

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

England & Wales · Charity number 1125980

Details

Status	Registered
Legal form	Charitable company
Company number	05035702
Registered	2008-09-22
Register	View on the Charity Commission register

Contact

Address	Ledger Farm Forest Green Road Fifield Maidenhead SL6 2NR
Phone	07990505373
Email	enquiries@tvagwot.org.uk
Website	www.tvagwot.org.uk

Activities

Objects: 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

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Classification

- **How:** Provides Services, Sponsors Or Undertakes Research, Other Charitable Activities
- **What:** Education/training
- **Who:** The General Public/mankind

Geography

- **Area of benefit:** UNDEFINED. IN PRACTICE, LOCAL.
- Buckinghamshire
- Cornwall
- Devon
- Reading
- Slough
- Somerset
- West Berkshire
- Wiltshire
- Windsor And Maidenhead

Finances

Period end	Income	Expenditure	Assets	Employees
2025-02-28	£171,291	£126,240	-	-
2024-02-29	£118,714	£122,244	-	-
2023-02-28	£113,686	£96,967	-	-
2022-02-28	£113,500	£90,177	-	-
2021-02-28	£98,318	£79,743	-	-

Trustees

Name	Role	Appointed
Dr COLIN JOHN BILLINGTON	Chair	
DAVID SHEPPARD		2012-02-23
Dr HELEN BOLT		
Melvyl James Williams		2020-12-04
PETER MICHAEL DELANEY		2022-01-23

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England & Wales - Charity number 1125980

Accounts

Company Registration Number: 05035702
Registered Charity Number: 1125980

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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

**TRUSTEES' REPORT AND FINANCIAL STATEMENTS
UNAUDITED**

**FOR THE YEAR ENDED
28 FEBRUARY 2025**

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

(A Company Limited by Guarantee)

COMPANY INFORMATION – TRUSTEES, DIRECTORS and PROFESSIONAL ADVISORS

Year ended 28 February 2025

Directors / Trustees	Dr C J Billington Dr H M Bolt P M Delaney G G Green D T Sheppard P Snowden M J Williams
Company Secretary	Dr H M Bolt
Company Number	05035702
Charity Number	1125980
Principal/ Registered Office	Ledger Farm Forest Green Road, Fifield Maidenhead SL6 2NR
Bankers:	Lloyds Bank plc Lloyds Commercial National Clubs & Charities Centre PO Box 1000 BX1 1LT Flagstone Group Limited (investment platform) Clareville House 26-27 Oxendon Street London SW1Y 4EL
Insurance Brokers:	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
Independent Examiner:	R Johnson FCCA 50 Acorn Grove Pontprennau Cardiff CF23 8NG

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TRUSTEES' ANNUAL REPORT

Year ended 28 February 2025

STRUCTURE, GOVERNANCE AND MANAGEMENT

The Trustees are pleased to present their annual directors' report together with the financial statements of the Trust for the year ending 28 February 2025 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 (revised most recently on 23 November 2022). 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. A fourth Director joined the Board on 13 February 2013 and a fifth on 21 March 2019. As subscribers to the memorandum, both also became members. Two of the first Trustees & Directors remain in post. The third's appointment was terminated as required by the Articles of Association and he ceased being a member, Trustee or Director on 27 June 2020.

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. One new Trustee & Director was appointed on 4 December 2020 with two further appointments on 23 January 2022. At the end of the period, the Trust therefore had seven Trustees & Directors, two of whom are first subscribers and two others are also members. With the increasing scale of charitable activity, the Board intends to appoint additional Trustees & Directors as suitable persons are identified.

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 (TV&GWOT/the 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

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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
- 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

STRATEGY

The Trust strives to achieve best practices in governance and operations and, to this end, applied in November 2022 to the **Heritage Compass business support programme** funded by the National Lottery Heritage Fund (NLHF) and the Department for Digital, Culture, Media and Sport (DCMS). The overall programme aim was “*to create a better connected, informed and resilient heritage landscape across England*”. Skills in business planning, audience development, leadership and change management are delivered via a range of training, mentoring and peer learning. The Trust’s application was successful and Trustees Helen Bolt and David Sheppard participated. The major output was a reinvigorated Trust Strategy (2023-28) which was rolled out from the end of the 2023-24 reporting year. It guided Trust activities throughout 2024-25 and beyond with the vision:

*To preserve and treasure our Thames Valley & Great Western bus heritage,
connecting people, places and the past,
bringing joy and understanding of where we have been and where we are going today.*

and five strategic goals for the Trust to:

- *Share our **collection** treasures*
- *Realise our **audience** potential*
- *Expand our **income** streams*
- *Reinforce our **resilience***
- *Protect our **interests***

Plans to deliver each goal (short and longer-term) were established with individual Trustees accountable for delivery in specific areas. These, coupled with the application of management tools learned on the Heritage Compass programme, have helped provide focus and a rationale for Trust decisions and activities.

The strategy, progress and future priorities were reviewed by Trustees following the Annual General Meeting in November 2024, to develop a strengthened action plans for 2025 and beyond.

The review of the year 2024-25 and public benefit report below, are structured under the five strategic goals. The goals are complementary so there is inevitably overlap with activities presented under each goal helping to deliver another’s objectives (e.g. care and cataloguing

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of the archives enables new displays to be developed, attracting local historians willing to pay for archive access, reducing reliance on vehicle-related income etc). The sections should be read recognising that it is the interactions between activities which together deliver the Trust's charitable objects and public benefit.

SHARING THE TRUST'S COLLECTION TREASURES

The Collection of vehicles and archives is vital to the Trust's ability to engage and educate the public about the road passenger transport history which has shaped the services available today.

To share these treasures, they need to be cared for (preserved, restored, maintained) and made accessible, whether as vehicles to see and ride on or archives to explore in situ or on display. The status of each aspect of the Collection and the activity geared towards delivering public benefit through the 2024-5 period is described below.

Vehicles

The collection of vehicles owned by the Trust and on long-term loan at the start of the 2024-25 year was unchanged from 2023-24.

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 Bristol K6A double deck bus No. 446.
- NDP38R * – a 1976 Reading Transport Bristol VRT/LL3 double deck bus No. 38.
- MO9324 * – a 1927 Thames Valley Tilling-Stevens B9 single deck bus No. 152.
- LTA995 – a 1953 Southern National Bristol KSW6B double deck bus No. 1852.
- FMO938 * – a 1950 Thames Valley Bristol LL6B single deck bus No. 556.
- LTA893 – a 1951 Royal Blue Bristol LL6B coach No. 1264.
- 974AFJ * – a 1960 Exeter Corporation Guy Arab IV double deck bus No. 74 which later passed to Devon General and in 1971 to Western National as No. 274.

Five of the vehicles (marked *) are restored and in operational use for the public to experience bygone travel in the reporting year.

The Trust's Collection is enhanced by twelve significant historic vehicles relevant to the Thames Valley and Great Western region on long-term loan from Trust Chairman, Dr Colin Billington. The standard terms of loan agreements mean the owner remains responsible for funding storage, insurance, restoration and general operational costs. The loan vehicles from the start of the year comprised:

- 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, extended for a further 10 Year term until October 2029).
- VW203, 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, extended for a further 10 Year term until October 2029).

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- 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, extended for a further 10 Year term until November 2031).
- FTA634 – a 1941 Western National Bristol K5G double deck bus No. 345 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- JUO992 – a 1947 Southern National Leyland PD1A double deck bus No. 2932 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- BOD25C – a 1965 Western National Bristol FL6B double deck bus No. 2065 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- MOD973 * – a 1952 Royal Blue Bristol LS6G coach No. 1286 (on loan 15 November 2015 for 10 Year term, extended for a further 10 Year term until November 2035)
- EDV555D * – a 1966 Southern/Western National Bristol SUL4A single deck bus No. 692 (on loan from 12 November 2016 for 10 Year term)
- 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).
- LTA748 – a 1950 Royal Blue Bedford OB coach No. 1409 (on loan 9 November 2019 for 10 Year term).
- 519BTA * – a 1960 Western National Bristol FS6G double deck bus No. 1967 (on loan from 1 October 2022 for a 10 Year term).

The majority of the loan collection vehicles are under active restoration enabling the range of skills involved at various stages to be demonstrated to visitors. Two of these are projects being led by volunteer working groups. Five (marked *) are on the road and have been used to give passenger rides at a variety of public events and been on display throughout the year.

Five important vehicles have been added in 2024-25:

- A927MDV – a 1984 Devon General Ford Transit minibus No. 7 – the first minibus put into service by transport pioneer Harry Blundred in Exeter, which launched the minibus revolution. Donated to the Trust by the Cardiff Transport Preservation Group who could no longer accommodate it, its ongoing care and use is wholly financed by a sponsor. Significant structural work will be required to bring it back to pristine useable condition
- 336EDV – a 1960-built Western National Bristol SUL4A coach No. 402 (later 1202) – owned in the 1980s by Supporter Bob Day who sadly died in 2024. 1202 is now owned by Trust Chairman Colin Billington who has placed it on long term loan to the Trust for future public enjoyment as Bob would have wished. Its ongoing care is supported by significant donations to the charity in Bob's memory and under the terms of the loan agreement.
- L628VCV – a 1994 Western National Mercedes 709D bus No. 628 – a minibus with 23 seats and restored for the owner into the 'badgers and flags' livery it carried when in service in Cornwall in the late 1990s. It represents a more modern era of preserved buses than other vehicles in the collection and its size makes it well suited for small groups of passengers and more remote routes, so has been placed on long-term loan to the Trust.

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- YD9533 – a 1934 Southern National Dennis Ace No. 3650 – new to Sully's of Chard passing to Southern National in 1936 when the business was acquired. Its purchase by the Trust was fully funded by a trio of enthusiasts who are also Supporters and who were originally involved in rescuing and restoring the bus in the 1970s. Their shared purpose with the Trust now is to ensure 3650 is secure for long-term preservation under the charity's ambit.
- PN05DOU * – a 2005 Dennis Dart SLF with East Lancs Myllennium body – new to Tally Ho! Coaches of Kingsbridge, Devon. This was the last vehicle bought new by Tally Ho! owner Simon Wellington who was the last of three generations of the Wellington family who had run buses (and later coaches) in South Devon since the late 1920s and was donated to the Trust by Tally Ho on its withdrawal from service.

The last of these has been restored by volunteer working groups, and has also been used at public events in the year.

As a collection, the vehicles span the Trust's region of operation and now nearly a century of manufacture from 1912 to 2005. 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. During the year volunteer opportunities for restoration involved vehicles from the 1920s through to the 2000s (VW203, RU8805, YD9533, FTA634, JUO992, LTA748, BOD25C, 519BTA, PN05DOU). In addition to public access to the workshops as work progresses, the acquisition of restored and operational vehicles by the Trust (DBL154, NDP38R, MO9324 and FMO938), the completion of restoration of vehicles on long term loan (YF714, MOD973, EDV555D, 519BTA, 974AFJ) and the availability of operational vehicles also on long term loan (OTA290G, FDV790V, L628VCV) has enabled the Trust to develop an intensive programme of appearances at its own and others' public historic road transport events across the region.

Specific **vehicle maintenance and restoration work** during the 2024-25 year has included:

- DBL154 – 1946 Bristol K6A No. 446 – interior re-fixing of mouldings, freeing off cab and saloon sliding windows / vents. Work to complete pump replacement and reinstate fuel supply and sort timing. Subsequent work to fix fuel leak from solder connection. Work on nearside front shock absorber. Starting issues resolved with new battery leads. Radiator refitted.
- MO9324 – 1927 Tilling-Stevens B9 No. 152 – radiator removed to enable cracks in the support member to be welded up by a specialist. Choke cable repaired.
- NDP38R – 1976 Bristol VRT/LL3 No. 38 – maintenance of emergency door locking mechanism and screen wash system. Inspection, brake adjustment and replacement battery.
- RU8805 – 1929 AEC Reliance No. 3615 – Work on fitting up and positioning seat frames, supports and rails. Making up of wheel arch step and seat frames to fit. Making up of seat bases. Window parts (brass sections and staggered glass traps) made and numerous brass components chromium plated. Blast cleaning of sump.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – specialist signwriting of fleetnames, passenger signs and legal lettering. Ongoing engine rebuild work including fitting pistons to rods, refurbish crankshaft damper, align and fit timing gears, sump refurbishment and fit-up, oil pump repair. Temp fit up of components to turn engine. Fit cross-member, clean head gaskets, refit heads, fit push rods & rocker gear.
- LTA748 – 1950 Bedford OB No. 1409 – following completion of chassis and engine / engine bay overhaul and restoration, attention focused on external painting which is progressing well. The road wheels have been refurbished and painted black, new tyres and inner tubes fitted to the wheels and mudguards and wheels have been fitted to the vehicles.

