

THE LONDON BUS PRESERVATION TRUST LIMITED
2023 ANNUAL GENERAL MEETING
Held on Sunday 12th March 2023 commencing at 11:00
in the Vickers Suite, Brooklands Museum, Brooklands Road, Weybridge, Surrey

MINUTES

1 Apologies for absence

Twenty-six apologies and proxy votes had been received and ninety-seven members were present. The meeting was quorate.

2 Chairman's Opening Remarks

The Chairman welcomed everyone to the meeting.

3 Minutes of the Annual General Meeting held on 13th March 2022 (previously circulated)

AGREED

4 Matters arising from Item 3

Chairman: To clarify, the Driver CPC training is free to volunteer drivers. There's a discounted rate for members, and there's a full price to any anybody else to absorb spare capacity. That's us saying thank you for the times that you give as bus rides are a significant part of our attraction and a material part of our income.

5 To confirm the unopposed election of Trustee Directors

Chairman: three people are nominated. If there are no objections to any of three names, we will take a vote on all three at the same time. No other nominations have been received.,

Tony Bentley 2103: the only objection might be that someone may come forward during the currency of next year and offer themselves up as chairman or something like that.

Chairman: The AGM does not elect the Chair, the Trustees elect the chair. This is about being a Trustee.

Tony Bentley 2103: Someone else may put themselves forward or the other Trustees may find someone else.

Chairman: it will be for the Trustees to decide and it could be any of the Trustees. Opportunities for people to become Trustees continue to be valid. One third of the Trustees have to be re-elected every year. There is always the space for another person to come along to be nominated.

The resolution is to extend my period of office as a Trustee, beyond six years to the maximum of nine effective from 2024. **AGREED**

6 Chairman's Report

What a brilliant year we had in 2022. We had three brilliant events here at Brooklands, we also had three extraordinarily successful running days, on the 101, on the 81 and then on the 37. We are into a routine now, these running days take place just a short time before the events here at Brooklands. They act as a catalyst and we hope they have a positive effect on the on the attendance. A big thank you to all of our volunteers, to all of our members to you, and also to your families, for giving you the space to come and enjoy the hobby and to support us.

We launched D 142, which was just magnificent. A tribute as ever to Alan Gaskell, who led the restoration over several years. It is in the livery of the London Public Bus Company.

We made a structural change last year. Good governance, which is splitting the Trustees from the management. The Committee of Management, which meets six times a year, is really the place where we keep the museum going and where we all come together to discuss the

management of the museum. The Trustees, who meet less meet to talk about good governance, legal compliance, applying all of our policies, and setting the strategy and the direction of the museum, and making sure that what we do is compliant. The Trustees keep us in the minds of people in the wider global transport world. The Charity Commission rules mean you cannot be a trustee for too long in any charity. Trustees can only serve for six years. Exceptionally, we can extend to nine years. We do that for the Chair, the Vice Chair, the Secretary and the Treasurer, because those are the four people who have executive duties to do. Those four can serve for nine years. Deryck Fill will retire this year from the Trustee group. Deryck will carry on as our Marketing Manager. I'm going to take this opportunity to thank Deryck for his fantastic job as Marketing Manager in running all of our major events.

In secrecy, Alan Gaskell built a testimony to Roger Stagg, who has been volunteering at this museum since 1994. We have the Roger Stagg Emporium, which looks like it is selling all of the things that Roger would have sold.

You have seen our finance report for non-accountants, we're in a reasonable financial state. We have cash reserves, we own freehold property, and we can afford to continue our activities. Thanks to our tremendous Treasurer, Peter Osborn, we don't waste any money. Brooklands Museum had a hard time through COVID and, since we're on a share of their income, if they have a hard time, so do we. Revenue comes from various sources, it comes from admissions, sales in the shop, donations, bequests, and so on. We have to work hard to make sure that we continue to keep our income going.

We're only a couple of weeks away from our first Running Day on route 175, you will see lots of buses on display, not just ours. We are taking the museum to the people in the hope that the people will come to the museum.

At Spring Gathering. we will be launching a brand-new book. The catalyst for this came from Alan Cross. We have the £2 guidebook; this would be a £40 guidebook. We expanded the book to all the notable London buses in preservation, and where possible photographs of them now and photographs of them when they were in service. The book was written by Guy Marriott and Ian Reed and we will be launching it at Spring Gathering. Sadly, Ian Read died just towards the end of the preparation for the book. Ian's family will be coming to Spring Gathering and will join us for the launch of the book. The book sells for £40; you can get it for £30, either here or on online. You can get it if you're a London Transport Museum friend, with your 20% discount.

