

**Company Registration Number: 05035702**  
**Registered Charity Number: 1125980**

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**THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST**

(A Company Limited by Guarantee and not having a share capital)

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**TRUSTEES' REPORT**

**FOR THE YEAR ENDED**  
**28 FEBRUARY 2018**

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**THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST**

**(A Company Limited by Guarantee)**

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**COMPANY INFORMATION – TRUSTEES, DIRECTORS and PROFESSIONAL ADVISORS**

Year ended 28 February 2018

<b>Directors / Trustees</b>	Dr C J Billington Dr H M Bolt R D Rampton D T Sheppard
<b>Company Secretary</b>	Dr H M Bolt
<b>Company Number</b>	05035702
<b>Charity Number</b>	1125980
<b>Principal/ Registered Office</b>	Ledger Farm Forest Green Road, Fifield Maidenhead SL6 2NR
<b>Bankers:</b>	Lloyds Bank plc Lloyds Commercial National Clubs & Charities Centre PO Box 1000 BX1 1LT
<b>Insurance Brokers:</b>	TH March Insurance Brokers (Museum and event insurance) Hare Park House Yelverton PL20 7LS  Tollgate Private Clients (Vehicle insurance) Tollgate House 96 Market Place Romford RM1 3ER
<b>Independent Examiner:</b>	T W Bennett CALIBF 16 Manor Close Bradford Abbas Sherborne Dorset DT9 6RN

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# THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

(A Company Limited by Guarantee)

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## TRUSTEES' ANNUAL REPORT – STRUCTURE, GOVERNANCE AND MANAGEMENT

Year ended 28 February 2018

The trustees are pleased to present their annual directors' report together with the financial statements of the Trust for the year ending 28 February 2018 which are also prepared to meet the requirements for a directors' report and accounts for Companies Act purposes.

The financial statements comply with the Charities Act 2011, the Companies Act 2006, the Memorandum and Articles of Association, and Accounting and Reporting by Charities: Statement of Recommended Practice (SORP) applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) effective 1 January 2015.

**Company Number** 05035702

**Charity Number** 1125980

### Status

The Thames Valley & Great Western Omnibus Trust is a company limited by guarantee, having no share capital and registered in England & Wales on 5 February 2004. Each of the members is liable to contribute an amount not exceeding £10 towards the assets of the company in the event of liquidation. It is a registered charity. The charity was incorporated on 22 September 2008 and is bound by its Memorandum and Articles of Association. In their letter of 8 December 2009, HM Revenue & Customs accepted The Thames Valley & Great Western Omnibus Trust as a charity for tax purposes under reference XT21974 from 30 August 2008.

In Accordance with the Articles of Association the first Trustees & Directors were those persons notified to Companies House as the first directors of the Charity. All three directors were willing to continue beyond the first Annual General Meeting and remain in post. A fourth Director joined the Board on 13 February 2013. The existing Directors can appoint a person who is willing to act to be a Director either to fill a vacancy or as an additional Director.

### Principal Activity

The company was dormant until December 2009 but has been active since, working in furtherance of its objects.

### Charity's Aims and Objectives

The principal object of The Thames Valley & Great Western Omnibus Trust is:

- To advance the education of the public in the history of public road passenger transport and in particular in the history of those companies and types of vehicles operated through the Thames Valley and Great Western road transport corridors

In furtherance of this object the Trust powers include:

- a) establishing and preserving for posterity a representative selection of passenger service vehicles within the Thames Valley and Great Western road transport corridors;
- b) enhancing this collection by providing secure long-term accommodation for other historic vehicles, principally those with connections to the Thames Valley region;
- c) facilitating public access to the collection;
- d) providing a focus for retention, development and training for students of all ages in the traditional crafts and specialist skills required for restoration and maintenance of the vehicles and associated relics; and

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- e) raising funds (but not undertaking any substantial permanent trading activity and only in compliance with any relevant statutory regulations).

#### Review of the year & public benefit report

At the start of the year the Trust owned the following **vehicles**:

- Four unrestored First World War period vehicles including a 1912 AEC B type which had passed to the National Omnibus & Transport Company in 1922 and then was transferred to Taunton to inaugurate a tramway replacement town bus service.
- DBL154 – a 1946 Thames Valley Traction Co. Bristol K6A double deck bus No. 446.
- NDP38R - a 1976 Reading Transport Bristol VRT/LL3 double deck bus No. 38.

During the year two further vehicles were acquired by the Trust:

- MO9324 – a 1927 Thames Valley Traction Co. Tilling-Stevens single deck bus No. 152 which had been on loan from the Southdown Omnibus Trust since 2015, initially in connection with the celebration of the centenary of motor bus operation in the Thames Valley (TV100) and then for continuing use by the Trust. Ownership was transferred to the Trust from the Southdown Omnibus Trust on 24 April 2017. This vehicle had been collected from long term storage in Sussex on 8 March 2015 in order to be prepared for display at the TV100 event to celebrate the start of motorbus operation by the British Automobile Traction Company. BAT subsequently established a subsidiary, the Thames Valley Traction Company, to develop bus services throughout the Thames Valley area of Berkshire, Buckinghamshire and South Oxfordshire. 152 is the oldest surviving Thames Valley vehicle. Trust volunteers carried out a major refurbishment of 152 in the period leading up to the event on 2 August 2015 following which the loan period was extended by mutual agreement and the Trust continued to carry out further improvements and displayed 152 at various events within the Thames Valley. However, with the need to spend a significant sum to address gearbox and electrical issues, agreement was reached to transfer ownership so that the Trust could seek funding for these improvements. Following transfer of ownership the Trust launched a public appeal to raise funds for the work and by the year end the target figure required was within sight, much of this sum coming from the Trust's growing group of Supporters.
- LTA995 – a 1953 Southern National Omnibus Co. Bristol KSW6B double deck bus No. 1852 acquired from Haynes International Motor Museum, Sparkford, Somerset on 31 October 2017. In September 2017 the Haynes Museum had announced its intention to rationalise its collection by the disposal of non-core assets including LTA995, which Haynes had owned for a period of 28 years. Sale was by tender limited to accredited museums and charitable organisations but the evaluation criteria included the tenderer's ability to carry out a major restoration of the vehicle and subsequently use it for the benefit of the public. The Trust's tender was successful. The significance of this vehicle for the Trust is threefold:
  - It fills an important gap in the Trust's collection, illustrating the development of modern buses and the transition from the previous 50 years of vehicle development where the maximum width was under 7ft 6in (2286mm) to a width of 8ft (2436mm) which was the norm for the following 20 years, and with only a modest further increase since that time, within the sequence of Bristol double deck chassis types from 1941 – K, KS, KSW, LD, FS, FLF, VRT, Olympian – to 1983 represented by the collection of West Country vehicles within the wider Trust/Trustees' collection.
  - It is the first West Country vehicle within the Trust's direct ownership.