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- FMO938 – 1950 Bristol LL6B No. 556 – concerns about the reduced engine oil pressure at higher running speeds/temperatures persist but are deemed tolerable in limited use. Oil of higher viscosity has been substituted and functioning of the gauge investigated.
- MOD973 – 1952 Bristol LS No. 1286 – roadworthiness inspection and lubricant top-ups.
- LTA995 – 1953 Bristol KSW6B No.1852 – preparation has commenced for a major restoration of this Trust- owned vehicle which has been in dry storage since being acquired from Haynes Motor Museum. A costed restoration plan and identification of potential funding sources is being prepared to be launched as an appeal and with grant applications to both national and regional funding bodies subject to their funding scheme priorities.
- FTA634 – 1941 Bristol K5G No. 345 – panels and mouldings fitted. Wheel arch panels manufactured.
- 519BTA – 1960 Bristol FS6G No. 1967 – external painting. Making up of missing bench seats (removed when driver trainer). Cab area repainting and reinstatement. Rear door lining and fitting. Wheels grit blasted and primed and new tubes and tyres fitted. Front panel refurbished, fibreglass repairs and repainting. Refit wings and piping. Front brakes and hubs removed/stripped/refurbished and replaced. Rear Brakes refurbished. Wiring adjustments and function checks. Strip air system replacing seals and refit. Internal lino replaced with new and mouldings and tread strips reinstated. External number plates, light units, handles refurbished and reinstated.
- 974AFJ – 1960 Guy Arab IV No. 274 – the rear platform rebuild and repanelling was completed and the bus externally repainted. Sign-writing and manufacture and application of Exeter City crests are amongst the remaining jobs, but the bus was inspected and mechanically roadworthy enabling it to join the operational fleet for the Trust's Kingsbridge vintage bus day in September 2024.
- YD9533 –1934 Southern National Dennis Ace No. 3650 – preliminary inspection. Repair petrol leak.

Engagement of Trust Supporters as volunteers in **vehicle restoration and maintenance working groups** continues with twice-weekly sessions in Berkshire and sessions to suit working patterns in Devon. Significant numbers have also been involved in the cleaning, polishing and pre-service checks ahead of events enabling them to operate as a credit to the Trust.

Very sadly on 4 March 2024, Ward Jones, the respected commercial vehicle engineer and restorer and great friend to Trustees and a Supporter of the Trust, died. Ward had owned the Bristol K (DBL154) and LL (FMO938) now owned by the Trust and had restored vehicles now on long-term loan to the Trust such as the Guy (YF714). Over the years he had maintained and repaired many vehicles in the Trust fleet and his skills and ever-cheerful assistance will be greatly missed.

Archives

Throughout 2024-25 the Devon and Berkshire archive teams have continued to meet on a regular basis to catalogue the collection for it to be readily identifiable and accessible for public benefit – approximately every four weeks in Devon and every three weeks in Berkshire. Sadly, one of the regular and reliable members of the latter team passed away in July 2024, whilst another is having to move and will be living too far away to attend regular sessions. However, others have indicated that they would like to become involved, particularly with additional tasks that can be undertaken remotely. Within the teams there is a wide knowledge base which is shared across all of the volunteers and new interest, even if only available irregularly, is welcomed.

The Collection of archives, artefacts and library volumes has continued to grow as Supporters have donated their own collections and other material has been left or passed by family members to the

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Trust. On appraisal, if a donated item is already in the collection at one of the Trust locations, the duplicate is passed to the other site, thus improving the accessibility for visitors and researchers across the Trust's region. Any further multiple copies are--with donor consent--used to raise funds towards the cost of archival preservation materials while also meeting public interest in the subject matter. Sales stock is largely prepared in Devon, benefitting from particular expertise within the team.

Within the year the revenue has enabled a large stock of archival quality crystal clear sleeves to be purchased from specialist suppliers for storage of loose photographs, protecting them long-term against damage. In addition large format sleeves and archival quality storage boxes were purchased to store the Trust's collection of transport posters safely. These, together with expertise to digitise and exhibit the posters online, were funded by a grant via the Association of Independent Museums', Brighter Days scheme from The Arts Scholars Trust. The online poster exhibition went live towards the end of the reporting year broadening the appeal of transport heritage.

The Archive facility in Berkshire has been enhanced with the donation of display stands and boards surplus to the requirements of the Wargrave Local History Society. The boards, prepared with content for off-site displays through the year, now provide a semi-permanent exhibition in the principal work room. Additional space has been made available on the site for a new reading room and computer workstation facilities.

Within the archive is a collection of cine films taken by a late Supporter giving a precious record of the bus scene in action in the 1960s and '70s. Having established the interest and heritage value of the films as a catalyst for capturing wider recollections from the first phase of digitisation to archive standards, work on the second tranche of films was commissioned within the year.

Towards the end of the year the Trust was approached to support the Beaminster Museum in Dorset with material for an exhibition *One and two halves to Beaminster – local public transport down the ages*. This collaboration continued into 2025-26.

Events

The **chronology of Trust events and events attended by the Trust** since the start of the 2024-25 year (1 March 2024) until October has been as follows:

- On **Sunday 31st March 2024**, 50 years to the day since the Plymouth Bus Club made an identical trip, 24 people ventured out on a Bristol **SU Tour** over Kingsbridge bus routes operated until the depot there closed in 1974. The original organisers were amongst the passengers and all had a booklet with pictures from the original trip to try and re-create at key locations. The trip was a tribute to the contribution of the intrepid enthusiasts to capturing the history of the bus services. In addition, the trip served as a successful trial of a new type of bus event, a small scale photographic tour. The booklet itself includes the original photographs and contemporaneous accounts of the adventure and copies of sold out post-event with evident interest from today's enthusiasts. Similarly the Facebook video post highlighting the day's exploits have so far reached more than 14.3k who could never have squeezed into the SUS on the day.
- The invitation to the West Cornwall peninsula for the **Penzance vintage bus day on Sunday 21st April 2024** was accepted by owners of some 32 buses and coaches (including 9 from the Trust's Devon base). The event, organised jointly with registered charity the Cornwall Bus Preservation Society (CBPS), gave 7,233 passenger journeys (plus 157 dogs). The programme compiled by the Trust included a surprisingly interesting article about the GWR Coverack Road Motor Halt / Shelter from its origins in 1928 to the present day. A piece on forgotten routes serving the depths of West Cornwall prompted enquiry as to why the locations were served at all and quite where the termini could be found. A third article illustrated the road to bus service deregulation and privatisation in the 1980s

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reflected in the changing vehicle types and liveries through the years. Both the Trust and CBPS had features showcasing the recent work and opportunities the charities have for new volunteers to get involved. A Facebook video post on the day reached 39.3k with 635 reactions.

- Bank holiday **Monday, 6th May 2024** was the **Winchester bus running day** organised by the Friends of King Alfred Buses. Thames Valley K No. 446 provided three return trips to Cheriton giving 236 passenger journeys despite frightful weather.
- **The Historic Commercial Vehicle Society's 'London to Brighton'** commercial vehicle run took place on **Sunday 12th May 2024** with the Trust (and 13 Supporters) taking part in 1976-built Reading VR No. 38, modern to some but classed an historic vehicle nonetheless. Emission restrictions forced the run to start outside the London boundary but Brooklands museum was an excellent and interesting alternative as vehicles collected beneath the former banked motor racing track. In Brighton, Supporters' efforts were rewarded with the award of the Brian R Verrall Challenge Bowl for the best double-deck bus.
- **Fawley Hill Steam and Vintage Transport Festival** was held for the final time from **Thursday 16th to Sunday 19th May 2024**. Set in the McAlpine grounds, the site of the late Sir William's steam railway and fairground collection, and co-organised by the National Transport Trust it offers an eclectic mix of exhibitors and visitors. The Trust organised a display that changed daily with the Trust stand flanked variously by Trust owned Tilling-Stevens No. 152, LL No. 556 and K No. 446 and the Royal Blue coach on long-term loan No. 1286. Daily excursions in the show ring were accompanied by a lively and informative commentary by Trustee David Sheppard.
- **Sunday 2nd June 2024** saw a return to the bus station in **Taunton** for the **Vintage Bus Day**, organised for the first time under the auspices of the Trust, resurrecting previously successful, independently organised, bus events in the area. However, no longer an operational bus station but an NHS vaccination centre, detailed negotiations with various local bodies and organisations were necessary to obtain the necessary permission. This extended eventually to use of the adjacent Castle Green as a display area creating a prime town centre location. Local cooperation included the Somerset Bus Partnership and the newly opened County Classics Motor Museum. A wide range of vehicles which had operated across the country were invited, creating a vibrant event with record crowds taking some 8,552 passenger journeys on the 28 buses and coaches to Bishops Lydeard, Wellington, Wiveliscombe, rural villages and on a circular town service. The accompanying programme had a local focus with memories from a 1960s' schoolboy of Taunton's buses, an illustrated history of Taunton Bus Station and an account of the service life, acquisition and ongoing restoration of the Trust loan-vehicle 519BTA, once a Taunton based service bus and later a driver training vehicle.
- Trustee David Sheppard and Supporter Luke Farley represented the Trust on **8th June 2024**, attending the **Winkleigh Airfield Car Rally in North Devon** with Luke's preserved former Western National vehicles, Bristol VR No. 1200 and Mercedes 811 No. 357. The buses displayed publicity for forthcoming Trust events generating substantial local interest.
- From country to coast, the Trust's **Royal Blue and Associated Motorways long distance coach run 21-23 June 2024**, involved 14 coaches travelling 106 miles from Oxford to Christchurch via Abingdon, Swindon, Marlborough, Salisbury and Ringwood on Day 1; Bournemouth to Newhaven/Eastbourne via Southampton, Fareham, Chichester, Worthing and Brighton on Day 2 (124 miles); and Eastbourne to Basingstoke (& Newbury) via Lewes, Brighton, Worthing, Horsham and Guildford on Day 3 (122 miles). With 2024 being the 90th

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anniversary of the founding of Associated Motorways, and the 95th anniversary of the inauguration of Royal Blue's coastal service from Bournemouth to Sussex and Margate (followed a few weeks later by a competitive service by Southdown and East Kent) the routes incorporated sections of those worked by Associated Motorways and Royal Blue. The coaches created a spectacle on the road and at Swindon and Cricklade Railway, Amberley Museum and Milestones Museum where some 60 passengers enjoyed refreshments and fascinating heritage visits each day. The social media coverage including live-streaming increased the numbers sharing in the event manifold, with the cumulative reach of posts across the three days standing at nearly 203,000.

- On **29th June 2024**, Supporter Luke Farley represented the Trust at the **Rame Peninsula Cornish Beer and Buses event**, taking Trust Chairman's Bristol VR No. 1203 (LFJ847W) which had operated for Western National from Torpoint depot across the area. The event was independently organised in conjunction with the Plymouth branch of CAMRA. In the course of the day 336 passenger journeys were made on board 1203.
- The former Reading VRT No. 38 was taken to **Reading Buses Open Day on 30th June 2024**, together with the Trust information and sales stand. The event, centred on Reading Buses depot attracts a wide range of people, particularly past and present employees and their families as well as passengers eager for a behind the scenes view. New in 1976, 38 triggers the sharing of memories and tales of travelling exploits between parents and children. The event raised funds for the Royal Berkshire NHS Foundation Trust to which Trustees contributed in lieu of a stand fee.
- A novel '**Classic Coach Gathering**' was organised by the Trust for the first weekend in July 2024 to mark 90 years since Associated Motorways was formed in Cheltenham, 60 years since Bristol RE coaches entered Royal Blue service, 50 years since Associated Motorways was absorbed by the National Bus Company with all vehicles rebranded 'National' (becoming National Express in 1974), and 40 years since the last mass departure from Cheltenham coach station. Some 27 coaches entered from across the country with another five buses of local interest providing free services. On **Saturday 6th July** the display featured as part of the **BusFest at Gaydon Motor Museum** with coaches converging on **Cheltenham for a display and tours on Sunday 7th July** courtesy of the football club whose car park substituted for the now closed coach station just a few streets away. Poor weather failed to dampen enthusiasm for this novel event and the re-creation of a mass departure with coaches rolling out the gate on the 4pm whistle, dispersing through the town to different compass points created a remarkable spectacle, shared widely in the post-event video on Facebook with a reach of 13.8k and 136 reactions. The accompanying programme included an 18-page feature on the history and practice of Associated Motorways drawing on memoirs of the Secretary and Chief Officer to the company during the pivotal period 1934 to 1961. Author contributions came from experts in the constituent companies Black & White Motorways, Greyhound Motors, Red & White, Royal Blue and United Counties and photograph sources included the Bus Archive. A book collaboration is planned for 2025. A very favourable follow-up article, illustrated with event photographs supplied by Supporters, was carried in the leading journal for industry professionals, **Coach & Bus Week**.
- **Sunday 28th July 2024** saw the Trust's Thames Valley fleet out in force for the **Windsor Classic Bus Running Day** organised by the Amersham & District Motorbus Society. Tilling-Stevens No. 152 was under the Windsor Central Station canopy alongside the Trust stand, while Bristol LL No. 556 ran free services to Maidenhead via Eton and Dorney, Bristol K No. 446 to Ascot, and Reading VR No. 38 operated Maidenhead services via Dedworth and Fifield. Meanwhile the A&D team had London Country buses on their former routes

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north and east from Windsor, together making a fitting display to mark the 40th anniversary of the closure of the Windsor depot once shared by the companies. Some 571 passenger journeys were made on the Trust's vehicles during the day. In addition the post-event video 'Windsor: where town meets country' compilation post has been seen by 18.2k with 717 reactions and 41 shares and continues to attract new viewers more than two months on.