We've lost a number of other members and volunteers during the course of the year, in particular, Mike Scott and Mike Garside. it is a feature of the age profile of our membership and our volunteers. Every year we lose two or three people and we miss them.

We also lost over a year ago John Marshall. We're very grateful to John's estate that we've got RFW 14 and his Ford Cortina radio car on long term loan and on display at the museum. John's death is a reminder of how important it is for all of us to put our affairs in order before we go.

T448 is progressing really very well. It's being restored thanks to the generosity of a member. That's something else that we're very grateful for and encourage you all to think about. If you're thinking about leaving something in your will, think how much nicer it would be if you gave it to us now. And then you could see that which you wanted to donate for. Please do talk to us in advance. People make things unnecessarily complicated. For example, people will leave us a collection of stuff on the condition that it stays intact, which is not a condition with which we can comply. If you leave us 100 maps, maybe we already have 50 of them. If you give us a condition that says it has to be intact, we can't take it at all. And that was not what you wanted. I really hope we can see T448 within the next year or so. We are making progress on NS174. That's really popular, because the restoration is taking place in the public area of

the museum. People love to watch what's going on, see how it's progressing and talk to the stewards about it.

Back in 2019, we brought the whole collection together here in the summer and we asked all of the visitors what their priorities were for future preservation. And there were two priorities. The scooter was one and T357 was the other. We cannot do the scooter. There is a perfectly good example at LT Museum, LT 1076. And therefore, another one is a bit of a waste of resource. T357 is unique.

A big thanks to everyone behind the scenes who hardly ever get any credit. Those are the people in curatorial; the people that look after HR and welfare. A big thank you to everybody behind the scenes.

The whole process of keeping our museum accredited is really very important. Nigel Fryatt has done a fabulous job for us behind the scenes with our policies to make sure that we can continue in our status of an accredited museum. A big thanks to the backroom team that keeps us legal and compliant and allows us to be open to the public and to access whatever external fundings and things that there might be.

This is your chance to ask any of us any questions. It is your chance to give us any suggestions. And let me just say that we love to hear your guidance as to where you think the museum should go; that everything you'd like us to do is subject to the available volunteer resource and financial resource. If you want to see something done, and you are happy to do it or pay for it, we'd love to hear from you even more.

Visitors often get to London Bus Museum towards the end of their visit. And at the end of the visit, when they leave, Brooklands ask them, did you enjoy your trip? Yes. Would you come back again? Yes. Why would you come back again? London Bus Museum.

Thank you to all of you for coming. Thank you to all volunteers, everybody, Sharon for giving you all the catering today. Everybody has done the work to make sure that the vehicles are available, and even the team for making sure we have enough seats for all of our visitors. Thank you very much.

7 Secretary's Report

Peter Brown: Before you asked me any questions, may I please apologise for the issue to do with the seating. I have never attended an Annual General Meeting of the London Bus Museum before with so many people present. When I gave the numbers for chairs to the Brooklands Museum staff, which they happily provided, I thought we would have more than enough chairs for everybody to sit down. So please accept my sincere apologies for this and, next year, there will be 100 chairs available for all those of you who wish to attend.

REPORT RECEIVED

8 Treasurer's Report, including.

- a. To adopt the Accounts for the year ending 31 December 2022

Peter Osborn: the accounts for the year to December 2022 are not finished. So we're not going to ask you to adopt those. However, I do have draft figures if anybody wants to see them afterwards.

- b. To appoint Auditors for 2023

Our auditors are John Kilby and co. John Kilby is the treasurer of the AEC society and has his own accounting practice. So he's a good man to have as an auditor. He understands what we do. I would like to propose that we reappoint his firm please for the coming year.

AGREED

We benefit from a wide range of sources of income, all of which are clearly critical to making up the total: the membership, the donations, the gate money, the events that we run, and so on. The objective always on the money side is to spend what we can on our collection. So we run the museum, we pay what we have to pay, and what we have left, we can afford to

improve the quality and scope of the collection. And that's what you'll see today with D 142. As an example, you've seen the pictures of STL 441, which was repainted last year. And there are other aspects like the replacement of the lift, which has had to be dealt with. These things are all possible because of the support we have. And it is just humbling really to be in a position to have the money available, because of the support we have out there. It is amazing. Thank you, everyone.