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- It is a well-known vehicle within the West Country particularly because of the high standard of restoration achieved by its previous owner, Keith Thompson, who sadly passed away in 1989.

At the start of the year, the Trust had on long-term loan from Trust Chairman, Dr Colin Billington, eight significant historic vehicles relevant to the Thames Valley and Great Western region, namely:

- YF714, a 1927 former Great Western Railway Road Motors Guy FBB, 32-seat, single deck bus No.1268 (on loan 1 November 2009 for 10 Year term).
- A 1927 former National Omnibus and Transport Co Leyland PLSC3 Lion single deck bus No. 2407 (on loan 1 November 2009 for 10 Year term).
- RU8805 – a 1929 Royal Blue AEC Reliance coach No. 3615, originally operated by Elliott Bros (Bournemouth) Ltd and being the only surviving vehicle from the Elliott era and the only surviving AEC Reliance (on loan 1 November 2011 for 10 Year term).
- FTA634 – a 1941 Western National Omnibus Co. Bristol K type double deck bus No. 345 (on loan 1 November 2011 for 10 Year term).
- JUO992 – a 1947 Southern National Omnibus Co. Leyland PD1A double deck bus No. 2932 (on loan 1 November 2011 for 10 Year term).
- BOD25C – a 1965 Western National Omnibus Co. Bristol FLF6B double deck bus No. 2065 (on loan 1 November 2011 for 10 Year term).
- MOD973 – a 1952 Royal Blue Bristol LS coach No. 1286 (on loan 15 November 2015 for 10 Year term)
- EDV555D – a 1966 Southern National Bristol SUL4A single deck bus No. 692 (on loan from 12 November 2016 for 10 year term)

During the year two further vehicles from the Chairman's collection were placed on loan to the Trust:

- OTA290G – a 1969 Western National Bristol VRT/SL6G double deck bus No. 1056 (on loan from 1 January 2017 for 10 Year term).
- FDV790V – a 1979 Western National Bristol LHS6L single deck bus No. 1560 (on loan from 1 January 2017 for 10 Year term).

Also at the start of the year, four vehicles were on long term loan to the Trust from Trustee, Richard Rampton, namely:

- MRD147 – a 1956 Reading Corporation AEC Regent III with Park Royal body No. 4 (on loan 1 January 2013 for 5 Year term). This loan agreement ended during the year and has not been renewed.
- CRD152C – a 1965 Reading Corporation AEC Reliance with Neepsend single deck body No. 252 (on loan 1 April 2014 for 5 Year term).
- GRD576D – a 1966 Reading Corporation Dennis Loline III with East Lancs double deck body No. 76 (on loan 1 April 2014 for 5 Year term).
- GRX140D – a 1966 Thames Valley Traction Co. Bristol FLF6G double deck bus No. D40 (on loan 1 March 2015 for 5 Year term).

The Trust had also taken another vehicle on loan during 2015 in connection with the celebration of the centenary of motor bus operation in the Thames Valley (TV100) which was retained on loan during the 2017-8 year. This is:

- FMO938 – a 1950 Thames Valley Traction Co. Bristol LL6B single deck bus No, 556 on loan from a private owner.

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As a collection, the vehicles span the Trust's region of operation and a 75 year chronology from 1912 to 1987. As a result they also represent a range of technologies giving an invaluable basis for heritage skills retention and training during their restoration and operation. In addition to public access to the workshops as work progresses, completion of the first loan vehicle, the GWR Guy, in 2012 and the AEC Regent in 2013/4 opened the way for Trust vehicles to be taken out to the public at events across the region. With the availability of Trust owned and loaned vehicles, including additional vehicles from the Chairman's and other Trustees' collections on an ad hoc basis, the Trust has been able to develop an intensive programme of appearances at its own and others' public historic road transport events across the region as described below.

**Other support enabling the Trust's activities** includes the Trust Chairman's commitment to make the museum facility (archive, gallery and display area) at his West Country home available to the Trust free of charge to host Trust events and displays. Similarly facilities at his base in the Thames Valley, including siting of the former Thames Valley Traction Co.'s Maidenhead waiting room and ticket office and the use of former offices for archive storage and research, are available without cost to host public visits.

The variety of **restoration work** undertaken on the loan vehicles during the year reflects the differing condition and form of construction of the vehicles and included:

- RU8805 AEC Reliance No. 3615 – following the preliminary work carried out in the previous eighteen months, work on rebuilding the body framing continued throughout the year. Having almost completed the floor and offside framing in the previous year, this was finished off and work commenced on the nearside, having removed the remains of the original nearside framing which have been retained for further reference as construction has continued. During the year, the nearside framing of the main passenger saloon was completed and rotten timber parts of the roof structure were replaced. By the year end the refurbished roof structure had been lowered onto the side and rear framing and securely attached. Over 1,700 man hours were expended on this project during the year.
- EDV555D Bristol SUL4A No. 692 – The major job of refurbishing the chassis, which involved removing many parts for separate attention, stripping back the chassis to bare metal, repair where necessary and repainting with rust proof primer and oil and fuel resistant chassis paint, was completed, the interior stripped out, ceiling, window sliders and lower sides repainted, seats dismantled and seat frames prepared for painting.

The Trust **Supporters Group** was established in 2015, for anyone interested in the work of the Trust and wishing to provide financial and/or volunteer support. During the 2016-7 year the number of Supporters rose from 145 to 181 with many actively involved in Trust activities. As well as a significant increase in volunteer hours involved in vehicle restoration, maintenance and preparation for events, regular working parties were formed to catalogue our growing archive holdings both at the Trust's registered office and at its West Country base.

Four issues of **To and Fro' the quarterly magazine for Supporters** were published during the year which, as well as news about progress and plans for activities and events, include carefully researched articles about the history of bus and coach travel in the Trust's areas of interest.

- Issue 8 was published in April 2017 and included articles on the history of Victoria Coach Station its 85<sup>th</sup> anniversary marked this year by a very successful three day Coach Festival organised by the Trust, a vehicle profile of Reading Jumbo VR No. 38, the Vincent-bodied Thames Valley Bristol coaches, a report on the Devon Supporters' Day, the launch of Royal Blue branded buses on Reading route 33/33a along Tilehurst Road and another excerpt from Dave Farmer's memoirs on pre-war AEC Reliances including Trust loan vehicle No. 3615.
- Issue 9, published in early July included a description by Peter Wilks of Thames Valley operations in the 1960s, a vehicle profile of loan vehicle Southern National Leyland PD1A,

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JUO992, the saga of former GWR Thornycroft 'Boadicea' in its later days with Thames Valley, Peter Delaney writing about the origins of Associated Motorways and more Dave Farmer memoirs, this time on the intricacies of driving Bristols with five speed crash boxes.