- In order to share the collection with people more local to Trust premises, the Chairman took his former Western National Bristol H No. 137, a locally based vehicle during its operational life, to the **Loddiswell's 100th Village Show on 3rd August 2024**. The H was joined by a contrasting Western National vehicle in the form of Bristol SUL coach No. 420, which had spent its early operational life (1962-68) based at Kingsbridge depot.
- A similarly short distance from the Trust's HQ, the Trust stand and display was at the **Fifield Fun Day on 4th August 2024**. The site was too constrained to have a bus (as well as the full size steam train circuiting) but a raffle prize was offered for a visit to the Trust.

Remarkably, reflections on the busy weekend at local events in a montage of images on Facebook extended the reach to some 13,000 and generated 133 reactions.

- On **Saturday 17th August 2024** the Trust was again invited to run a coach over Salisbury Plain to **Imber**, the village abandoned for military purposes in World War II. In addition to the event's commercial services run using suitably licensed vehicles, the Trust was invited to bring Trust Chairman's Royal Blue coach No. 1250 for static display. 13 Supporters made the journey helping set up the stand and promoting the Trust's heritage and educational purposes.
- On **1st September 2024 Devon General was remembered at Tiverton** by the Devon General Omnibus Trust. Our Trust was asked to take the Chairman's 1983 Leyland Olympian (A686KDV), new as DG No. 1814 and restored to original NBC poppy red livery. This was the very last of 18,592 vehicles built by Bristol Commercial Vehicles over a period of 75 years before BCV was closed and production transferred to Leyland. Three Supporters travelled from Loddiswell for the day and operated a free shuttle service from Tiverton Parkway Railway Station into the town centre, the hub of the vintage bus running day services. Also a Town Service was operated covering routes within the town to the East, West and North of the Bus Station. Some 271 passengers were carried.
- Over the weekend of **14th-15th September 2024**, as part of the nationwide **Heritage Open Days** scheme, the Trust took two of the Chairman's vehicles to complement activities at the **South Devon Railway**. Western National double-deck Bristol FLF No. 1969 ran free circular services into Buckfastleigh and Ashburton, while Western National single-deck Bristol LWL No. 1613 ran free services to Staverton Station on the heritage line to Totnes. Trustees and Supporters crewed the buses and received many compliments from the 544 passengers enjoying an integrated bus-rail day out. The Trust's stand and display panels showing the history of Kingsbridge bus station on the Buckfastleigh forecourt generated considerable interest and served to promote the vintage bus day the following weekend.
- The Trust's principal West Country event, the **Kingsbridge Vintage Bus Day**, took place on **Saturday 21st September**. Nearly 100 Supporters were involved in different ways with the preparation and execution of the event. The collaboration and team working that ensured the day's success was a triumph. The weather was perfect, bringing out crowds who enjoyed 6,512 passenger journeys on the 39 vehicles running free services. Amongst these was the Trust's 1960 Exeter Guy Arab IV making its debut for passengers to enjoy since extensive bodywork, repainting and painting had been completed. Local press

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coverage was positive confirming the importance of the event for the local economy. The programme included a feature article on *The evolution of bus services in the Kingsbridge area* – presenting ‘then & now’ photographic comparisons with Bigbury-on-Sea, Blackpool Sands, Loddiswell, Modbury, Salcombe and Torcross providing scenic settings. Despite a record print run, programmes sold out in the course of the day. The permission from South Hams District Council, Tally Ho and Stagecoach for the event to use their bus station is vital and gratefully acknowledged. Associated with the event preparations, two training sessions were run for conductors (and drivers) on this important safety role, arising from Trustees’ risk assessment and the prior experience of Trustee Peter Snowden in this area.

- On **Sunday 22nd September** over 50 Trust Supporters and five vintage buses and coaches made the annual John Hobbs memorial trip to **Dartmouth** to unwind and reflect after the demands of the Kingsbridge event and preparations. The group travelled on to the **South Devon Railway at Buckfastleigh** for an impressive ‘behind the scenes’ tour of the engineering workshops before taking a steam train to and from Totnes, and a cream tea!
- **Showbus**, the annual gathering of buses from across the country was for the first time at the **Buckinghamshire Railway Centre, Quainton on Sunday 29th September 2024**. A group of four Trustees and Supporters took the Trust’s Reading VR No. 38, expecting to give passenger rides but services were necessarily abandoned by the organisers because of bad weather and poor ground conditions. The VR, nevertheless, won the prize for the best bus built within the period between 1970 and 1999, rewarding the vehicle working group who had prepared 38 for the event.
- The **Maidenhead Show** was held in the town centre on **Sunday 13th October** and Thames Valley LL No. 556 took pride of place in the pedestrianised High Street alongside our display of local photographs and stand offering publications and information about the Trust. The stream of visitors was constant, some curious others remembering, and ranged from a juggling duo using the bus as a backdrop to their act to the newly elected MP, Joshua Reynolds, interested to see where Maidenhead’s bus and coach station was once located.
- On **Wednesday 4th December** the Trust mounted a display at the Tesco supermarket at Dedworth, Windsor consisting of Thames Valley Bristol LL No. 556 crewed and displayed in the car park and a display stand in the foyer of the store. During the day several hundred people visited the bus or paused at the display stand, learning about the Trust.
- The **Greyhound Motors Limited** inaugurated the first express coach service between Bristol (Prince Street) and London (Hammersmith Broadway) on 11th February 1925. To mark the **centenary**, the Bristol Omnibus Collection recreated the service on **Sunday 23rd/Monday 24th February 2025** with four of its Bristol Greyhound coaches from later eras. The Trust hosted a refreshment break at its Berkshire base with special anniversary cakes, generated online publicity, and helped create a photographic record with comparison shots with the inaugural run appearing in Trust publications in 2025-26.

Overall statistics for the 2024-25 year to 28 February 2025 were: total days out on the road: 240, total number of passengers carried on buses at Trust events: 26,143, total mileage travelled during Trust events: 16,407, total number of dogs carried at Trust events: 304, an all-time annual record.

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REALISING THE TRUST'S AUDIENCE POTENTIAL

The Trust's 'audience' includes bus enthusiasts, Trust Supporters and the general public of all ages and backgrounds who discover our events (as outlined above) or find us online. In pursuit of the strategy objective to realise our audience potential, Trustees placed emphasis on exploring visitors' perspectives so the design of activities was targeted and inclusive.

The activities through which the Trust has shared its collection in the course of 2024-25 have embraced a wide range of event types, audiences and in-person and online communication channels. Other activities have widened the range of contacts further.

- The Trust has contributed to, and featured in, several strands of **The Bus Inspectors**, a digital media project which is run professionally by TV&GWOT Trustee David Sheppard on behalf of the National Association of Road Transport Museums (NARTM). A public interface for NARTM's project to grade the nation's historic buses and coaches, it comprises a suite of online media designed to chronicle the project whilst also raising awareness of, and interest in, the heritage bus movement in general. Several vehicles from the Trust and its wider family have featured in online publicity and press, including content for The Bus Inspectors website, social media, magazine articles and short films. The project's aims parallel the Trust's strategy around widening appeal and reaching out to new audiences and co-working is therefore of mutual benefit.
- The **National Association of Road Transport Museums (NARTM) spring meeting** was held in Cardiff over **1st-2nd March 2024**. Attended by Chairman Colin Billington on behalf of the Trust, the meeting again brought together representatives of a variety of passenger road transport museums around the UK to discuss issues of common concern and to view in detail the approach and facilities for the Cardiff Transport Preservation Group. Trustee David Sheppard addressed delegates with a video presentation on **The Bus Inspectors**.
- Trustee David Sheppard narrated and produced a further four episodes of **The Bus Inspectors Podcast**, following success of the inaugural episode The Nation's Historic Fleet in early 2024. The Trust's collections, work and people have featured extensively throughout, including Trustee Helen Bolt who spoke on the importance of using historic buses to give a first-hand experience to the public as well as offering her own memories of riding on buses during childhood. Her message echoed the Trust's mission, explaining that riding heritage buses not only offers a sense of times past ('where we have been'), but can also be an enticing introduction to public transport for new generations ('where we are going').
- Trustee David Sheppard's ongoing work as a professional host gave an opportunity to champion the Trust's work at many transport industry events throughout the period. These included regional conferences and national awards nights for **Confederation of Passenger Transport (CPT)**, staff recognition events for 12 **Stagecoach operating companies** across England and Wales, apprentice graduations and national awards events for **Stagecoach Group**, awards events for the **Society of Operations Engineers** and the **Institute of Road Transport Engineers** as well as various events and conferences he has hosted and facilitated for the **rail, marine engineering and defence industries**.
- Flowing from activity related to the Royal Borough of Windsor and Maidenhead (RBWM) and NHS Frimley Innovation funding awarded in 2023-24, the Trust had a stand in Maidenhead Library for the **Mens' Matters Wellbeing Fayre on 13th March 2024**. As well as meeting individual residents, the occasion gave the opportunity to network and explore opportunities for collaboration with bodies such as Men in Sheds, People to Places and Holyport Litterati, and the Berkshire Fire and Rescue Service.

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- Attending the Mayoral launch of the new **Community Guide in Windsor Guildhall on 20th March 2024** gave another opportunity to raise the profile of the Trust amongst other volunteer groups and charities locally.
- **4th April 2024** saw the first of a variety of group visits in the period to the Trust's Berkshire site. This was a private group who had travelled from the Netherlands – preservationists of British buses abroad.
- Enthusiasm for beer and buses was combined on **6th April 2024** thanks to a Supporter's suggestion, when the Trust's loan-vehicle Royal Blue No. 1286 provided free transport to 27 members of the Campaign for Real Ale (**CAMRA**) between hostelrys in the Twyford and South Reading area. While passengers learned a lot about the Trust and its collection, the crew was necessarily none the wiser about beer by the end of the day. There were however some stunning photographs of the coach by picturesque rural pubs.
- Following the online presentation made to the Aldershot & District Bus Interest Group (**ADBIG**) in the previous period, a group of 30 made a real life visit to the Trust on **7th April 2024** to see the restoration work and vehicle collection at first hand. The groups' connected interest, particularly in relation to archive holdings was important to establish and maintain.
- Trustee David Sheppard has given illustrated talks throughout the period, on behalf of NARTM, to its member organisations. These combine the story of his 35-year history in bus preservation with exploration of the present and future challenges faced by the movement, including an introduction to NARTM's grading project and how it can help. Recipients of the talk have included **Leicester Transport Heritage Trust, Friends of King Alfred Buses, WHOTT, the Eastern Transport Collection, Southampton & District Transport Heritage Trust**, as well as TV&GWOT's own Supporters during talks at both its Berkshire and Devon bases. The talk to FoKAB was filmed by group member Alex Young and published on **YouTube**, where it has since been consumed by more than 1,000 viewers.
- Alongside a modern coach holiday centred on High Wycombe organised by a Supporter for former work colleagues from Dorset, the Trust's loan-vehicle Royal Blue No. 1286 gave the group a **vintage coach excursion to Marlow on 28th May 2024** to visit the volunteer-run museum (chaired by another Supporter) there returning them later after a boat trip to Henley. Even the driver of their modern coach came along to enjoy the ride.
- On **3rd June 2024**, following participation in the Trust's Taunton Vintage Bus Day, Trustee David Sheppard completed an informal tour of some former **Western National Somerset area routes** with his Bristol SUL coach No. 420, which had been based in Somerset during 1970-3. Considerable local interest was generated during every stop, and the tour was spontaneously followed by local Exmoor-based photographer Adrian Campbell, who took photographs at several spots along the former Service 260 between Minehead and Lynmouth. These have subsequently featured in Trust publicity and have won praise from Supporters.
- The launch of the **"Are We Nearly There Yet?" transport exhibition at Exeter's Royal Albert Memorial Museum**, was attended by Trustee David Sheppard on **14th June 2024** as a guest of Great Western Railway who had sponsored the exhibition. The opportunity was taken to discuss the Trust's work with several visiting stakeholders and representatives of the local heritage sector, with particular reference to the local Exeter Corporation Guy Arab owned by the Trust, the restoration of which was then nearing completion.