REPORT RECEIVED

9 Curatorial Report

Chairman: Ray Thorne is just recovering from major surgery but several members of the curatorial team are here. Collectively, they will be happy to receive questions. I think it would be fair to say a feature of curatorial is that we are getting more stuff arriving. Sadly, through the loss of members and enthusiasts, generally. Somebody sent us 10,000 transparencies of buses in southeast London. Projects like that take up a huge amount of volunteer resource. We are processing them as quickly as we can. We have very good relationship with other organisations like the Bus Archive. Like all good museums, what we don't need for our collection, we try and make available to others for theirs. Where there is no obvious home, we reserve the right to sell the surplus material to raise money.

REPORT RECEIVED

10 Education Report

Chairman: there is nothing nicer in my mind and the sound of happy children in our museum, whether with the parents or whether they're part of an organised group. Bob works very closely with the schools to make sure they understand what they're coming to and what the purpose of the visit is.

REPORT RECEIVED

11 Rolling Stock Report

REPORT RECEIVED

Graham Lunn 124: the owner of M5, who lives in Halifax, would like to bring it down but will only bring it down if M6 is going to be at one of our events. He is eager to bring it down but he does not want to make a four-hundred-mile round trip to find that M6 is not on display.

Roger Stagg: M6 has been checked over at Northchapel and is ready to return. It will take the place of the SMS and will occasionally be in service. So, it is part of the plan to occasionally change vehicles to alter the display. UMP will shortly return to the museum.

Paul Ravenhill 1601: we were planning that the summer event on the 25th June would be a modern bus day

Simon Greatwood 1831: M6 is now 45 years old. So, you have a running day on the 71s coming up on the 11th June. Could be possible that M6 could be class five MOT, class five insured, tax would be zero.

Roger Stagg: The Transport Manager and the Events Manager are the people who will initially decide whether to request the vehicle, it will then find its way through the formal procedures

Chris Golson 1879: Is there anything going to be done by the museum for the 70th anniversary of the GS? I did see something on country bus rallies on their Facebook page.

Roger Stagg: Well, these are decisions I don't make. We are inundated weekly with requests for vehicles and there is a limit to what we can do both in regard to the vehicles themselves and into the finance that is involved.

12 Bus Operations Report

REPORT RECEIVED

13 HR Report

Chairman: John Owens is here with us in the audience. He is our HR and volunteer manager. We are very pleased to welcome John. This is his first AGM and has been doing this job for just a few months. Working with John, we have Ian Cormack and Andrew Collins, who,

between them, make sure that we've got the stewarding and make sure we've got the buses ready to roll in terms of crews.

REPORT RECEIVED

14 Operations Report

REPORT RECEIVED

15 Report by Managing Director of London Bus Museum Ltd

Chairman: The work and the performance of the shop is being transformed by Yvette Gower, who joined Gerry to run the shop on a daily basis. The items we've now got for sale are phenomenally successful with members of the public, families, and so on. And the shop often does several £100 worth of trade each day during the busy times. Do not buy it from Amazon. Buy it from Gerry.

REPORT RECEIVED

16 Health & Safety Report

We were lucky this year to be joined by Adrian Jones as our Health and Safety Manager. I approached Adrian the moment he finished being the Global Director of Safety for First Group plc. I was able to do that, because he worked for me for some years, about 20 years ago. Adrian is not with us today, but we do have a report.

REPORT RECEIVED

17 Marketing Report

Deryck Fill: I'm very appreciative of what the volunteers do. On event days, some of the volunteers arrive at six o'clock in the morning, and don't leave until about six, seven or eight o'clock at night. There are about 90 different jobs, not all day long, but they need to be filled on an event day. Well, hopefully you will know my email address if you'd like to volunteer because you don't come in every time. If you want to do a job, I will find you a job very happily.

REPORT RECEIVED

18 Fundraising Report

Simon Douglas Lane: We have considered an SMD grant for preserving the photographic collection, but we have had to resort to using our own resources because the grant is dependent on us finishing a project within 12 months. We were going to be at least three years on this project. For our fragile engineering drawings, we have at last got a zoom organised with our new advisor from Southeast Museums. David Harman and I have done a draft entry, we have to be so careful on how we phrase these things or they won't look at it. So, we hope to get that in and the deadline is July.