- Issue 10, published in early November, gave examples of Royal Blue publicity photographs, a vehicle profile of the Trust's 1927 Thames Valley Tilling Stevens, Paul Lacey on Thames Valley's Bucklebury garage, Dave Farmer's recollections of Western National's TSMs and a round-up of the record breaking 2017 Kingsbridge Running Day.
- Finally Issue 11, published in December, included a description of the scene in Tavistock in 1968, the subject of the Trust's new event then being planned for March 2018, a vehicle profile of newly acquired Southern National KSW LTA995, Paul Lacey examining an unusual vehicle in the South Midland fleet, recollections of Royal Blue express coach drivers and Dave Farmer being distracted by young ladies in white summer blouses and gabardine skirts!

During the year the Trust organised four major **public events** together with free vintage bus services at the South Devon Railway's gala weekends and participated in many others as follows:

- 10-12 March 2017 – The Trust was invited by Transport for London to work in partnership with them to organise a three day 'Coach Festival' to celebrate the 85<sup>th</sup> anniversary of the Grand Opening of Victoria Coach Station (VCS). 36 restored coaches dating from the 1930s to the 1980s were brought together from around the UK to complement examples of the very latest coaches to enter service with National Express and Megabus. Some 57,000 passengers passing through VCS saw the display and many more enthusiasts, local residents and workers came to view the vehicles and learn about their history. The Trust produced a new book on the history of VCS using 80 photographs and images from its own archives and those of the Kithead Trust (now the Bus Archive). Since its publication, both during the event and subsequently, over 800 copies of the book have been sold. The Trust also produced a series of large pictorial displays illustrating the history of the Coach Station with images taken from the book which proved to be very popular and of great interest to visitors to the Festival.
- 19 March 2017 – Closure of Exeter Bus & Coach Station & Philip Platt Memorial Rally & Running Day – this event, intended to mark the last day of operation of the bus and coach station changed its nature at the 11<sup>th</sup> hour due to cancellation of the closure by Exeter City Council (other closure dates announced later in 2017 came and went without closure!). However there was a serious reason to continue with the event in memory of Philip Platt who had been leading the organisation of this event but sadly died on 8 December 2016 after a long fight with cancer. Philip had had a lifelong interest in buses and bus preservation, particularly in the Devon General company and in vehicles of AEC manufacture, many of which were operated by the company. He had been one of the founders of the Devon General Society and Chairman of the Devon General Omnibus Trust. TV&GWOT attended the event with the Chairman's 1983 Devon General Olympian No. 1814 (the last vehicle built by Bristol Commercial Vehicles) and 1960 Western National Bristol FLF No. 1969 together with Trustee David Sheppard's Bristol SUL coach No. 420, all of which had been specifically requested to attend by Philip.
- 16 April 2017 – 10<sup>th</sup> Penzance Vintage Bus Running day organised by the Trust in association with the Cornwall Bus Preservation Society. 6421 passenger journeys were recorded, an increase of 10% on the previous year's record. A new open top bus Penzance circular route was introduced this year and proved to be very popular. There was extensive local press coverage and an illustrated history booklet was prepared by the Trust. This included a review of bus, coach and air travel to and on the Scilly Isles between 1937 and 1997 illustrated by photographs, tickets and brochures from the Trust's extensive archive. On Easter Monday three vehicles - the Chairman's 1980 Bristol VR No. 1203, Supporter,

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Dr Mike Walker's Bristol Omnibus Company Bristol RELL single deck and the Bristol Vintage Bus Group's open top Bristol LDL which operated in Penzance when first converted and which the Trust's Chairman was invited to drive – were used for a tour of the circular 300 route from Penzance via Marazion and St Ives, and then back via Porthcurno, with 40 passengers.

- 7 May 2017 – participation in the Historic Commercial Vehicle Society's London to Brighton Run using the Trust's 1927 Thames Valley Tilling-Stevens single deck bus which won the award for the best single deck bus on the run and the Reading Transport Bristol VR No. 38 which was second in its class. 23 Supporters of the Trust travelled on the run.
- 14 May 2017 – this year the Trust was involved in the organisation of the Taunton Vintage Bus Running Day using the Chairman's 1960 Bristol FLF6G double deck bus No. 1969, 1951 Bristol LWL5G single deck bus No. 1613, Trustee David Sheppard's Bristol SUL coach No. 420 and Trust Supporter John Barley's 1978 Bristol VR No. 1121. 9553 passengers were carried on free public vintage bus services to Wellington, Bishop's Lydeard, Stoke St Mary, Corfe, West Monkton and on a Taunton Town Service by a fleet of 37 vintage buses and coaches. In fulfilment of the Trust's educational role, the Chairman wrote an article for the programme on the transition from electric trams to the motorbus in Taunton in the early 1920s and the Trust's future plans to restore one of the two motorbuses which then came to Taunton to replace the tram service.
- 28-29 May 2017 - the Trust organised free vintage bus services in connection with the South Devon Railway's 1960s' weekend using the Chairman's Bristol FLF double deck bus No. 1969 and Trustee David Sheppard's 1962 Bristol SUL No. 420. 200 passenger journeys were recorded
- 4 June 2017 – 3<sup>rd</sup> Didcot Transport Rally and Running Day organised by the Trust in association with the Great Western Society's Didcot Railway Centre. Vintage bus services were run over former Great Western Railway Road Motors, Thames Valley Traction and National Express routes to Wantage, Harwell Campus, Chilton, Upton and Blewbury, Abingdon and Wallingford. A total of 12 buses and coaches attended the event and 1729 passenger journeys were recorded.
- 16-18 June 2017 – 15 vintage coaches participated in the Trust's Royal Blue Run which, on the first day recreated the former Associated Motorways Route from Northampton to Bournemouth via Oxford, Newbury (lunch stop at the former Thames Valley bus and coach station on the Wharf), Winchester and Southampton. The second day followed the former Royal Blue route along the spectacular Jurassic Coast from Bournemouth via Poole, Weymouth, Abbotsbury, Bridport (lunch stop in the bus and coach station), Charmouth, Lyme Regis, Seaton, Sidmouth, Beer and Budleigh Salterton to Exmouth. The final day recreated the Royal Blue route which ran from Exeter to London using the A30 via Honiton, Chard, Yeovil, Salisbury, Basingstoke as far as Bagshot where the coaches headed to the Trust's Berkshire base for a celebration of the Chairman's 45 year ownership of his first preservation project, 1950 Royal Blue Duple bodied Bristol LL No. 1250. Apart from one puncture necessitating use of the spare wheel all 15 coaches successfully completed the 520 mile route with 141 Supporters and members of the public travelling for some part of the event and many thousands observing the spectacle of vintage coach travel.
- 1-2 July 2017 – the Trust organised free vintage bus services in connection with the South Devon Railway's 1940s' weekend. 1933 Western National Bristol H No. 137, which has a 1942 body and is restored in wartime livery, operated a service to Staverton and Landscope whereas later Bristol LWL single deck No. 1613 was used on a higher frequency service to Ashburton and Buckfastleigh village. 451 passenger journeys were recorded.
- 2 July 2017 – Reading Corporation Bristol VR No. 38 returned to Reading Buses Depot Open Day for the first time since its acquisition by the Trust and caused a great deal of

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interest for present and former staff and visiting members of the public and evoked memories of travel to school, work and for shopping trips, particularly because of the early form of automated machine ticketing, partially relieving the driver of this duty and enabling faster boarding. Hundreds of members of the public visited 38, collected Trust literature and bought items from the Trust's sales stand, and several new Supporters were recruited. 28 members of the public joined 38 for a cavalcade through the town centre.