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- The Trust's South Devon base was visited by **artist and broadcaster Richard Lewis on 6th August 2024**, where a painting commissioned by Trustee David Sheppard was unveiled on board the coach it features, Bristol SUL No. 420. Richard and his wife Kim were treated to a local tour on board the coach, as well as a tour of the Trust's museum, archives and workshop facilities.
- A group of West Country Supporters, themselves all **vintage coach owners and preservationists** of repute, arranged to visit the Trust's Berkshire premises on **19th August 2024** to look in more detail at the restoration projects underway. They had fruitful discussions with the vehicle working group currently engaged on the Royal Blue Bedford OB No. 1409 given their deep knowledge of the coach type. Future working visits are now planned.
- Following an introduction by a Trust Supporter, 25 people from **Camberley Probus** visited the Trust's premises on **21st August 2024** enjoying a workshop tour, study of the archive displays and a talk about the Trust's wider activities. On a trip into Windsor on the Trust Chairman's Royal Blue coach, members of the group generated some excellent video footage and striking photographs which they have generously shared with the Trust.
- The **Chairman of the Glasgow Vintage Vehicle Trust**, Stephen Booth, visited the Trust's Berkshire site on **27th August 2024**. There was much of mutual interest learned from the discussions such as their innovative approaches to entertaining visiting families on open days and, through a managed programme, offering former addicts training opportunities. While operating at a smaller scale, our Trust's approach to strategy development and planning was of reciprocal interest.
- On **30th September 2024**, Trustee David Sheppard appeared as a guest on **Careers Mare, a comedy** podcast which discusses careers and dream jobs. Alongside the main focus on broadcasting, the Trust's enabling role in making childhood 'bus dreams' come true was discussed. The episode dropped in December.
- Starting **13th November 2024**, Trustee David Sheppard began a regular column for **Coach & Bus Week**, a leading industry magazine for today's professionals with a substantial online following. His first article focused on the importance of celebrating heritage for the customers and employees of today's bus industry, with echoes of the Trust's mission around our past informing our future. The focus on industry heritage continued with three further articles in the year, each linked to themes in The Bus Inspectors podcast, with photographs of vehicles from the Trust collection and wider family featured.
- Trustee David Sheppard attended **Euro Bus Expo at the National Exhibition Centre in Birmingham, 13-14 November 2024** in a professional capacity. Between recordings, hosting sessions and writing, the opportunity for industry networking was taken on behalf of the Trust.
- On **22nd February 2025** David Sheppard hosted '**A Night With The Stars**' for **Reading Buses**, a celebration of employees' achievements and long service. As part of his welcome, the Trust's work was explained to an audience of around 500 people, including the Mayor of Reading and other local dignitaries, with particular reference to the vehicle and archive collections relating to the company's history. An opportunity was taken to thank CEO Robert Williams and his employees for their regular and ongoing support with Trust activities. Trust Supporter James Freeman was presented with an award for Outstanding Contribution to Reading Buses.

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Supporters

The Trust's **Supporters' Group** was established in 2015, for anyone interested in the work of the Trust and wishing to provide financial and/or volunteer support. The group continued to flourish with 25 new Supporters joining in the 2024-25 year. Despite a small number of non-renewals and the sad loss of other Supporters, there were 295 Supporters at the end of the year, exceeding the 288 registered at the start of 2024-25. The extent of renewals in June 2024, may be seen as endorsing the Trust's activities and objectives. Despite increased postal charges, suggested minimum donation levels were held for a third year to try and ensure Supporters facing other cost-of-living pressures were not pushed out. More generous donations were invited and the average donation level has actually increased. New online payment mechanisms and renewal options may have contributed to this.

While deaths in the year reflect the demographic of some of the Trust's early Supporters, we mourn each individual for the personal contribution they have made to the Trust and as friends to fellow Supporters. Significant amongst these was Gerry Tormey who died on 1 December 2024. As well as the private owner of a West Country coach, he had been the Trust's webmaster from the outset until a move to a new platform was required at the end of the 2023-24 year. In addition to his support to NARTM and other organisations, he was always ready to implement timely updates, taking pride in the Trust's public face. Memories of Gerry and others were shared in the pages of *To and fro*, the Trust's quarterly magazine.

Four editions of *To and fro* were published in the period. The magazine comprises a mix of Trust news, reports on activities and original, high quality articles on historical topics within the Trust's scope which are produced by Supporters, some of them regular correspondents. Increased accessibility of the Trust's archives means *To and fro* authors can draw directly on them for research and illustration purposes. This has not only enriched the scope and depth of articles but also enhanced the magazine's role as a means of public access to the collection. The result is a high quality publication which inspires and furthers interest in our core topics, exploits and showcases the Trust's collections and has a lasting and cumulative value to Supporters and to those who purchase copies at events. The skills and dedication of Trustee David Sheppard as Editor and Supporter Luke Farley leading design and production are acknowledged with gratitude.

The content for the period comprised 156 pages, 22 substantial original articles (2023-24: 18) and 247 images (2023-24:260). The content is summarised below:

- Issue 36 (July 2024) – After a review of some of the more unusual activities at the start of the 2024-25 year (such as the South Devon photographic Tour and CAMRA excursion complemented later by Supporter reports of the Trust Open days), *To and fro* included a series of tributes to the personal and preservation contributions of the late Ward Jones. Next, entertaining childhood recollections penned by Stephen Moorse were published as a fitting memorial following his death. Trustee Peter Delaney's regular feature on Royal Blue took a leap into the motorway age to demonstrate the competition and features of express coach services. Paul Lacey recalled the skills of Bob Crawley (artist from Tilehurst) in capturing the Thames Valley scene. Supporter Andrew Bartlett illustrated 40 years of Service 93 as photographed (by Andrew) at Torcross.
- Issue 37 (October 2024) – The timing of this edition enabled a full round up of Trust events through 2024 with photographs telling their own story of the heritage transport offered, the many people involved, and their evident enjoyment. Coinciding with the 90th anniversary of the formation of Associated Motorways, Peter Delaney's coaching focus turned to the events leading to the formation of the enterprise, the way the services came to be operated, and the ultimate demise. The background to what Paul Lacey considered to be an unlikely arrangement between Thames Valley and Aldershot & District to run a joint service between Reading and Guildford was his feature. Companion articles by David Sheppard showed similar vehicle types in red (Thames Valley) and green (west country) settings uncovered in a recently acquired set of slides.

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- Issue 38 (December 2024) – The trials and tribulations around the recovery of the Southern National Dennis Ace No. 3650 in August 2024 were recounted by David Sheppard (snr) whose skills were deployed to load and drive the transporter bringing the bus from Kent to its new Berkshire home. Whilst 3650 is to be readied for the road, Supporter James Freeman described his experience at the wheel of newly restored Exeter Guy Arab which he drove for its debut at Kingsbridge. Blind twiddling and questions about 'Park Prewett' set Peter Delaney on a mission to explain the role of Royal Blue in providing services to hospitals, an aspect that went on to spark considerable correspondence amongst readers. The Bus Inspectors project and the importance of grading the national collection was set out by David Sheppard. Supporter Chris Spencer contributed his own photographs to recollect the London Country Garage in Windsor which had closed 40 years ago, marked by the Windsor event run in July in a collaboration between the Trust and the Amersham & District group.
- Issue 39 (February 2025) – The edition opened with an obituary to preservationist and former webmaster for the Trust, Supporter Gerry Tormey, a friend to many. Peter Snowden then shared slides now scanned but taken some 50 years ago of the bus scene in Somerset and Dorset. In the Thames Valley, Supporter Nik Anthony explained the politics behind the Maidenhead–Woodley–Reading route that (at the time of writing) ran only on Saturdays. Insight to the Trust's archive, its scope and opportunities was contributed by Peter Delaney who also authored an article on the long long-distance services offered by Royal Blue not just within the British Isles but also to continental destinations. In Plymouth, Supporter Richard Salter, with photographs from fellow Supporter Mervyn Kendall, illustrated the impact of changing ornate gold to small white fleet number styles. A new project to equip vintage bus day crews with working ticket machines was launched by Supporter Nick Craig – an initiative which met with enthusiastic and generous support.

An **Open Day for Supporters** was held on 3 March 2024 in Berkshire, at the very start of the 2024-25 year. This complemented a companion event held in Devon on 28 January 2024. The format was similar with 44 Supporters attending, including a number who travelled from the West Country to broaden their understanding of the Trust. Supporters were inspired by the range of work ongoing and responded constructively to the new Strategy. An important aspect was to learn more about and for Supporters to help shape future plans. Detailed responses to the survey on the day and in thoughtful follow-up communications were fed into a qualitative and quantitative report for the Board.

Supporters assist with the work of the Trust in many different ways. In particular those who travel and plan to **photograph Trust events** on the road at picturesque locations deserve special mention. They make a considerable investment, both in time spent planning and out on the road, but their unique images record the spectacle that those organising and participating cannot see from within the vehicles. Their skills and generosity in sharing the images for the Trust to use in publicity free of charge is gratefully acknowledged.

Online activity

Coinciding with the new Trust year the Trust launched a **new, fresh website** built in Wix on 1 March 2024. The design is intentionally more graphic than text-based with a strong branding consistent with print material. Apps to develop news items, event listings, and an online shop with more payment options have been implemented as well as pop-up options and facilities for site visitors to register to receive news updates (addressing the absence of a contact database which had been seen by advisers to hamper the Trust's development). Learning and development of the site were ongoing through the year but by the year end there had been 10,700 unique visitors with 20,741 site sessions, 50% of which had been from mobile devices (46% desktop and 4% tablets). These data underline the importance of the platform change as previously pages did not adapt for readable display on mobiles. 97.6% of sessions were from the UK and no other country individually

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accounted for 0.5% or more. Web traffic shows distinct peaks around Trust event dates confirming the importance of the website as an information resource while also reflecting the, as yet, limited coverage of other aspects of Trust activity. The shop has taken 546 orders (often for multiple items) in the period generating £8,541 income in the year, while 328 individuals have 'subscribed' to receive news updates and have been contacted ahead of events. Trustees have recorded thanks to Trustee, Helen Bolt, for her time and skills used in the creation of the website, which required months of research and development.

An online innovation in December 2024 was the generation of an **online advent calendar** using the MyAdvent application from Germany. The calendar face and content behind each door was bespoke to the Trust and combined information and entertainment with animations and video footage highlighting the breadth of Trust activity through the year and enticing opportunities for the year ahead. The calendar was embedded on the Trust website and promoted via Facebook generating a steady audience of 254 visitors throughout December.

Facebook remains the Trust's principal social media platform reflecting the extent to which it is used by the Trust's core demographic. Supporters' feedback revealed the strong interest in YouTube / video footage and the Trust's principal events in 2024 have been followed up with compilation videos which have successfully generated high levels of (sustained) interest. Short running and short-lived reels were also trialled for the first time through the 2024 season to flag upcoming activity. The lifetime Facebook following stood at 3,432 at the end of the year another 18.8% up year on year, exceeding the 12% growth in 2023-24. The reach of Facebook posts was 276,905 (compared with 143,616 for the full year 2023-24) with interactions up to 16.5k in the year (8.6k for 2023-24). The growth largely reflects the use of video footage and preparation by Trustee David Sheppard of dynamic posts combining these with photographs and graphics telling the story of activities and events. The video post preceding and explaining the Royal Blue Run in June 2024 reached 80.3k, generated 1.9k reactions and 76 comments and was shared 177 times – an all-time record on every measure. However, well-chosen static images have also proved popular with pre-Taunton post and at the start of the South Devon Railway heritage open day weekend reaching 27.5k and 7.4k respectively and a post-Kingsbridge reflection reaching 8.2k.

A private Facebook group for Trust Supporters **Service23** continues as a forum for exchanges on topics of common interest. It is actively used by the Trust to target Supporters with latest news on upcoming events and to request inputs which would be lost on a public page. Use is also made of the page to re-post information seen on other sites, effectively filtering wider content that may be of particular interest to Supporters.

Publicity

Before the 2025 calendar year, but ahead of the 2024-5 season, new **bi-fold/three panel leaflets** had been designed and printed for Trust distribution at events and outlets throughout the year. In place of technical detail, the focus was on strong Trust branding, lively images and opportunities across the country to have an enjoyable day out. Event dates were listed and a form to register as a Supporter was included. These were used extensively through the reporting year and were effective in generating and recruiting interest. The same style and format, albeit with revised dates and imagery, were therefore adopted to produce new leaflets for the 2025 summer season ahead of the 2024-5 year end.

As in the previous year, this required Trustees to fix forward activity plans around the turn of the calendar year. As a result, a display advertisement was placed in the **BUSES magazine events supplement** in a format and with branding reinforced by Trust leaflets, programme content and event specific advertising, enabling dates to be fixed in enthusiasts' calendars.

To this end, the Trust also produced a bespoke **printed appointments calendar 2025**. The monthly images and high quality print production showcased picturesque views captured at Trust events by Supporters through the 2024 season. Captions outlined the bus heritage significance

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and the appointments grid was pre-populated with the dates of future Trust events. Distributed in person and via the online shop, the stock sold out.

In January 2025 the Trust responded to an open opportunity to be included in the first Maidenhead **Directory of Community Groups and Charities** which complemented the previous year's Windsor Directory in which the Trust was included. Produced in hard copy and online, it aimed to connect organisations with people looking for their types of activity and with people looking to volunteer.

EXPANDING THE TRUST'S INCOME STREAMS

The Trust continued to be **well resourced** financially underpinned by its prudent reserves policy through the 2024-25 year. Generous funding of the Trust by its **Supporters** continued, particularly with annual renewal donations in June/July 2024, which contribute to the Trust's standing and overhead costs. In addition, several Supporters contribute additionally on a monthly basis to maintenance and running costs of Trust-owned vehicles in general and/or in relation to specific vehicles. Adobe software licensing costs for work on archive images and production of Trust publications are also covered by specific Supporter donations with additional donations providing for IT support being committed to additionally in the reporting year.

Together the financial contribution of individuals is significant and is valued in all senses by the Trustees on behalf of the Trust.

Ensuring the Trust's income grows with its ambitions and levels of activity is a crucial element of the forward strategy. Whilst Trust publications, ad hoc donations and the sales stand generate sound income over and above the core support from registered Supporters, Trustees recognise additional sources need to be developed. There has been some success generating **small grant and project funding** (e.g. RBWM/NHS Innovation Fund; AIM Brighter Days) and opportunities are sought on an ongoing basis for schemes that can support the Trust's objectives without creating additional demand or diversion.