Now the T357 arrangement, which is going to be brilliant. The basic finances are it's a £350,000 project, of which the HLF will expect us to raise £175,000. Hopefully £30,000 can come from reserves. So, we have got to find £145,000 for our contribution to the project. And I would like to make the application to the HLF in January 2024. Some of the engineering work and the engine work can be done internally, but most of it will have to be outsourced. And we have not forgotten the gas-producing trailer.

Chairman: We will be asking anybody and everybody for their contribution externally as well as internally, we can use a little bit of our own money, but we must raise most of it if we are to stand any chance of getting some decent external funding as well. This will be the way of the future because our capacity with our volunteer labour is a diminishing resource. Vehicles like T357 will need to be completed with a significant amount of external help. And this is the case for the future.

Bruce Baker-Johnson 2101: Have you thought of putting a first ride in T357 on eBay. And I say this because I'm also heavily involved with the Tank Museum. They've got a Tiger tank and they put a ride on this target tank on eBay. You can enter a raffle for a ride on it. The last time I looked the bid was up to £28,000.

Chairman: Super idea. Thank you, we will look to the fundraising team. Anything we can do to think of slightly quirky ways of effectively auctioning some early association with T357.

19 Special Committee Report

David Mulvey: A small group of us undertook a major review of the memorandum of articles, which is our constitution, in 2015. At the last AGM, Andrew Emerson asked whether it might be time for us to consider whether any changes might be appropriate to the Constitution. We are having a look at how the Constitution has been running, such as streamlining processes for calling meetings, are we making sure we're using electronics enough? We hope to conclude this process in good time for the next AGM.

Peter Osborn: You will be aware that we have started using electronic means for circulating AGM papers using the website under the terms of the existing articles, but certainly any smoothing out would be useful.

20 To consider matters/questions from members.

Keith Nason 2389: If each report had the name of the person and an email address, so that if I wanted to talk to them afterwards, I could do and similarly, on the agenda when it says the report chairman or it says rolling stock, it has the name and email address.

Chairman: Wonderful idea, we'll do that. A point to be made is that the names are all actually in the magazine at the back.

Andrew Emerson 1332: the electric wicket gate gadget appears to have a mind of its own, working sometimes not working other times. Ian Reddick tells me he knows how to fix it, where to get the parts and so on. But also that the funding to do this has not been approved. It is also rather sad a lot of people make their way out of that door instead of going out through the War Hall or around the cinema bus and miss a lot of the museum simply because they go out the way they came in, because that gate is left open. And I think it's a lost opportunity.

Ian Reddick 2172: It has proved problematic that people seem to think that the sensor is a button and it has damaged the radar sensor. That is quite an extreme cost of some £300 that has been decided at this point to not go ahead. I would like to propose that we either go ahead with that reinstatement or an alternative method of that gate going back into full service.

Roger Stagg: We want visitors to come out through the through the War Hall. Having been part of the decision to buy that gate and knowing that there are problems with it, that affect our visitor flow, please get the part and I will donate it. There is not enough signage where the exit is before they get to that gate.

Chairman: it sounds like from everything we're hearing that the flow isn't working as well as it should do. I think we've reached the time where we need to make a firm decision as to where the finger sign is located.

Simon Greatwood 1831: A while ago, Ian Reddick and I got rid of some of the spoil behind the museum. It was a lot easier than we thought. There was a lot less asbestos than we imagined. I would like to see a plan that we get rid of this some of this land spoil over a five-year period, which will tie in with maybe a recover of the building because it has a lifespan. Then we move out the back, thus making more space within the museum

Chairman: And just before we widen the discussion and ask for some comment, there's this contaminated soil on land that is inside our area. It would require specialist arrangements to move it and cost a significant sum. And you would only extend the building a bit. I think it is a balancing act. We must face the future and it is it doesn't seem unreasonable to occupy as much as much of our space as we've got.

Roger Stagg: It is all in contaminated land, some of which is over five metres deep. Brooklands were very interested in this exercise, because it would additionally give them further space, and would benefit the circulation of visitors. Working in accordance with the Environment

Agency and their requirements, the costs of moving our part over five years ago, was almost half a million pounds. Why don't we just give that problem to the Trustees to talk about? Because this is significant changes to the building, significant expense, significant activity.

Tony Bentley 2103: We have just spent quite a long time discussing the sort of smaller matters that could be dealt with in the museum. Might it not be an idea that all the volunteers who run the museum sit down maybe once every two or three months and have what is known in the construction industry as a toolbox talk. We can talk through all the things that need doing in the museum, allocate tasks to people, make it easier to find volunteers to do jobs

Chairman: I'm very happy with that. One quick thing. Can we record our thanks to Ian Jackson and Rod Lucas for the sound system today. A lot of work goes into putting this into operation, I think they do a very good job. Ian and Rod, thank you very much indeed, for making us heard.