- 15 July 2017 – the Trust helped organise and supported an event for the Railway Ramblers, a national society for people interested in exploring disused railway lines in the UK. It organises walks on disused lines throughout the country and in this instance, planned to walk the former Kingsbridge branch line from South Brent to Kingsbridge. The Trust negotiated access with local landowners which enabled the group to walk along most of the track bed between Avonwick, Gara Bridge, Loddiswell and through Sorley Tunnel. Trustee David Sheppard transported the party of 33 Ramblers, using his 1962 Bristol SUL coach No. 420, around the other sections.
- 16 July 2017 – participation in the Alton Bus Rally & Running Day using the Trust's 1976 Reading Corporation Bristol VR No.38. Four Supporters took the vehicle to Alton and distributed Trust literature to the public.
- 16 July 2017 – participation in the annual South Devon Coastal Run from Exeter Racecourse via Dawlish, Teignmouth, Torquay, Paignton, Totnes and Buckfastleigh to Bovey Tracey using Trustee David Sheppard's Bristol SUL No. 420.
- 30 July 2017 – participation in the Oxford Bus Museum's Vintage Transport Festival using the Trust's 1946 Thames Valley Bristol K6A No. 466 which operated vintage bus services to Oxford Parkway and Witney. 106 passenger journeys were recorded.
- 13 August 2017 – participation in the Dorchester Rally & Running Day using 1951 Bristol LWL5G No. 1613. 1613 was originally saved for preservation in 1968 and restored by the Dorset Transport Circle of which the Trust Chairman, Colin Billington, was a member and now sponsors its ongoing preservation. This was the first occasion on which 1613 had returned to the area since it left in left in 1981 to go on long term loan to the Science Museum at Wroughton. Many former members of the now defunct DTC came to see and ride on 1613 on journeys between Dorchester and Weymouth. 145 passenger journeys were recorded.
- 16 September 2017 – organisation of the Trust's premier event of the year, the 10<sup>th</sup> Kingsbridge Vintage Bus Running Day, with 43 vintage buses running on 23 routes with 280 return journeys setting a new record of 6550 passenger journeys representing an increase of 10% over the previous record of 5972 achieved in 2016. Some 600 copies of an illustrated programme were sold providing a detailed history covering the transition period from horse-drawn stagecoaches and mail coaches to motorbus and charabanc operation in the South Hams between 1904 and 1919. There was extensive coverage in the local press before and after the event. Financial support was provided by Tally Ho Coaches of Kingsbridge, Plymouth Citybus, Stagecoach South West, Francis Clark Accountants and Classic Cottages. Additional support came from programme advertising.
- 17 September 2017 – organisation of and participation in the 5<sup>th</sup> John Hobbs Memorial Run from Kingsbridge to Dartmouth, an informal run along the 93 route which follows the coast for much of the journey between these two South Devon towns – one of the most spectacular bus routes in the UK. Nine vintage buses took part in the run following which the group travelled on to Buckfastleigh station for lunch after which three small buses took passengers on a traditional Dartmoor Tour to Dartmeet via Holne Bridge and New Bridge, very narrow stone bridges over the River Dart. 160 passenger journeys were recorded over the day's events.

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- 1 October 2017 – participation in the Warminster Vintage Bus Running Day using Royal Blue Bristol LS6G coach No. 1286, which is on long term loan to the Trust, and Trustee David Sheppard's Bristol SUL coach No. 420. 452 passenger journeys were recorded.
- 1 October 2017 – participation in the Amersham & District Motor Bus Society's Amersham and High Wycombe Running Day using Trustee Richard Rampton's Thames Valley Bristol FLF No. D40, which is on long term loan to the Trust. Normally centred on Amersham, this year's event also had significant operations centred on High Wycombe to commemorate 45 years since the closure of London Country's bus garage in the town. Thames Valley Traction also had operations in the town, hence the Trust was invited to attend the event with D40. 188 passenger journeys were recorded on former Thames Valley routes from High Wycombe to Princes Risborough and Great Missenden.
- 14-15 October 2017 – participation in the Isle of Wight Bus Museum's 'Beer, Buses & Walking' Weekend using two former Western National Bristol VRs, No. 1157 which is sponsored by the Chairman and No. 1200 which is owned by Trust Supporter, Luke Farley. Over the weekend the two vehicles carried 1666 passengers.

During the 2017/8 year the Trust accommodated a number of **organised visits** which included:

- The Bath Night Tour Group – a group of 30 former and current London Underground personnel with an interest in all forms of transport (22 September 2017)
- A group of 31 transport enthusiasts to celebrate the 80<sup>th</sup> birthday of one of their members (4 November 2017)

The Trust also maintains 'virtual' contact with the public through its **website** (providing up to date reference material about events, the collection and opportunities to get involved), a **workshop blog** (providing lively illustrated accounts of recent events) and a **Facebook** page (providing real time updates on trust activities). In addition to the website, which continues to be the principal point of first enquiry and summarises the Trust's objectives, organisation, activities, collections, events and opportunities for volunteers, we communicate immediate news and responses to queries and comments through Facebook and our workshop blogs provide greater detail of ongoing activities.

Although the website hosts have discontinued their statistical monitoring, from measures of event programmes and other publications sold through the website, Facebook referrals from the website and email contacts originating from the website, it is clear that interest is continuing to rise. Currently an entirely new website is being developed and will be loaded onto a new platform in the first quarter of 2019 from which time full statistical information will once again be available. The workshop blog will be integrated into the new website.

Headline statistics from Facebook reveal:

- During the 2017-8 year, 'likes' of the Trust's Facebook page have grown to 1,474 from 756 – these are Facebook users who have elected to follow our updates and so receive a notification whenever we post on the page. Many more receive our content virally as a result of both organic and strategic sharing of our posts.
- During the 2017-8 year, posts on the Trust's page have generated some 59,218 reactions from Facebook users (compared with 22,701 in 2016-7 and 13,600 in 2015-16) – this refers to post clicks, 'likes', comments and other actions taken as a result of seeing individual posts. Countless more will have seen them but not reacted.

The Trust acknowledges the invaluable help of the webmaster, Supporter Gerry Tormey, and social media lead, Trustee David Sheppard, for their considerable success in engaging the public in this area. These communication routes are increasing awareness of and consequent participation in Trust events as well as engaging new Supporters from far afield.