The growing willingness of local businesses to **advertise** in event programmes in order to reach the Trust's audiences is also encouraging. Although the **Ebay** Connect 12-month programme which the Trust was successfully enrolled on from August 2023 provided deep training, human resource limitations meant the free online shop facility which extended into 2024-25 was not used to full advantage. However, since the launch of the Trust's new website in March 2024, the more sophisticated **online shop** and multiple payment options generated 546 orders (many for multiple items) in the first year and over £8.5k income over a combination of purchases and donations. This has in turn of course increased the demand on resources to fulfil orders in a timely manner and deal with the accounting aspects.

Within the period the Trust has been advised of **legacy donations** and donations from *in memoriam* collections. Trustees intend to use this income to support activities fitting the individual's interests insofar as they are understood. This has, however, demonstrated the importance of legacy planning and confidential expressing of wishes well before the situation arises. These considerations and links with independent advisors are part of the Trust's forward planning in this area.

Beyond the demands of the 2024 event season, Trustees' attention has turned to developing a structured and balanced **income generation strategy**. Allied to this Trustee Helen Bolt secured grant funded access to specific training:

- 2nd & 3rd October 2024 – Essentials in Legacy fundraising
- 13th & 20th November 2024 – Essentials in Crowdfunding
- 4th & 5th February 2025 – Digital Fundraising

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An impediment to the Trust's income generation ability is the hire or reward licensing regime which precludes any benefit (monetary or in-kind) being associated with use of the collection vehicles to carry passengers. This therefore essential that the charity has sufficient reserves to be able to run free trips without charge as well as continue with its restoration and other archive activities and this therefore drives the scale of need to be addressed in developing the fundraising strategy.

New sources of income, **in-kind contributions** reducing expenditure, and value from expertise and facilities provided without charge have all effectively supplemented the Trust's income streams through the period. Much work is still to be done in 2025 and beyond with a structured and balanced fundraising strategy including tailored legacy, project appeal funding and wider corporate support. Messaging that associates the pleasures of a vintage bus day out with the economic and environmental benefits of increased bus usage in daily life is important for relationships with the transport companies to flourish.

REINFORCING THE TRUST'S RESILIENCE

The intense programme of activities to share the Trust's Collection treasures through 2024-25 has been successful in reaching new audiences (to their and the Trust's delight) and has unlocked additional sources of income as noted above. The demands on a core group of Trustees has, however, been exceptional underlining the importance of the objective of an engaged Board with clear distinction between governance and operational roles.

Progress was made with the conduct of meetings, more clearly separating governance considerations from day-to-day management matters. The Trust's **Microsoft SharePoint site** has been validated by third party experts and local hardware back-ups of the system have been instituted. Ongoing **IT system** support and advice is provided by a specialist firm, funded by donations from a Trustee. The system has been rolled out and is in active use by some Trustees and Supporters in key roles but consistent use by all parties remains a priority.

Where a **comprehensive risk assessment** workshop was conducted at the end of the previous period (February 2024), this has informed activities in 2024-25 and been embedded in documents like the **event guide** developed by Trustee Peter Snowden.

The Trust continued to learn and benefit from participation in the AiM **Spark! Programme** in the current reporting year. Aimed at Trustees of volunteer-run museums, it continued into April 2024 with workshops, action learning with Trustees from other small collections, and one-to-one mentoring sessions which demonstrated challenges in common with other organisations as well as specific measures the Trust can take forward.

The retention and passing on of **skills** is set out within the Trust's objects. Amongst the priorities is ensuring younger drivers are able to drive the older vehicles with manual gearboxes rather than the semi or fully automatic systems now fitted in buses and coaches. The Trust's Devon premises include a half mile long concrete road with a gradient which is an ideal training ground for PSV licensed drivers to hone their gear changing skills. On 3 August the first of what will be a series of training days was held with Trustee David Sheppard patiently encouraging a Supporter through a progression of vehicles culminating with a successful road test. With practice this will ensure the pool of younger drivers type-trained on Trust vehicles grows.

Accreditation of the Collection, whether as archive and/or museum, will help assure the future and ensure best practices for care and accessibility are in place. While this will take time it is essential that policies and procedures reflect the required standards from the outset. To this end the Trust (re)applied for and learned in March 2024 of the award from AiM of a Pilgrim Trust funded **Collections Care Audit** grant. This is to enable the Trust to understand the steps needed to improve collections care and provide guidance on the journey to becoming an accredited museum. The grant funds the services of conservators who review, visit and report to Trustees and the archive team. Conservators from Humphries and Jones undertook their inspection of the Trust's

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Devon Collection and archive in February 2025 with material brought from Berkshire to expand the issues and examples under consideration. Initial feedback on the day was positive and constructive with a range of contacts and networks suggested to enable the Trust to integrate more fully with the museums and archives community regionally.

Alongside this, courses have been taken and conferences attended by Trustee Helen Bolt to strengthen the Trust's understanding of current standards required and options available. The scope has included:

- 27th March 2024 – Collections Trust: **Accountability for Collections**
- 13th June 2024 – Collections Trust: **Cataloguing software** choices
- 12th September 2024 – Digital heritage hub – Changes and Challenges in Heritage and Open Knowledge covering: **Open licensing and Artificial Intelligence (AI)** and Open licensing: **equity and ethics**.
- 21st November – Arts Marketing Association – **AI policies for culture**

Financial good governance is a priority for the Board. The current systems for book-keeping and financial reporting to the Charity Standard of Recommended Practice involve complex application of bespoke spreadsheets. As the Trust grows, and with a change to the SORP imminent, the Board is considering adopting **proprietary accounting software** that potentially could integrate the Supporter records securely and streamline Gift Aid applications. Alternative packages were evaluated drawing on advice from accountancy experts, other NARTM members and the NARTM treasurer. While being an additional cost, a proprietary system can more readily be taken over by new personnel and with in-built preparation of accounts to SORP standards could additionally help ensure compliance. Accordingly a decision was taken to adopt Capium software in the future and run old and new systems in parallel initially.

Work within the Board in 2024-25 has identified practices to improve resilience with examples ranging from adherence to universal **policies**, a more efficient meeting structure and more effective allocation of Trustee responsibilities, to comprehensive recording of the status of vehicles, and accessible archive records. All are work in progress but demonstrate the actions being taken in this fundamental aspect.

While in terms of the immediate public benefit, the contribution of work in this area may not be immediately apparent, the Trustees are committed to ensuring its work enables **safe and sustainable public access, education and enjoyment** into the long term as well as the immediate future.

PROTECTING THE TRUST'S INTERESTS

The change of Government in 2024, reduced funding for culture, critical finances within local authorities, uncertainty on environmental policies affecting road vehicles, and continuing money worries across the generations, are amongst the many things potentially affecting the ways the Trust can best deliver its educational charitable objects. Protective action is difficult to take until policies and direction become clear but Trustees are actively monitoring the general situation and, though NARTM, consulting organisations in the sector.

Trustees Colin Billington, Helen Bolt and David Sheppard all attended the **NARTM autumn conference and AGM at the Museum of Transport Wythall from 18th – 20th October 2024**. This included interactive break-out sessions to discuss:

- Sustainability and skills retention
- Attracting a wider range of interest

as well as a video presentation highlighting the technological challenges for preserving more modern vehicles with manufacturer bespoke electronic control systems despite their relevance to eager young enthusiasts.

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David Sheppard made a presentation of the '**The Bus Inspectors**' project he is running as a consultant on behalf of NARTM. The output includes a series of podcasts with influential industry and preservation figures discussing factors relevant to the future of preservation. This presentation included an update on the project itself in which an army of volunteers is working to grade the national collection of buses and coaches systematically (parallel to the schemes for historic buildings and ships) in order that the importance of significant vehicles can be readily demonstrated, if necessary, to secure their preservation and funding. Both Colin Billington and David Sheppard are involved with the project execution.

In his role as Deputy Chairman of NARTM, with a portfolio to monitor **policy and legislative change**, Colin Billington investigated and responded to a number of issues which might potentially threaten the ongoing operation of heritage buses and coaches within the year including:

- In July 2024 a formal DVLA consultation response on the **registration of historic and classic vehicles** ensuring the circumstances of preserved buses and coaches are recognised and the heritage and value importance of retaining original registration plates on these vehicles is protected.
- In September 2024 discussion with **insurance** brokers currently covering preserved vehicles and their use for free bus services and input to NARTM wide communications as one under-writer announced their intention to withdraw from offering this cover on which vintage bus days across the country rely.
- In October 2024 a watching brief established on potential Government proposals to alter the conditions for **C1 and D1 driver licences** given that this might impinge on the availability of experienced drivers for preserved buses and coaches

This has involved networking with the Federation of British Historic Vehicle Clubs and other umbrella bodies maintaining a watching brief on emerging issues. As part of the Trust's strategy, this practice will be developed into a more structured scheme of issues and contacts that can help ensure Trusts interest are protected.

QUANTIFIED IMPACT

Metrics for the 2024-25 year are as follows: (a) free **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events – 26,143 (2023-24 13,602); (b) for the number of **(vehicle) days** Trust and Trustees' vehicles participating in TV&GWOT events were on the road on public display - 240 vehicle days in 2024-25 compares with 206 in 2023-24; (c) the associated **mileage** covered – 16,407 miles in 2024-25 compares with 17,743 miles in 2023-24; and (d) 304 **dog journeys** in 2024-25 (284 in 2023-24).

Another measure is the level of **programme sales**. In 2024-25, 1839 sales were achieved (at £5-7 each) at Penzance, Taunton and Kingsbridge vintage bus days, the Cheltenham Classic Coach Gathering and the South Devon SU tour (compared with 949 at Penzance and Kingsbridge vintage bus days and for the South Midlands tour in 2023-24). The 2024-25 figures are pleasing but reflect extensive effort to research, prepare and publish programmes in quick succession alongside event organisation. Past programmes (which contain historic articles of lasting value, back-numbers of the Supporters' magazine *To and fro*), and books produced by the Trust for the Victoria Coach Station 90th anniversary and Reading Motorbus centenary) continue to sell at events and online adding to the revenue attributable to public events (20 and 17 books respectively in the 2024-25 year 27 and 14 in 2023-24).

As noted above, the **Facebook following** stood at 3,432 at the end of 2024-25, 18.8% up year on year. Facebook posts online reached 276,905 for the period generating 16.5k interactions (compared with 143,616 for 2023-24 and 8.6k interactions). Some 10,700 individuals have

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accessed the new website March to October 2024 (compared with 11k for the full year on the old site 2023-24), 328 subscribing to receive news updates.

Voluntary effort is the backbone of the Trust's ability to deliver public benefit and preserve the collections for posterity. Aggregate figures for the reporting year 2024-25 show 199 individuals helped with Trust activities (173 in 2023-24), contributing some 17,000 volunteer hours (2023-24: 13,000) with 176 of these (2023-24: 139) involved in crewing the 98 different vehicles (2023-24: 76) which attended TV&GWOT events.

The Supporters' group is a primary source of volunteers, providing 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. Of the **295 people registered as Supporters** at the 2024-25 year end, a significant proportion have been actively engaged in working groups, participating around events, contributing as advisors or research correspondents, writing for *To and Fro*, adding posts on social media, and helping fund projects. Trustees wish to thank Supporters and other volunteers for their continuing input and help in ensuring the success and future sustainability of the Trust.

The figures confirm that the Trust has been successful in engaging an ever larger number and wider range of people in its celebration of Thames Valley and Great Western bus and coach heritage in a way that is relevant to today, educating the public and bringing interest and pleasure. However, the numbers do not reveal the intense effort of a few individuals which have delivered these results. This means that the elements of the strategy to expand our income streams, reinforce our resilience and protect our interests must assume increased importance for the success to be sustained.

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ACTIVITY & PUBLIC BENEFIT TO NOVEMBER 2025, SINCE BEYOND THE 2024-25 REPORTING YEAR END

STRATEGY

The Trust Strategy 2023-28, rolled out from the end of the 2023-24 reporting year, has guided Trust activities ongoing through 2025 with the continuing vision:

*To preserve and treasure our Thames Valley & Great Western bus heritage,
connecting people, places and the past,
bringing joy and understanding of where we have been and where we are going today.*

and five strategic goals for the Trust to:

- Share our **collection** treasures
- Realise our **audience** potential
- Expand our **income** streams
- Reinforce our **resilience**
- Protect our **interests**

Plans to deliver each goal (short and longer-term) were established with individual Trustees accountable for delivery in specific areas. These, coupled with the application of management tools learned on the Heritage Compass programme, have helped provide focus and a rationale for Trust decisions and activities.

The strategy, progress and future priorities are to be reviewed again by Trustees following the Annual General Meeting in November 2025, with a view to strengthening action plans for 2025-26 and beyond.

The goals are complementary and, although the activity and public benefit in 2025-26 so far is reported using these headings below, it should be recognised that delivery in one area often brings progress in other areas too.