Colin Read 574: This may be ruled out of order, but there was a recent incident in the workshop. I wonder if this has been resolved.

Chairman: there was a collision between two vehicles in the workshop. It is being investigated by Glyn Matthews as Transport Manager and Adrian Jones as Health and Safety Manager and they are still carrying out their inquiries. It was a minor incident but could have had significant consequences.

Winston Menzies 2373: I would like to suggest that we have a bit more technology involved. Is it possible we could have QR codes on the plinths so we could provide the visitors with more information on their mobile? I would be quite willing to help.

David Harman: It has been talked about. There's no point in putting QR codes on there until we get the website up and running. There is actually more information on the website, including things like videos.

Chairman: is it not possible to link the QR code codes to what we currently say on the plinth?

David Harman: Yes.

Nigel Eadon-Clarke 1006: If anybody has been to the Great British car journey exhibition in Derbyshire, they use QR with headphones. And you can get screens and scroll for more information. It is fantastic.

Chairman: We'll take a look, Nigel, thank you.

Malcolm Peck 1637: Just an observation. I want to say how much I am enjoying the eNews that we get monthly. It is really good.

Chairman: Thank you very much. Richard Hastings is at church this morning but will be with us this afternoon. eNews is has become a very important connection with the membership.

21 Subscriptions 2023-24

Peter Osborn: We set out on our journey at Brooklands with an agreement that our subscriptions would be the same as theirs. They have changed their subscriptions more than once and we found out about it after they've done it, which has meant that we haven't been able to comply. The benefits to members are different in terms of the magazine and talks but not substantially different. We have had a discussion as part of our Joint Committee on this subject where we have said we are not minded to keep up with the accelerated pace of your subscription increases and we feel that actually there are no disadvantages to Brooklands from this. We did a review on local postcodes and a review of new members. There was no evidence at all that local people are joining the Bus Museum just to get into Brooklands. Their membership numbers are doing extremely well. We propose that we increase the subscriptions, which haven't gone up for three and a half years. The proposal is that they increase by about 10%. Slightly more for family members because the family is particularly out of line with Brooklands. In parallel with that we propose to increase the direct debit discount. The proposal is that we adopt the new subscription figures and that they be implemented with effect from 1st April this year.

Chairman: This is our first increase for three and a half years, during which time we've had some significant inflation. As a matter of policy, we are not seeking to track the Brooklands numbers. You can mitigate the increase by going to direct debit.

Bruce Baker-Johnson 2101: Can you explain please why the rate for the family ticket is pro rata.

Peter Osborn: I was trying to do a balancing act between where Brooklands are and where we were. The Brooklands family tickets have gone up really quite substantially.

Chairman: The fees are the preserve the AGM. You can approve or not. It is the Trustees and the Council of Management's recommendation that we make these changes. We've done everything we can to mitigate the increase.

AGREED

22. Date and place of next Annual General Meeting.

Peter Brown: The question was raised with me when the date of this meeting was circulated as to why it was on a Sunday, because some of our members wish to attend church. I am therefore suggesting we either meet on Saturday, 9th March, or Sunday, 10th March, depending on how most of the membership feel about having a meeting as we are today on a Sunday.

Chairman: We will take it away from this meeting. As part of a ballot, we will take a view about Saturday versus Sunday.

Chairman: We have our President with us and he would like to close the meeting. I'm going to hand over to Lord Peter Hendy of Richmond Hill.

Lord Hendy: What you have heard at this meeting, is that this museum is really successful. It depends on a lot of people, not me, particularly but, as Leon says, the vice presidents, the Trustees, the Council of Management, the volunteers and all the people who contribute so much. And also, of course, Leon is the chair who puts a lot of his effort in into this. I was in Birmingham on Friday. I have been elected the chair of the Heritage Railway Association, and many heritage railways are in terrible financial trouble. They have lost visitors. They've got serious cashflow problems, some of them have big debts, one or two of them may not survive. None of them are talking about expansion. Many of them are talking about contraction and survival. You have heard none of that today. This is a really good museum. It is doing really well. And I think we should finish by having a big round of applause for the people who make it work so well. Just do that.

The meeting closed at 1300.