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TV&GWOT Chairman, Colin Billington, is also Deputy Chairman of the **National Association of Road Transport Museums** (NARTM) and represents this organisation on the HLF's Industrial, Maritime and Transport Heritage Advisory Group. He also performs two specific functions for NARTM in a voluntary capacity – (1) the development of strategy for and management of NARTM's lobbying of regulatory bodies and responses to relevant public consultations, and (2) responsibility for NARTM guidance to its members on the provision of free bus services in furtherance of the charitable aims of NARTM's members. He participated in the AGM of the National Association of Road Transport Museums (NARTM) at the Glasgow Vintage Vehicle Trust in his role as Deputy Chairman of NARTM. Following this he has been advising Scottish members of NARTM in relation to seeking exemptions for historic vehicles on the proposed introduction of Low Emission Zones following the London consultation which resulted in the exemption of 40 year old vehicles from the Emission Surcharge (or Toxicity Charge) thereby enabling the public to continue to experience the development of public road transport over the past century by travelling on historic vehicles.

Involvement in these activities enables the Trust to benefit from and contribute to good practice. The regulatory involvement is primarily directed towards protecting the rights and freedoms of historic bus and coach owners to be able to use their vehicles on the roads for public benefit.

Trustee David Sheppard has brought his communications and broadcasting skills into play on numerous occasions to the benefit of the Trust. Some examples are:

- 22 April 2017 – Abbey 104 “Folk Tales” (Reach: 200+) – he was the subject of a one hour radio programme about his work in broadcasting and life beyond, produced by a community radio station in Dorset. The Trust was discussed and the opportunity taken to promote forthcoming events, also reflecting on the success of the recent Penzance Running Day.
- 20 May 2017 - Stagecoach East Midlands Long Service Awards (Reach: 400+) – he hosted the biennial award ceremony in Lincoln, attended by more than 400 employees of Stagecoach East Midlands, opinion formers and industry figures. His presentation included an outline of the Trust's work and leaflets were distributed to guests.
- 23 July 2017 – Torbay Old Wheels Club Opening/Awards (Reach: 2000+) – he performed the opening ceremony for the annual classic car event on Paignton Green on behalf of BBC South West, also speaking about the Trust's activities on stage and displaying his Bristol SUL4A coach, No.420. He also performed the prize giving at the end of the day.
- 30 September 2017 – Thurlestone Village Twinning (Attended by 100+ with good press coverage) – he hosted a twinning event in the Devon village of Thurlestone, using SUL 420 for a tour of the local area. 420's dual South Hams/Wiltshire heritage made it the ideal choice of vehicle. 33 visitors from Marden, Wiltshire, rode as passengers and learned about the history of bus operations in both areas. The event, compered by Trustee David Sheppard in full 'Tilling' winter busman's uniform, was filmed for BBC Spotlight television and broadcast on BBC local radio.
- 28 October 2017 – Twyford & District Round Table Fireworks (Attended by 4000+) – he provided the commentary for one of the Thames Valley's premiere firework displays, with promotion of the Trust and its local charitable work to an audience of over 4,000 local people.
- Ongoing throughout – Online Blogs for 270 KTA and BDV 252C (Reach: c. 8,000 in period) – An online record of the restoration and use of his own vehicles with strong reference to Trust activities and events. The blogs attract an average of 8,000 unique visitors per year. Links are posted regularly to the Trust's own blog and website in order to introduce new audiences to its work.

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In summary, the **final total during the year of passenger journeys for members of the public** carried on vintage bus services by Trust vehicles or on vehicles attending Trust events **was 29,107** which is a very significant increase on the 2016/17 figure of 19,420 (approaching 50% increase). Trust and Trustees' vehicles and other vehicles participating at TV&GWOT events were on the road on public display on **324 (vehicle) days** covering some **21,843 miles**. The current year's figures reflect further progress with the portfolio of annual events promoted and organised by the Trust, all of which have experienced increasing attendance by the general public and increasing involvement of volunteers in all aspects of the Trust's activities, coupled with the Trust's involvement in one off events such as the Victoria Coach Station anniversary and the inclusion of the Taunton Running Day which the Trust provided resources and assisted with its organisation. This exceptional combination, which has placed high demands on Trust personnel, particularly the Trustees, is unlikely to be matched in the immediate future.

In addition to the work of the Trustees, all the foregoing activities rely on **the voluntary help** from others who increasingly have come forward to marshal at events, prepare and crew vehicles giving rides to the public, and work on maintenance and restoration projects as well as other essential tasks. **363 individuals helped** with Trust activities in 2017/8, **contributing 14,500 volunteer hours**. Some 270 of these volunteers were involved in crewing the 148 different vehicles which attended TV&GWOT events. As noted above, following on from its formation in 2015, the Supporters' group has continued to provide a focus for like-minded individuals to identify with the Trust objectives and have the satisfaction of contributing to a shared endeavour while bringing educational benefit and enjoyment to the wider public. 180 people had become registered Supporters by the year end. We wish to thank our Supporters and other volunteers for their enthusiastic help.

All these opportunities for the public to ride on vintage buses and coaches at events are provided by the Trust free of charge. This ensures the Trust is compliant with vehicle licensing regulations but also enables all within the community to take part, whatever their means. Funds for mounting such events are raised through sponsorship and by selling bespoke programmes which contain historical articles relating to the area and services as well as details of each event. These are modestly priced (£5-£8) and some 2,000 **programmes** were distributed in relation to the Victoria Coach Station, Penzance, Didcot and Kingsbridge events in the year. The Victoria Coach Station publication covered the 85 years since its 'Grand Opening' in March 1932 and used a large number of previously unpublished photographs from the Kithead Trust Archive (now reconstituted as the Bus Archive). Facilities to buy them by post or online (cheque or PayPal) and from local outlets such as the Penzance Travel Centre and Kingsbridge Information Centre in advance, enable the public to plan their involvement and enhance their enjoyment of each event. We are grateful to these centres and other outlets for disseminating event information without charge.

Our website provides an important reference for the public about events and regular social media posts contribute significantly to the extent of direct and virtual engagement with events as described above.

**Beyond the period end**, a number of the 2017 events have been repeated and expanded, for example at Penzance (April 2018) and Kingsbridge (September 2018), in both cases attracting even greater numbers than in previous years. Also in this year the Trust was involved in organising and supporting several one-off special events and other events where the Trust's experience in event organisation, publicity and optimisation of educational opportunity were brought to bear to enhance the public educational benefit and attract even greater participation of vehicle owners and the general public. Details of these are as follows:

- 2<sup>nd</sup> April 2018 – TV&GWOT organised, in conjunction with the Devon General Omnibus Trust, an outing for Members and Supporters of both charities and the Devon General Society on the 217 route from Exeter to Minehead which was jointly operated by Western

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National and Devon General between 1928 and the early 1970s. 44 members enjoyed the return journey by two Western National and one Devon General preserved vehicles.