Extraordinary circumstances

The Trust was impacted significantly early in the 2025-26 year, when The West Country Historic Omnibus Trust (WHOTT), a Devon based charity (Registered No. 1079795) with related but not wholly overlapping objects to the Trust, declared its intention to close as it was failing financially without sufficient income or reserves to cover its outgoings. This placed the future security of a number of heritage objects relevant to the Trust's Collections Development Policy at risk. After lengthy discussions between WHOTT, the Trust and others, and after careful consideration by the Trust's Board, the Trust offered to secure specific items from WHOTT where they were both (a) relevant to the Trust's mission and (b) possible for the Trust to sustain in the longer term. This covered a minority of WHOTT owned vehicles but a large part of the archive, the material being of heritage value to the Trust and there being no other suitable repository in the West Country. This offer formed the basis of a formal transfer agreement executed on 4 September 2025 drawn up in line with Charity Commission and Collections Trust guidance.

While the former WHOTT items enhance the strategic opportunities for the Trust to deliver public benefit long-term by enriching the collection resource and expanding the pool of Supporters (by welcoming former WHOTT members), this unforeseeable development for the Trust placed significant demands on the Trustees involved and required funding to effect the move. The Trust successfully navigated this while maintaining its programme of public events and, by the generosity of donors, without financial detriment. The position three-quarters of the way through the 2025-26 year however, is that progress towards all five strategic goals is now more important than ever to for the Trust to benefit from the opportunities the new responsibilities present. These considerations are highlighted in the remainder of this report as each strategic goal is addressed with reference, where appropriate, to the WHOTT transfers.

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SHARE OUR COLLECTION TREASURES ongoing

Vehicles

The collection of vehicles owned by the Trust and on long-term loan at the start of the 2025-26 year is covered by the year end position in the 2024-25 report above (pages 5-7). The WHOTT transfer resulted in five further important vehicles being added to the Trust's Collection in 2025-26. Significantly for three of these, all costs were already financed by sponsorship when in the ownership of WHOTT and there is long-term commitment for this sponsorship to continue with the Trust. The fourth vehicle will similarly be sponsored thus not exposing the Trust to financial risk. The fifth is a Royal Blue coach with an important history and a record of funding from sympathetic parties including former members of the erstwhile Dorset Transport Circle, a pioneering group in the history of bus & coach preservation and use. That vehicle had a restricted fund from existing donations pledged to complete the interior refurbishment of the coach and that fund was formally transferred to the Trust with the vehicle.

The former WHOTT vehicles added to the Trust collection as of September 2025 are as follows:

- LTA772 – a 1951 Western/Southern National Bristol LWL5G single deck bus No. 1613
- PFJ850M – a 1944 Western National AEC Matador recovery truck No. RV8
- AFJ764T – a 1979 Western National Bristol VRT/SL3/6LXB No. 1157
- AFJ727T – a 1979 Southern National LH6L coach No.3307
- OTT98 – a 1953 Royal Blue (Southern National) Bristol LS6G coach No. 1299

Specific **vehicle maintenance and restoration work** from March 2025 to date has included:

- DBL154 – 1946 Bristol K6A No. 446 – investigation of vibration issues at front of bus and trials of balata belting.
- MO9324 – 1927 Tilling-Stevens B9 No. 152 – manufacture of mild steel angled spacers and repair and remanufacture of damaged radiator casting.
- NDP38R – 1976 Bristol VRT/LL3 No. 38 – rectification of stopping and water reservoir warning system issues. Adjustments to entrance door and top fixing bolts. Lower panel work.
- RU8805 – 1929 AEC Reliance No. 3615 – interior rebuild ongoing, including steel seat pans manufactured – prepared, primed and glossed, construction of 3-seat assembly and platform, construction of wheel arch panels and entrance pillars, construction of interior side panels and rails, preparation of opening vent timber rails and manufacture of jigs to form J section water channels, ditto window timber mouldings. Chromium plating of door and window frame components, handles and bezels. Engine rebuild ongoing including repair to cast sump.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – engine rebuild continued including positioning manifolds and tappets. work on water jacket covers. front damper re-felted, flywheel cleaned and installed, timing set camshaft timing wheel refurbished and positioned.
- LTA748 – 1950 Bedford OB No. 1409 – exterior gloss painting. New indicator arrow panel manufactured.
- FMO938 – 1950 Bristol LL6B No. 556 – a dynamo has been prepared to replace the incorrect type presently fitted
- MOD973 – 1952 Bristol LS No. 1286 – meshing of rack and gear improved to ensure reliable working of offside wiper.

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- FTA634 – 1941 Bristol K5G No. 345 – ongoing re-manufacture and fitting of panels and mouldings fitted.
- 519BTA – 1960 Bristol FS6G No. 1967 – lino installation, modification of replacement and fitting of all seat frames and re-upholstered seats, grab handle installation, re-chromed components reinstated inside and out, commissioning of air system and brakes, re-rubbering and installation of windows. Signwriting of near- and off-side long panel adverts between decks. Electrical work to ensure brake lights, direction indicators, horn and speedometer functioning correctly, rewiring of charging system and replacement alternator and brackets fitted. Engine maintenance, radiator drain valve stripped out, split pins replaced, brake testing. Completion enabled participation at the Trust's Taunton and Kingsbridge vintage bus days.
- 974AFJ – 1960 Guy Arab IV No. 274 – inspection and replacement rear tyre. Rub down paint from interior ceilings and re-painting ahead of passenger use at the DG Remembered Exmouth event and Kingsbridge.
- 336EDV – 1960/1 Western National Bristol SUL4A coach No. 402 – investigation of fuel system and planning to re-pipe blocked fuel system.
- YD9533 – 1934 Southern National Dennis Ace No. 3650 – Detailed inspection on lifts. Re-manufacture mild steel shaft & sleeve. Seat inspection (insecure). Steering wheel refurbished and new key cut. Nearside front spring bracket removed, chassis rail cleaned and bracket condition checked - swinging link refitted. Investigation of brake issues including dismantling master and wheel cylinders to assess condition and drum removal to check linings. Itemise parts required for repair.
- AFJ727T – 1979 Southern National LH6L coach No. 3307 – collected from previous storage base and inspected. Fuel filters replaced and exhaust joint repaired ahead of use at Kingsbridge Vintage Bus Day.
- PN05DOU – 2005 Tally Ho Dennis Dart SLF – panel repairs and repainting. Reinstatement of vinyls. Interior refurbishment and investigation of electronic blind system enabling participation in the Kingsbridge Vintage Bus Day.

Engagement of Trust Supporters as volunteers in **vehicle restoration and maintenance working groups** continues with twice-weekly sessions in Berkshire and sessions to suit working patterns in Devon. Significant numbers have also been involved in the cleaning, polishing and pre-service checks ahead of events enabling them to operate as a credit to the Trust.

Archives

Since the end of the 2024-25 year, both the Devon and Berkshire archive teams have continued to meet on a regular basis – three-weekly in Berkshire, every four weeks in Devon. There are new members in both teams emerging from new Supporters and others finding more time post-retirement. Sadly, one of the regular volunteers in Devon died unexpectedly in the year – he leaves a legacy of thoroughly catalogued depot drawings and plans and extensive journal catalogues – important finding aids future researchers will benefit from. In September Paul Lacey, renowned Thames Valley transport historian, Trust Supporter, author and regular member of the Berkshire archive team, died after a period of illness. His contributions to the archive and regular articles in *To and fro* will be missed but the Trust is fortunate that he made arrangements for his bus research and records to pass to the archive. The Paul Lacey Collection will therefore be a rich resource for the Trust and others in the future.

Since the 2024-25 year end, the Trust has continued to receive material donated from the collections of late Supporters as well as a significant donation from a Supporter which, as well as documents and books, includes three-dimensional items of particular heritage interest. The archive

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teams continue to work through these finding interest and fulfilment in the items. The Trust also received the **digital database** files compiled by a late Supporter which in his lifetime was available on the internet documenting Bristol-built vehicles, a type common in Thames Valley and successor Great Western company fleets. The original platform is no longer supported and a major project for the Trust is to relaunch the resource in a modern online format and work to that end is underway.

An additional project concerns the **films** of the late Mike Stephens, a Supporter, all of which were digitised sufficient for the content to be appraised by the turn of the year. Work to review, identify and order the content is underway, prioritising the films for archive quality regeneration using Trust funds or for sharing with other organisations focused on transport heritage in other areas of the country.

The archive teams have made increasing use of archive areas on the **Trust's SharePoint site** with reference only folders containing catalogues and working areas for volunteers to record material being added to the Collection. The roll-out is continuing through the 2025-26 year and will result in a more robust yet readily accessible system for identifying the Trust's collection treasures.

The profile of the Trust's archive and small objects collection has been raised considerably in other ways in the course of the year.

- A page dedicated to the Archive has been added to the **Trust website** and this features an item of the month. Contributions are varied in order to demonstrate the diversity of material held – by geographical area, by date, and by class of material – to help promote the **resource both to potential donors and to researchers**. The latter are invited to consult the resources available, either by making a personal visit or by asking for help in answering specific questions. The items most often referred to are the official records ('Notices and Proceedings') concerning the licences to operate bus and coach services, along with the timetables and faretables, and photographs that depict the social history of the areas served, as well as vehicle manuals and parts list. A Supporter who produced a hard-back high quality book in the year, acknowledged the Trust archive amongst his sources. The material has also been used within the Supporters' magazine *To and fro* and in displays to inform and educate the wider public.
- The Trust contributed 46 items and display captions to the **Beaminster Museum exhibition *One and two halves to Beaminster – local public transport down the ages*** which ran from April to October 2025. This ranged from timetable leaflets for the earliest bus operations in the 1920s to a wheel chock, maps and a bus stop flag and pole. The exhibition attracted 1223 visitors, including the Local MP Edward Morello who went to see the work of volunteers there in August.
- The Trust mounted its own **Exhibition in Taunton Library *Taunton & its Buses – Past, Present & Future*** from 27th May to 7th June to coincide with the Trust's vintage bus day on Sunday 1st June. This comprised a series of display panels illustrating the place of the bus in the local street scene from the earliest times in the 1920s up to the present, and a glimpse into the future with the arrival in 2025 of electric buses in the town. This display was complemented by various artefacts such as ticket machines, uniforms, timetables, and a destination blind with informative captioning supplied by Trustee Peter Snowden. The display was manned by Trustees and volunteers as much as possible; it was well received with interesting discussions ensuring and memories evoked; two new Supporters also came forward.

In November 2025, the AiM Pilgrim Trust funded report on the **Collection Care Audit** conducted in February was received. The report provides a good appraisal of the facilities and collection and is complimentary in many regards. It is helpfully structured with recommendations prioritised with a traffic light classification which places particular emphasis on condition monitoring, emergency planning, and object conservation and associated skills training. Sources of support from the SW Museum Services (for Devon) and corresponding bodies in the South East are highlighted. Between the visit and report some measures had in fact been taken by the Trust including the

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purchase of new improved humidity control equipment and sensors installed in the archive storage area and participation in a course given on 25 September by the Collections Trust for Museum Development South West (MDSW) giving **A Brief Introduction to Object Entry**. Other report recommendations will be reviewed and addressed in the remainder of 2025-26.

The MDSW course, and the Q&A session in particular, also provided specific advice for the **integration of the WHOTT transfer material** received since the audit was conducted. The archive material transferring comprised nearly 700 accessions ranging from original records and tickets to books, magazines and large signs. For expediency and to avoid health & safety issues for volunteers, the Trust employed removers who filled seven 7-ton vans of archive boxes and packaged items together with collections record files, book cases, four large-format plan chests and 38 metres of floor to ceiling racking, which was dismantled and re-erected under the Trust's direction. The move, completed within two days, was financed by a specific Trustee donation. Prior to the transfer, extensive re-organisation of the Trust archive was required but this served to improve the records and listing of some types of material and reorganise heavy / bulky material in the way the later Collection Care Audit report recommended. It is anticipated that some of the WHOTT material will duplicate items in the Trust collection, particularly mass-produced items like certain magazines and books. The Trust policy to hold items at both Devon and Berkshire locations when the possibility arises, will absorb much of the duplication. This approach acts not only to widen research opportunities but also as insurance against possible damage or loss. However, before integrating any WHOTT material, a **Collections Review** will be carried out and documented in accordance with the MDSW course recommendations and published guidance. The Trust's **Collections Development Policy** will also be reviewed to allow for disposal where there is excessive duplication, by donation to other collections, sale or as a last resort destruction. This will ensure Trust resources are devoted to as wide a range of items as possible to illuminate our transport heritage.

As well as the physical assimilation, an essential consideration is the **consolidation of collection records and finding aids**. While the intent of Trust and WHOTT systems is the same, the file structures and extent of digitisation differs. In determining a unified approach consistent with archive and museum accreditation standards, consultation with the Bus Archive (which holds corporate records for the bus industry) is planned to explore whether further consistency is feasible to enable online researchers to identify material seamlessly across a range of locations.

The systematic appraisal, condition assessment, sorting, record keeping and physical arrangement of the integrated collection is a major task and the Trust is fortunate that archive teams have expressed willingness to devote additional resource to this important activity over the coming months.

Events

The **chronology of Trust events and events attended by the Trust** since the start of the 2025-26 year (1 March 2025) until November is set out below. Together the activities demonstrate the many ways the Trust's 'collection treasures', large and small, are shared in different forms and wide variety of settings to diverse groups of people right across the Trust's region.

