information at Weybridge Station itself? This has always been sadly lacking.

Peter Brown: the local authority has undertaken considerable work to create a viable cycle path from the station down towards the museums. This cycle path shares the route with the footpath, which is now much more accessible. There are now signs at the station but there is always scope for improvement. At the last face to face JMC meeting, it was agreed to invite the managing director of Cardinal Buses, who provide the service from the station to the offices near the museums, to a meeting to discuss the possibility of using the bus outside of currently committed hours to ferry visitors from the station to the museum entrance. Unfortunately, this meeting never took place. There have been changes with the 436 bus route, which is operated by the company of one of our new trustees, and it may well become possible to identify a better service to everyone's advantage. If we can establish a reliable service from the station to the museum, we may then be able to discuss the possibility of packages with, for example, SW Trains

Andrew Emerson (1332) commented that the Cobham Chatter Bus runs on Saturdays and that we should raise the issue with Sir Gerry Acher for more information.

Leon Daniels added that advertising at the station should be a joint marketing activity with Brooklands and it was not in our interests to seek unilateral publicity.

Andrew Emerson (1332)

Are there any plans to review the Memorandum and Articles of Association of the museum charity, which were first established fifty years ago this coming July? Although reviewed twice since then, is there not a need to move towards a more updated, concise and less unwieldy style of management at both board and management levels? An example would be a review of the AGM meeting timetable with currently no reference to electronic communication and

absurdly long lead times for the submission of AGM matters requiring all submissions to be made 10 weeks before the meeting. When was this process last reviewed?

Peter Brown responded: it is reasonable to review the memorandum and articles of association of the museum from time to time and it is arguable that we are at a point where such a review should be undertaken. I will certainly consult with my fellow trustees and the management team to consider the possibility of initiating such a review.

The difficulty of relying solely on electronic communication is that this would exclude some of our members, all of whom have a right to receive information. It is as a result of this that the time scales tend to be quite long, in an endeavour to match circulation of important documents with our magazine. Unfortunately, with the recent annual general meeting documentation, this was not possible

Ian Read (1725): the variations in heat and cold in the museum must be having an impact on both the staff and the vehicles.

Roger Stagg: advice was taken from museum organisations for a balance between finance and planning. The shape was determined by the planners and not the bus museum. With some of the alternative possibilities, the costs of heating and ventilation would have exceeded income. Advice from museums was that we should use natural light as far as possible. Relative humidity destroys the buses so a dehumidification system was installed which is, in general, successful. The installers visit annually. The system was serviced in November and appears to be functioning satisfactorily. Heating is a problem. There is no gas supply to the site and there will be major problems in locating gas containers or storage tanks. We were advised to maintain same internal and external temperature to limit damage especially to timber frameworks We attempted to maintain 2 degrees above the external temperature but this is very expensive. It may be acceptable to visitors but it is a problem for stewards. We have some heating in the shop area and in the workshop and the suggestion is to heat the area where the stewards are based. Many attempts to cool the museum, especially around the mezzanine area, have been undertaken. We continue to look for ways to make the cooling better, especially as we are wanting to use the mezzanine area more. In the next 10 years, the roofing will come to the end of his life expectation. When the next layer is installed, we may possibly create the space with new insulated sheeting. If we lose light there would be a detrimental impact.

John Robinson (2115) remarked that volunteer agreements are essential and suggested reference to NCVO for professional expertise.

14 Date and place of the 2023 AGM

In view of the current uncertainty, it was considered inappropriate to fix a date at this moment but a date will be fixed as soon as is practicable.