- 15<sup>th</sup> April 2018 – 11<sup>th</sup> Penzance Vintage Bus Running day organised by the Trust in association with the Cornwall Bus Preservation Society. 6763 passenger journeys were recorded, an increase of 5% on the previous year's record. There was extensive local press coverage and an illustrated history booklet was prepared by the Trust. This included a history of Penzance Bus Station which has been situated next to the railway station since October 1903 when it became the terminus for a GWR Road Motor service to Newlyn and Marazion. This was illustrated by photographs, tickets and engineering plans from the Trust's extensive archive.
- 6<sup>th</sup> May 2018 – participation in the Historic Commercial Vehicle Society's London to Brighton Run using the Chairman's 1951 Royal Blue Bristol LL6B No. 1250 which was judged to be Second in Class. 18 Supporters of the Trust travelled on the run.
- 7<sup>th</sup> May 2018 – participation in the Winchester Vintage Bus Running Day using the Chairman's 1951 Royal Blue Bristol LL6B No. 1250 which carried 180 passengers during the day.
- 3<sup>rd</sup> June 2018 – Thames Valley & Reading Vintage Bus Running Day and exhibition to mark the 50<sup>th</sup> anniversary of the closure of Reading's trolleybus system. This was the first of a series of events commemorating the closure during the year, the others being detailed below. 31 buses and coaches attended the event including Reading Trolleybus No. 181 which had been towed down from the Sandtoft Trolleybus Museum and was displayed at the Station Hill Event Space along with the Trust's 1927 Thames Valley Tilling Stevens No. 152, 1927 Great Western Railway Guy Road Motor, No. 1268, Reading Corporation 1935 AEC Regent double deck, No.47 and a modern Reading Buses Optare Solo in a newly created Thames Valley livery for services in Slough and Maidenhead. 26 buses operated free bus services on former Reading Trolleybus routes and former Thames Valley bus routes to Maidenhead, Thatcham, Newbury, Peppard Common and Riseley. An illustrated programme was produced for the event. This included a history of the Reading Trolleybus system and a snap shot of Thames Valley Traction bus operations in Reading in 1968. 4545 passenger journeys were recorded.
- 15-17<sup>th</sup> June 2018 – 12 vintage coaches participated in the Trust's Royal Blue Run which, this year, returned to start from Victoria Coach Station under the newly refurbished English Heritage listed canopy roof. Transport for London's Director of Bus Operations, Claire Mann, officially re-inaugurated the canopy with the vintage coach fleet assembled below it and, with VCS Operations Manager James McKinnon, waved off the traditional mass departure out into Elizabeth Street. The cavalcade drove south down Vauxhall Bridge Road and then via the A23 and A24 to East Grinstead and along the joint Royal Blue and Southdown route to Bournemouth. From there, a Royal Blue route to Taunton via Dorchester, Chard and Ilminster was followed after which a Saturday only route to Exeter via Wellington, Hemyock and Willand ended with the last official arrivals and departures at Exeter Coach Station before it was permanently closed for redevelopment. On the final day, the coaches travelled on to Barnstaple and along the North Devon coast to Ilfracombe and then across Exmoor to Minehead, finally ending the run in Taunton Bus Station.
- 24<sup>th</sup> June 2018 – Tavistock Vintage Bus Running Day 'A Day out in 1968'. Twelve buses and coaches of the types which operated in Tavistock 50 years ago, all but one from the Western and Southern National fleets and the other from a Devon independent operator provided services on original routes to destinations such as Yelverton, Calstock, Princetown, Lydford and Milton Abbot. Originally scheduled for mid-March but snowed off, the midsummer weather produced large crowds and 1887 passenger journeys.

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- 1<sup>st</sup> July 2018 – participation in Reading Buses annual Open Day with the Trust's former Reading Transport Bristol 'Jumbo' VR No. 38. Reading Trolleybus No. 181 which had remained at Reading since the TV&GWOT event on 3<sup>rd</sup> June was a major attraction.
- Sunday 15<sup>th</sup> July 2018 - Participation in the annual South Devon Coastal Run from Exeter Racecourse via Dawlish, Teignmouth, Torquay, Paignton, Totnes and Buckfastleigh to Bovey Tracey using Supporter Luke Farley's Bristol VRT No. 1200. A party of 7 Supporters and friends rode on 1200.
- 11<sup>th</sup>-12<sup>th</sup> August 2018 – participation in the Historic Commercial Vehicle Society's 60<sup>th</sup> anniversary Rally at Hollycombe Steam Collection, Liphook, Hants using the Chairman's 1951 Royal Blue Bristol LL6B No. 1250. Fourteen Trust Supporters travelled in the coach to the event.
- 12<sup>th</sup> August 2018 - participation in the Dorchester Rally & Running Day using Trustee David Sheppard's Bristol SUL No. 420. As well as providing transport for the 'Hardy Tour' (in association with the Thomas Hardy Society), David was asked to meet and greet the Mayor of Dorchester and the opportunity was taken to excite him with an overview of TV&GWOT's activities. 66 passengers were carried during the day.
- 24<sup>th</sup>-28<sup>th</sup> August 2018 – the Trust supported the British Trolleybus Society and Sandtoft Trolleybus Museum's Reading Trolleybus 50<sup>th</sup> anniversary of closure programme by taking its 1946 Thames Valley Bristol K6A for the Reading trolleybus event over the August Bank Holiday Weekend. 446 was used in service on local tours around the area and on a service to Doncaster Railway Station and carried 542 passengers over the weekend.
- 15<sup>th</sup> September 2018 – the Trust organised its 11<sup>th</sup> annual Kingsbridge 7'6" Vintage Bus Running Day. Due to storm damage to the A379, which remained closed to through traffic beyond Slapton Village, it was necessary to withdraw of one of the usual bus routes and also the popular tour route to Blackpool Sands. These were replaced with new routes, which proved to be very popular, to the area between the Rivers Avon and Erme and a tours programme to Burgh Island combined with a ride on the sea tractor used to access the island at most states of tide. 41 vehicles operated in service carrying a new record total of 6581 passenger journeys.
- 16<sup>th</sup> September 2018 – the Trust organised a Dartmoor Tour using five of the vehicles from the Running Day fleet, primarily in thanks to visiting bus crews and Supporters who had volunteered for duty at the Running Day. The route took the A379 to the eastern boundary of Plymouth and then turned north to Plympton and across Lee Moor and Cadover Bridge to Yelverton and Tavistock. The opportunity was taken to sample some of the routes used at the Tavistock Running Day so the four smaller coaches ran to Calstock on the Cornish bank of the Tamar, returning to Tavistock for lunch and then all vehicles climbed up onto Dartmoor to Princetown, in fog, and then back to Kingsbridge via Moretonhampstead and Bovey Tracey. In all a further 299 passenger journeys were recorded.
- 23<sup>rd</sup> September 2018 – the Trust's 1927 Thames Valley Tilling Stevens No. 152 was taken back to its former home at the Amberley Museum for their main bus event of the year. Bad weather prevented any running during the morning but the weather completely changed in early afternoon so that 150 people could enjoy riding on this venerable vehicle around the museum site.
- 13<sup>th</sup>-14<sup>th</sup> October 2018 – participation in the Isle of Wight Bus Museum's 'Beer & Buses' weekend using the Trust's Reading Transport Jumbo Bristol VR No. 38. 1042 passengers were carried over the two day event.
- 3<sup>rd</sup> November 2018 – support to the British Trolleybus Society for the display of Reading's last trolleybus, No. 144, on the 50<sup>th</sup> anniversary of the closure of Reading's trolleybus

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system, in Town Hall Square. The Trust was responsible for towing the trolleybus from Reading Buses depot to the display site and back at the end of the display. This also involved the preparation of a written method statement and risk assessment which was approved by Reading Borough Council.