- The **Penzance vintage bus day on Sunday 20th April 2025** (as always the third Sunday in April) coincided with Easter weekend. The event, organised jointly with registered charity the Cornwall Bus Preservation Society (CBPS), attracted 36 bus and coach entries (including 10 from the Trust's Devon base). The day began with an impressive cavalcade along the sea front and through the town, attracting widespread public attention to the event which went on to give 7,575 passenger journeys (plus 135 journeys for dogs). 2025 was the centenary of the first Greyhound Motors long-distance express coach service between Bristol and London. The programme article, authored by the Trust and drawing on material in its archive, featured the history of such services to and from Penzance with illustrations

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from 1929 through to the present day. Both the Trust and CBPS had features showcasing their recent work and opportunities for new volunteers to get involved with the charities. Many entrants stayed over to Easter Monday and joined the re-creation of the former Service 300 around the West Cornwall Peninsula with stunning coast and inland views. Seven vehicles ran the route attracting public attention along the way, with around 40 of the event's volunteers taking part.

- Bank holiday **Monday, 5th May 2025** again saw the **Winchester bus running day** organised by the Friends of King Alfred Buses take over the town once again. Inclement weather failed to dampen the enjoyment of 212 passenger journeys taken by those on the Trust's Royal Blue LS 1286 travelling to and from Stockbridge on a direct service. It was timed to meet an alternative service there, giving the opportunity for photographs and passenger exchanges. Meanwhile the Trust's stand in Winchester, in addition to sales, brought the opportunity to discuss plans for the year ahead with passing Supporters.
- **The Historic Commercial Vehicle Society's 'London to Brighton'** commercial vehicle run took place on **Sunday 11th May 2025** with the Trust (and 14 Supporters) again taking part in 1976-built Reading VR No. 38, modern to some but classed a historic vehicle nonetheless. There was public interest as heads turned along the route from Brooklands Museum in Surrey and in the display stretched along Madeira Drive in Brighton. Much work had also been done to prepare the newly acquired 1934 Southern National Dennis Ace No. 3650 for a debut run in Trust ownership – the plan was for a public outing before restoration work began in earnest, given the high level of interest in the ongoing preservation of this distinctive bus. Unfortunately issues with the brakes became apparent and despite efforts to the eleventh hour, the bus could not be judged roadworthy to take part. Fortunately, the London to Brighton run is an annual event so there will be another occasion to showcase the so-called 'Flying pig'.
- Building on the success of the Taunton event in 2024, the Trust embarked on a second Taunton Vintage Bus Day on **Sunday 1st June 2025**. With the bus day concept and benefits for the town more fully understood, dealings with the local councils were constructive with necessary permissions readily granted for the event to go ahead. Works toward developing Taunton's transport interchange on the former bus station site meant this was unavailable but instead services ran from the town centre bus stops on the Parade. This worked remarkably well with smoother running, reduction in crowding, and improved visibility for the general public (including photographers). The nearby display area on Castle Green, by kind permission of the council, was a bonus enabling visitors to look at static buses close up and safely snap the required selfie. Local businesses like Sheppy's Cider, Rumwell Farm Shop, West Somerset Railway, Calverts, Hickley's and Hatchers supported the event in different ways. For Hatchers, 2025 marked 250 years of the family store's service to the town and for much of the 20th century buses carried their advertisements prominently. A fitting tribute was the period Hatchers advert (part-funded by the firm) sign-written on the Trust's Southern National FS No. 1967, a former Taunton vehicle which made its first appearance after extensive restoration at the event on 1st June. The souvenir programme featured an account of the final stages of its restoration. Another article presented an array of local business adverts on buses and in period timetables, bringing reminiscences for bus enthusiasts, travellers and general shoppers alike. 29 buses and coaches were entered, almost all from the Trust or its Supporters who individually made significant contributions to the event's success. As well as Trustee Peter Snowden, Supporter Paddy Ford Copham played a leading role alongside many other volunteers who made the day possible. In all there were 6,161 passenger journeys given, 24 with accompanying dogs.

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- From **20-22 June 2025** coaches participated in the Trust's **Royal Blue and Associated Motorways long distance coach run**. Travelling from Victoria Coach Station in London to Bristol, then to Bournemouth and Poole and via Bridport and on to Exeter and Taunton, the route celebrated notable anniversaries: the centenary of the Greyhound Motors express coach service from London to Bristol and 90 years since Royal Blue passed from being a family owned firm to part of a national group with its headquarters moving from Bournemouth to Exeter. The cumulative mileage for the participating coaches was some 5,700 miles with participants additionally travelling long distances from and back home. There were 79 people were involved as crews and/or passengers and enjoyed stops arranged with other heritage groups at Bristol Aerospace, Newbury Wharf, and the East Somerset Railway. The spectacle of the coaches out on the road and in line at traditional transport hubs (Victoria Coach Station London, Marlborough Street Bus & Coach Station Bristol, Queen's Road Bournemouth, Bridport Bus Station, Exeter St David's Station, and Castle Street Taunton) attracted interest from spectators and photographers as well as generating the Trust's most viewed Facebook post of the year online.
- The Trust's former Reading VRT No. 38 was taken to **Reading Buses Open Day on 29th June 2025**, together with the Trust stand. Meanwhile in his professional capacity Trustee David Sheppard was the event's compère directing visitors to the family friendly entertainment on offer throughout the day (including riding a bus through the bus wash). The event, centred on Reading Buses depot, attracts a wide range of people particularly past and present employees and their families as well as regular passengers eager for a behind the scenes view. New in 1976, Reading No. 38 triggers the sharing of memories and tales of travelling exploits between parents and children some of whom enjoyed a bus ride when 38 participated in the parade of buses through the centre of Reading. The event raised funds for Berkshire Youth, Reading Buses' charity of the year, to which Trustees contributed in lieu of a stand fee.
- Following public interest and coach owners' enthusiasm for a dedicated event generated by the **Classic Coach Gathering** in 2024, the Trust returned to Cheltenham, a significant hub for coaching in the 20th century, on **Sunday 6th July**. Being 2025, the event focused on the Greyhound Motors express coach service centenary and the programme included an authoritative and lavishly illustrated 28-page history prepared by Supporter Martin Curtis. He and Supporter Mike Walker brought Bristol Greyhound coaches from the Bristol Omnibus Vehicle Collection, with some 30 coaches and 4 buses entered in total. The evolution of coaching was exemplified by coaches spanning from 1947 to 2025. The latter was a Caetano carrying a dual Edwards 100 / National Express livery marking the firm's own centenary. Although principally a static display, shuttle bus services using vehicles with local connections brought visitors in from the stations and short coach tours gave people the opportunity to experience vintage travel from across the decades. Passenger journeys totalled 1,108 and innumerable photographs were taken as the assembled coaches gave unparalleled opportunities to group coaches by type or operational fleets over time. Supporter Jonathan Radley took the lead in the event organisation and was interviewed on BBC local radio as part of the event's promotion and publicity.

Over subsequent weeks the Trust deliberately took part in events organised by other groups who, in turn, support Trust activities. Supporters were invited to travel with the display vehicle and participate in the events variously helping on the Trust stand and promoting the Trust.

- The **Alton Bus Rally** was held on **20th July**. This is a long-standing event with considerable following in the bus heritage movement. The Trust took its Reading VR No. 38 and the Chairman's 1967 Royal Blue RE No. 2365 (HDV624E) which he had made available for Trust use in the 2025 season following its privately funded refurbishment. The re-

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emergence of the vehicle on the preservation scene attracted considerable interest at events and online.

- The 1960s' Royal Blue RE No. 2365 was later taken to a series of contrasting events with differing audiences by Supporter Jonathan Radley:
 - **Gloucestershire Vintage Extravaganza at South Cerney, Cirencester, 2 & 3 August;**
 - **RetroFestival at Newbury Showground, 9 & 10 August;** and
 - **London Bus Museum Transport Fest, 19 October.**
- On **27th July** the earlier generation of Royal Blue coach, 1952 LS No. 1286, joined stablemates at the **Bristol Vintage Bus Group's** rally at Brislington Park & Ride just a short drive from the original Bristol Commercial Vehicle works.
- For the annual **Imberbus** foray onto Salisbury Plain on **16th August**, Royal Blue LS 1286 was again on static display, demonstrating the style of long distance coach services that post-war served military personnel as well as the travelling public in the general area. The event, run by past and present transport industry professionals for charity, gives a rare opportunity to get to Imber, the village abandoned for military purposes in World War II. As a result there are many thousands of local visitors drawn by the history, with the buses and display of coaches being a wholly new experience.
- The **Devon General Remembered** event rotates between locations annually; on **31st August 2025** it was the turn of **Exmouth**. The Trust ran two services, one using its recently restored Exeter Guy Arab IV on traditional routes to Woodbury towards the city while the Chairman's Devon General Olympian No. 1814 was made available to run services to Littlemead and Sandy Bay. Trust supporters crewed the vehicles and, despite the rain, a good day out was had by all with 721 passengers journeys (14 accompanied by dogs).
- Just as the Trust took part in community events in Berkshire at the start of the year, it was represented by 1933 Western National Bristol H No. 137, a locally based vehicle during its operational life, at the **Loddiswell Village Show on 4th August 2025**. The H was accompanied by a Western National vehicle some 30 years its junior in the form of Bristol SUL coach No. 420, which had spent its early operational life (1962-68) based at Kingsbridge depot. The show combines traditional craft and produce competitions with displays and a classic car show and gave the opportunity to promote the Trust's forthcoming vintage bus day in Kingsbridge.
- Over the weekend of **13th-14th September 2025**, as part of the nationwide **Heritage Open Days** scheme, the Trust took two vehicles to complement activities on the **South Devon Railway**. Trust Chairman's Western National double-deck Bristol FLF No. 1969 ran free circular services into Buckfastleigh and Ashburton, while Western National single-deck Bristol LWL No. 1613 (by the time of the event transferred to Trust ownership from WHOTT) ran free services to Staverton Station on the heritage line to Totnes. Trustees and Supporters crewed the buses and received many compliments from the 276 passengers enjoying an integrated bus-rail day out (with 8 dogs). Poor weather precluded a poste display as in previous years but under the Trust's gazebo the vintage bus day the following weekend was promoted, recognising the reciprocal involvement of the SDR Road Services (Routemaster) bus planned.
- The Trust's principal West Country event, the **Kingsbridge Vintage Bus Day**, took place on **Saturday 20th September**. As in previous years it took nearly 100 Supporters being involved in different ways to bring the event to successful fruition with several devoting

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annual leave and booking accommodation in the area to take part. Weather can be a significant factor in the success of a vintage bus day but despite grim forecasts the day brightened so that visitors enjoyed 5,742 passenger journeys (with 127 dogs) on the 43 vehicles running free services. Amongst these was the Trust's most modern vehicle, a 2005 Dennis Dart which had been donated by Tally Ho at the start of 2025. Significant as the last bus bought new by the company under the Wellington family ownership and branded for their flagship integrated service between Totnes and Salcombe run in collaboration with Devon County Council and GWR, the bus had been renovated by dedicated Supporters ahead of the event. An important public statement about the evolution of bus transport, was made with the participation of a new electric bus provided by Plymouth Citybus such that one of the Trust's youngest Supporters, Charlie Williams, was the first to drive an electric bus into Kingsbridge's bus station. As this was the coming of age (18th) vintage bus day in Kingsbridge, the programme reflected back on the growth of the event with pictorial highlights from across the years. Once again local and regional businesses advertised and local producers like Burt's Snacks and Luscombe Drinks provided goodie bags reflecting their recognition of the importance of the event to the community. In addition the Kingsbridge Care Hub opened its doors offering food for crews and visitors and with musical accompaniment throughout the day

- On **Sunday 21st September** over 50 Trust Supporters and five vintage buses and coaches made the annual John Hobbs memorial trip to **Dartmouth** taking a short break there, en route to Trago Mills near Newton Abbot to visit the miniature steam railway. The group's hosts provided a fascinating behind the scenes tour of their engineering works with technical interests shared and constructive discussions around volunteering and visitor engagement (as well as multiple train rides).
- To end the season, focus turned to the Thames Valley for a small **Reading Runabout**, with nine vintage buses and coaches of types that would have operated in or through the town, on **Sunday 16th November**. With buses ranging in age from 96 to 21 years old there was something for all generations on the four routes run to compass points around Reading. The event benefitted from the cooperation of the Reading Buses company and crews who operated normal Sunday services in parallel, and saw 3,712 passenger journeys despite the day having to end at 4pm with fading light. The day began with enthusiasts but ended with families thrilled by the novel experience eager for the next chance to ride. As something of a test-bed for what might follow in 2026 when 125 years of Corporation interests in Reading's passenger transport services is to be celebrated, the event proved the appetite for a bigger event now set for 4th October 2026.

REALISE OUR AUDIENCE POTENTIAL - ongoing

The activities through which the Trust has shared its collection in the course of 2025-26 so far, have embraced a wide range of event types, audiences and in-person and online communication channels. Other activities have widened the range of contacts further.