During the year following the reporting period end Trust and Trustees' vehicles were used to provide transport for groups from other charities and interest groups as follows:

- 23<sup>rd</sup> May 2018 - the Trust provided transport for the Bristol 'Oilies' Car Club spring conference, using Trustee David Sheppard's Bristol SUL No. 420. A full load of 33 enjoyed a Dartmoor tour from Ilington-Ashburton-Holne Bridge-Two Bridges-Dartmeet, followed by a picnic lunch and an 'express' return via Moretonhampstead.
- 1<sup>st</sup> July 2018 - Supporter Luke Farley and Trustee David Sheppard took a party of 31 Trust Supporters and friends to the Bodmin & Wenford Railway, using Luke's former Western National Bristol VRT No. 1200. The now annual '1200 Trip' took its usual route across the River Tamar using the Torpoint Ferry, for which 1200 had been modified during its time in service at Torpoint depot.
- 17<sup>th</sup> August 2018 - Trustee David Sheppard drove a party of Great Western Railway (GWR) staff for an evening tour and social, using Bristol VRT No. 1200, owned by Supporter Luke Farley who works as a Commercial Development Manager for GWR. 41 passengers were carried on the tour which began at GWR's Exeter St. David's station and travelled via Cockwood, Dawlish Warren, Dawlish and Teignmouth to Newton Abbot.
- 29<sup>th</sup> September 2018 - The Trust provided a vintage coach as an attraction and transport for the National Mensa Autumn Conference, held in Plymouth. Trustee David Sheppard hosted an afternoon tour of the BBC's regional headquarters for delegates, who rode to and from the studios on his Bristol SUL coach No. 420. The coach was also used for some local tours in the morning. 104 passenger journeys were recorded.

Other external activities carried out by Trustees following the reporting period include:

- 4<sup>th</sup> April 2018 - Trustees inspected former Western National Bristol SUL saloon No. 627 (341 EDV) at Darley Ford Travel in Upton Cross, Cornwall. The vehicle had been abandoned in their yard since 2000, having previously served as a mobile home. Now in an advanced state of dereliction, 627 faced certain scrapping during a major tidy of the yard planned for Summer 2018. The decision was taken by Trustee David Sheppard to purchase the vehicle, initially to provide a source of spares for similar vehicles in his collection and others used widely by the Trust. However, its potential for restoration may be realised in the longer term and its registration number has since been reactivated with the DVLA as a safeguard. 627 was purchased from Jeremy Davis of Darley Ford Travel on Tuesday 1 May and collected by low loader on Tuesday 22 May, with several work parties between those dates to liberate the bus from its resting place in the mud and empty its interior of large quantities of domestic items and industrial scrap.
- 29<sup>th</sup> September 2018 - Trustee David Sheppard supported the 'Save Exmouth Museum' campaign (Registered Charity No. 29131) by hosting a grand prize draw, which raised £1100. He spoke about the ongoing importance of celebrating our heritage and promoted the Trust's activities to an audience of the town's people and local opinion formers.
- 27<sup>th</sup> October 2018 - Trustee David Sheppard hosted the Stagecoach East Midlands Long Service Awards (Reach: 400+), an award ceremony in Lincoln, attended by more than 400 employees of Stagecoach, opinion formers and industry figures. His presentation included an outline of the Trust's work and leaflets were distributed to guests.

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### Group visits to the Trust's Collections

The Trust's collections have continued to be open to the public, by arrangement, with groups visiting both our Thames Valley and West Country workshops which in the current year have so far included:

- On 21<sup>st</sup> April 2018, 31 delegates from the South East Regional Industrial Archaeology Conference held at Windsor Boys School were transported, using the Trust's 1946 Bristol K type double deck bus No. 446, to view the Trust's collection. The Trust Chairman, Colin Billington, made a presentation at the conference of some 200 delegates on the history of motorbus operation in the Thames Valley and the work of the Trust. The Trust also mounted a complementary display at the Conference and distributed information about Trust events.
- On 17<sup>th</sup> May 2018, 18 members of the Bigbury History Society visited the Trust's Devon museum and vehicle collection and were treated to a circular tour, in the Chairman's 1933 Bristol H single deck bus, of the South Hams Avon Valley including passing over Gara Bridge which was the first such occasion for this bus since it was withdrawn from service at Dartmouth in 1957.
- On 30<sup>th</sup> June 2018, 11 members of the Model Bus Federation visited the Trust's Thames Valley base for a presentation on the background to the Great Western Railway Road Motors and the subsequent development of road passenger transport in the Thames Valley. They also inspected the Trust's restoration workshops and vehicle collection and then enjoyed a tour of Windsor and the Great Park in the Chairman's 1951 Royal Blue Bristol LL6B coach No. 1250.
- On 4<sup>th</sup> July 2018, 31 members of the Transport Trust visited the Trust's Thames Valley base and a neighbouring railway collection. The Trust provided transport from the railway station and a tour around Windsor and a viewing of ongoing restoration work on four different projects.

Colin and Helen Billington participated in the NARTM Spring Conference hosted by the Aycliffe & District Bus Preservation Group in Darlington and Colin Billington attended the AGM at the National Tramway Museum in September. The principal regulatory topics discussed were (a) the introduction of an exemption from MOT testing for historic vehicles, which is an important concession as MOT tests on large vehicles often involve a round trip of more than 100 miles due to the scarcity of suitable test stations, and (b) the introduction of Low Emission Zones for which each local authority area is setting their own rules although most are granting exemption for 40 year old historic vehicles.

Further significant progress is being made on current restoration projects:

- Work has continued on the 1929 AEC Reliance by the Trust's body construction team so that by November 2018 the main body framing was complete and external panelling was advancing quickly. The driver's cab and nearside front canopy and front destination blind box were under construction. All body doors have been constructed and were awaiting fitting. The body seating layout has been confirmed and seat carcasses have been constructed and were awaiting trimming. Procurement of bodywork fittings such as lighting, roof luggage rack, seat leg castings, side destination gear, internal trimming materials and many other items was in progress.
- The other main active project during 2018 has been the 1966 Bristol SUL No. 692. Chassis hydraulic systems (brakes, accelerator and clutch) have been largely replaced and were prepared for refilling and bleeding, after which the wheels which have been fitted with new tyres can be refitted to the hubs and axle stands removed. All electrical systems have been checked, repaired as necessary and tested. Regarding the bodywork, painting has been completed, skylights, seat frames, backs and cushions have been refitted and external trim completed. Remaining tasks include fitting fleet names, legal lettering and

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other transfers, designing and painting period adverts, fitting destination blinds, replacing linoleum in the entrance area and cleaning throughout.

- Attention of the mechanical team has turned to the 1965 Southern National Bristol FLF6B No. 2065 from which various chassis components have been removed for repair including air and fuel tanks. The chassis towards the rear has significant corrosion damage which will require welding. By November 2018, the radiators were being refitted and preparations were being made to refit the overhauled engine.

In parallel with restoration activities maintenance of the operational fleet has continued. For example:

- Loan vehicle, Bristol VR OTA290G has had major work carried out to cure leaks on the output shaft from the gearbox angle drive which involved fitting new bearings and seals.
- Following a successful appeal for funding, work has started to replace the gearbox on the Trust's 1927 Tilling Stevens and fit a dynamo and voltage control system for battery charging.

The Trust enjoys strong support from the major transport companies operating in its area of activity from Paddington to Penzance. Thanks are due to First Group, Plymouth Citybus, Tally Ho Coaches of Kingsbridge, Transport for London (Victoria Coach Station), Stagecoach South West and Reading Buses. Both local and regional press and broadcasters help to publicise the charitable activities and events which encourages greater public interest and involvement.

With restoration of the initial vehicles well advanced and public access opened up, the expanded loan collection has widened the coverage of the collection which now spans motorised passenger transport from the 1910s to the end of the 20<sup>th</sup> Century. Financially the Trust continues to be well resourced receiving a steady flow of donations supplementing funds raised at and in connection with public access events.

#### **Risks**

The Trustees of The Thames Valley & Great Western Omnibus Trust are fully aware of and implement policies to address any risks appropriate to the Trust. The risk management strategy comprises:

- A regular (at least annual) review of the principal risks and uncertainties that the Trust faces in terms of its overall operations and with respect to specific activities;
- The establishment of policies, systems and procedures to mitigate those risks identified; and
- The implementation of procedures designed to minimise or manage any potential impact on the Trust should those risks materialise.

This work has ensured that financial sustainability in the short (1-3 years) and medium (3-5 years) term is assured because of the reserves held, the funding terms of loan agreements, and securing of commercial advertising associated with key events which all serve to protect the Trust from financial risk.

Non-financial risks related to health and safety are under constant review. For workshop activity competence is assessed and work supervised as appropriate and expenditure is made where necessary to ensure that equipment is maintained to the required standards. Public educational events such as running days follow best practice guidelines such as that issued by the National Association of Road Transport Museums. It is recognised that safe and professional conduct of such events is critical to managing reputational risk and measures are therefore addressed in earnest.

The principal risk identified by the Trustees for ensuring the level of activity is sustainable is the potential for Trustees becoming over-burdened. Spreading the workload more widely will ensure the burden on Trustees is manageable and will enable them to fulfil their strategic as well day to

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day roles. To this end the Supporters group was established, which exists expressly to provide a pool of volunteers willing to help in a variety of ways. There has been considerable success with help at events during the year and the Trustees are working on plans to develop this valuable resource in future years by nurturing leaders who can take responsibility for organising the Trust's work in specific areas and identifying potential additional Trustees.

#### **Public Benefit**

The Charities Act 2006 introduced the requirements for charities to demonstrate they provided public benefit. In shaping our objectives for the year and planning our activities, the trustees have recognised this and considered the Charity Commission's guidance on public benefit, including the guidance 'Public benefit: running a charity (PB2)'. Emphasis has been placed on access and affordability as demonstrated in this report. We have sought wide involvement from all within the community and have used local publicity and social media with considerable success.

The Trustees have reviewed the objects, goals, services and objectives of the Trust in this light and can confirm that The Thames Valley & Great Western Omnibus Trust serves the public benefit. Details of the Trust's charitable activities are provided in the Review of the Year above.

#### **Trustees & Directors**

The Trustees who are also directors who served during the period were:

Dr C J Billington

Dr H M Bolt

R D Rampton

D T Sheppard

#### **Pay policy for senior staff**

The Directors/Trustees comprise the key management personnel of the Trust in charge of directing and controlling, running and operating the Trust on a day to day basis. All Directors give of their time freely and no Director received remuneration in the year. Details of Directors' expenses and related party transactions are disclosed in Notes 9 and 10 to the accounts.

The Trust has no employees. All work is carried out by volunteers and Supporters who also give their time without charge.

#### **Investment policy**

The Trustees have adopted a cautious policy on investment and available funds (restricted and unrestricted) have been held in an interesting bearing account with our bank. In order to maximise the return whilst maintaining free cash liquidity, a sweep operates on a daily basis between the current and deposit accounts leaving a current account balance of £6,000 at the end of each day. Due to wider economic circumstances deposit rates have been depressed but that same uncertainty undermines confidence in other financial instruments so other alternatives have not been pursued. The investment policy and security of reserves remains under review and beyond the year end steps have been taken to place a proportion of the reserves on money markets via Lloyds Bank to secure a better rate of interest. The action was accompanied by renewed assurance on the security of the capital sums.

#### **Reserves policy and going concern**

The cumulative current reserve funds at the end of the period are £178568 (2017: £171452) in the Restricted Funds and £41953 (2017: £29736) Unrestricted Funds. The Trust's policy is to hold unrestricted reserves to a level: (a) sufficient to cover risks outside the Trust's control (e.g. inclement weather) associated with the major events carried out by the Trust within the year; (b) to provide for the development and expansion of the Trust's educational and training activities; and (c) to build up reserves to provide match funding as required by grant making bodies for future projects. The acquisition of the Southern National Bristol KSW 1852 in the year has introduced

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recognition of the need to address (c). The Trustees therefore now consider that the ideal level of reserves should be at least £40000 when major projects are in the offing.

All the restricted funds have a positive balance at the year end with formal commitments from benefactors to provide financial support sufficient to cover all outgoings on restoration projects and associated educational/event activity. The policy on expenditure is not to commit to any item of expenditure unless income is guaranteed or can be covered by existing reserves taking due account of risks and uncertainties involved.

The cash outflow from the restricted funds is as expected as the funds are specifically designated for expenditure and this demonstrates the active delivery on these projects.

The Trustees have reviewed the circumstances of the Thames Valley & Great Western Omnibus Trust and consider that adequate resources continue to be available to fund the activities of the Trust for the foreseeable future. The Trustees are of the view that the Trust is a going concern.

This report was approved by the board on 25 November 2018 and signed on its behalf.

**Dr C J Billington**

Director