- In furtherance of community engagement local to the Trust's premises, the Trust had a stand in Maidenhead Library for the **Mens' Matters wellbeing fayre on 19th March 2025**. This was an effective opportunity to network with other organisations as well as visitors. The next day, **20th March** presented a parallel opportunity with the **Community Champion's Expo in Windsor** to coincide with the launch of the 2025 directory in which the Trust featured. Windsor MP Jack Rankin visited the Trust stand and is all set to bring his young family to ride buses at a future event and share in the local transport heritage. Fliers had invited local residents to visit and explore the opportunities to get involved and the Trust was delighted to recruit a new volunteer to the workshop team. Publicity around

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the event led to a subsequent Radio Berkshire interview with Trustee Helen Bolt about the benefits of and opportunities for volunteering.

- Also on **20th March** the Trust took Reading VR No. 38 to transport company officials and award nominees from the mainline station to the football stadium for the **GWR Excellence Awards**. In parallel Reading Buses provided transport from their frontline fleet giving passengers a perspective on Reading's transport past and present. All passengers were enthusiastic about their heritage bus experience and this even converted one to becoming a new Supporter.
- **3rd April** saw the **preview evening at Beaminster Museum** for the exhibition to which the Trust had made a significant contribution of artefacts. This was the first real long-standing exhibition the Trust had been involved with which combined images and a range of three-dimensional objects. The opportunity to work with the museum's experienced team was valuable and provided learning and inspiration for the future. The collaboration also enabled the Trust to raise its profile in more remote parts of its area of interest.
- In **April 2025**, Trustee David Sheppard authored a special 8-page feature *The Pirates of Penzance* for **Coach & Bus Week**, a leading magazine for industry professionals, which showcased the Trust's Penzance Vintage Bus Day earlier in the month.
- **Marlow U3A has an Engineering, Technology & Transport Group** and on **May 6th**, Trust Chair Colin Billington reprised his talk on *Great Western Railway - 120 years of Integrated Transport* complementing this with technical insight to the restoration of the Trust's 1927 GWR Road Motors Guy FBB No. 1268.
- The **Merseyside Bus Group** has an annual bus holiday for its members and in 2025 28 of their number ventured to the West Country visiting the Trust's Devon premises on **15th May**. A tour of the workshops, a look at the museum displays, and a break for locally produced refreshments filled the time available before they departed for Plymouth, some making the journey in Western National Bristol FLF No. 1969 as far as Kingsbridge bus station, in preference to their modern tour coach. Promises were made to return for a longer visit in the future.
- Manning of the **Trust's Exhibition in Taunton Library, 27th May - 7th June** was a contrasting opportunity to meet casual visitors who the Trust might not otherwise meet and hear their reactions to the displays, and memories evoked. The exhibition also fulfilled the Trust's strategy objective to 'Share out collection treasures' as set out in more detail above.
- Trustee David Sheppard was guest speaker at the **London Transport Museum's Heritage Skills Conference** on **29th May 2025**. He outlined the challenges facing the heritage transport sector and, with particular reference to the Trust's work, demonstrated the importance of preserving and perpetuating heritage skills in order that historic vehicles continue to benefit society. Trust participation in this project, which involves representatives from across the bus museum sector, continues and David attended a further workshop on **30th October** at LT's Acton facility.
- Trustee David Sheppard's lead in **The Bus Inspectors** digital media project for NARTM, has been ongoing throughout the period and included the launch of a **fifth podcast in June 2025** considering the alternatives uses of buses post-preservation. While perhaps difficult for purists to accept, the popularity of bus bars and cafes was shown to do much to expand the audience and enthusiasm for our transport heritage. The project provides the public face of the ongoing work to score and grade the nation's historic buses and coaches which

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David has continued to present at regular intervals through the period to organisations within NARTM. The present and future challenges faced by the movement are the focus of intense debate, helping to broaden the Trust's perspective.

- A visit planned for the **Model Bus Federation on 7th September** (illustrating the range of audiences the Trust attracts) to Berkshire, unfortunately had to be postponed when rail strikes thwarted many members' travel plans.
- On **19th November 2025**, Peter Snowden drove a double-deck bus to a **Primary School in the Taunton area** in response to an enquiry received via the Trust's website. This gave 5-6 year-olds the opportunity to 'climb aboard and experience' as part of a transport history project. The crew were in full uniform, with ticket machines to hand, and issued individual tickets as souvenirs. This was a good way to spark an interest in the latest generation and was made possible by the generous assistance of a private bus owner locally.
- As in previous years, David Sheppard's work as a professional host has continued to provide opportunities to champion the Trust's work in the course of **transport industry events** that have continued through the 2025-26 year right across the spectrum of bus operating companies and groups, professional institutions, and bodies in allied transport sectors.
- In order to further realise our audience potential, the Trust experimented with a range of external/third party communication channels in support of its events for the 2025-26 season including:
 - Multiple local radio interviews about volunteering opportunities and advertising specific up coming events
 - Posts to community Facebook pages at locations the Trust is to appear
 - Display of a banner in Kingsbridge Agricultural Show ring – two weeks before the vintage bus day, then displayed on railings beside the event site
 - Hard copy and digital advertising on service buses local to upcoming events
 - Event posters in local outlets including tourist information hubs and heritage visitor attractions
 - Leafleting at pre-ceding events like car shows
 - Commercial 'What's On' on-line advertising before events and registration with local authority community events services, where available
 - Promotion to university student services.

The Trust is looking to develop and expand these communication channels in the future.

Supporters

The **Supporters' Group** has grown further in the 2025-26 year so far. There were 295 Supporters at the start of the year since when there have been 18 fresh applications. In addition the Trust offered members of WHOTT attractive terms to become a Supporter of the Trust when it was announced the former organisation would be wound up. GDPR restrictions meant this had to be offered via a WHOTT mailing but this resulted in 27 additional Supporters. There were a small number of non-renewals in the summer and sadly a number of Supporters have died this year. As of mid-November 2025 the Trust has 312 active Supporters.

The print magazine **To and fro'** is an output valued by Supporters but ever increasing postage costs, alongside general increases in running costs to which Supporter donations contribute, meant an increase in the suggested minimum donation had to be introduced for renewals in May/June 2025. Where this had been £26 for the past three years this was increased to £29 and, although compatible with other similar organisations, may have been a factor in some non-renewals. Many

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Supporters were, however, very generous beyond this suggested minimum for which the Trustees are very grateful.

Two editions of **To and fro** have been issued to Supporters in the year to date with a further one anticipated by Christmas and a fourth in the new calendar year.

Online activity

The Trust's **website** built in Wix is in its second year in 2025-26. The design has stood the test of time and is being continued to reinforce consistent branding and alignment with print material. It has proved straightforward to maintain and some work has been done in the current year to add new facilities like the archive page and rolling gallery of 'Archive Items of the Month'. Future plans are to include more about the vehicle collection to add interest and draw additional traffic to the site.

In the nearly nine months since 1 March 2025 there have been 12,460 unique visitors (10,700 in the full 2024-25 year) with 23,385 site sessions (20,741 in 2024-25), 57% of which have been from mobile devices (50% in 2024-25), 40% desktop and 3% tablet devices. These data further underline the importance of the platform change as previously pages did not adapt for readable display on mobiles. 97.5% of sessions are from the UK (compared with 98.3% in 2024-25) with greatest overseas interest coming from Singapore (nearly 1% of site sessions). Web traffic shows distinct peaks around Trust event dates confirming the importance of the website as an information resource while also reflecting the, as yet, limited coverage of other aspects of Trust activity. The shop has taken 494 orders (often for multiple items) generating £7,465 income from purchases and donations, while a further 206 individuals (328 in 2024-25) have 'subscribed' to receive news updates.

Facebook remains the Trust's principal social media platform reflecting the extent to which it is used by the Trust's core demographic. Supporters' feedback revealed the strong interest in YouTube / video footage and the Trust's principal events in 2024 were followed up with compilation videos generating high levels of (sustained) interest. Resource limitation because of external pressures and the requirement to drive at events has limited the production possibilities in 2025. Short running and short-lived reels were trialled through the 2024 season to flag upcoming activity and have been used again in 2025. The outcome in statistics for the period from March to November 2025 is that the Trust's lifetime Facebook following had increased to 3,655 by November 2025 another 6.5% up from the start of the period and after a massive 18.8% year-on-year increase at the end of 2024-25. The reach of Facebook posts in the period was 280,841 (up from 276,905 for the full year 2024-25) but interactions dropped to 7.7k (16.5k for 2024-25) perhaps reflecting less dynamic content. The un-curated video post as the Royal Blue Run got underway in June 2025, had the greatest reach of all posts so far this year (27.1k). Next with a reach of 15.3k was a static image when Trust Supporters visited the Trago Miniature Railway after the Kingsbridge event likely to have interested both bus and rail fraternities. Third most viewed (15.0k views) was another static image ahead of Kingsbridge sharing the anticipation of a Go-Ahead bus about to make an electric bus debut for the town at the event. In contrast, a post highlighting the centenaries being celebrated at the Cheltenham coach gathering in July presented as a montage of coach images from 1925 and 2025 had the fourth greatest reach (12.2k). While there was no standout post, the cumulative figures demonstrated the sustained interest in the Trust's posts with a significant proportion of views being from general Facebook users rather than followers (88% in the case of the first Royal Blue run post).

The Trust's closed Facebook Group **Service23** continues with occasional posts from Supporters and calls to action from administrators. New Supporters generally opt to join the forum and applications are often received from non-Supporters but politely rejected to fulfil the promised terms.

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EXPAND OUR INCOME STREAMS - ongoing

Ensuring the Trust's income grows with its ambitions and levels of activity is a crucial element of the strategy. Continued success in some areas and innovation in others has successfully diversified the sources of Trust income in the 2025-26 year as outlined below. Trustee attention remains on developing a clear fundraising strategy with substantial components reflecting different individual and corporate interests complementing the reliable contribution of enthusiasts.

Donations from Supporters and Trustees annually and as benefactors for certain areas of Trust activity are core components of Trust income. A new project initiated by Trustee David Sheppard and managed by Supporter Nick Craig this year was to refurbish **Setright ticket machines** so they can be used by volunteer conductors to issue authentic tickets to passengers. Multiple donors each covered the cost of a machine so together the project was viable and before the end of the events season the first tranche of machines was in use to the delight of passengers. The project has provided a successful example of how a modest project, with clear outcomes can be effective in eliciting additional donations from Supporters and is a model to be developed in the future.

An impediment to the Trust's income generation ability is the hire or reward licensing regime which precludes any benefit (monetary or in-kind) being associated with use of our buses and coaches. It is therefore essential that the charity has sufficient sources of income backed by reserves to be able to run free trips without charge as well as continue with its restoration and other archive activities.

The sale of souvenir programmes at events (for £5-£7 each) with freshly researched educational articles about the history is a consistent source of income with a return relating to the number of events undertaken but it does place significant demands on the Trustees involved in their preparation, taking them away from other activities. Unfortunately the **Beaminster book** on which preparation began before the end of 2024-25 did not come to fruition in the 2025 season alongside the town's exhibition, but it should be completed within 2025-26 for sale in the year beyond.

An innovation in the 2025 season was to prepare the heritage feature in the Cheltenham souvenir programme so it could be extracted as a **stand-alone booklet** separate from the event details – *100 Years since the first Greyhound Express – a Celebration of Coaching* written and extensively illustrated from his own collection by Supporter Martin S Curtis. Whilst this added a complication to the production, it proved popular with purchasers and ensured the high quality content was spread more widely.

The **Trust gazebo at events** acts as both information point and sales stand with surplus models, books, leaflets and photographs from the archive generating steady income subject to there being sufficient stock. Past programmes and *To and fro* magazines generate small amounts (£2-£3) but again ensure the content is shared more widely to encourage further engagement.

For the 2025 event season trials of **bespoke Trust merchandise** were undertaken – all were short runs to limit stock expenditure and to create the inducement of limited opportunity. The resulting margins were modest in the absence of economies of scale but every experiment resulted in a positive cash flow in the short term without risk to the Trust. A #HeritageBuses range with **mugs** in a 'Cornwall edit' and later a 'Reading edit' used graphic images of buses designed and made available to the Trust by Supporter Luke Farley. Several designs sold out in the season. A series of unique **mousemats** was created using picturesque photographs which included buses at Trust events taken in 2024 (particularly by Supporter Chris Drew). These sold out rapidly and a second stock was created from events in 2025 and is similarly generating Trust income while disseminating the heritage. A third angle was production of **cushions** and other merchandise using surplus moquette as used to cover bus and coach seats. Material was donated by Trustee David Sheppard and products were manufactured by Trustee Helen Bolt. Their popularity has generated a series of advance orders. The Trust is keen to develop this merchandise income stream within charity trading limits and focussing on quality items promoting the heritage for a fair return but avoid higher margin mass-produced ubiquitous items.

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Events running free bus services are intense for the volunteers involved and the Trust tries to provide ready sources of refreshments to sustain them. Rather than the Trust funding café vouchers, Supporter Sophia Farley had the idea to approach local producers like Burt's Snacks, Jolly's Drinks and Luscombe Drinks to supply stocks for **goodie bags** free of charge. This innovative in-kind contribution was a benefit to the Trust, appreciated enormously by the volunteers and the source of entertaining social media posts placing the products in front of the viewing public.

Although **Trust publications** including the **2026 calendar brochure** are sold through the Trust's charity account on eBay, the potential to pass on surplus archive type material is as yet untapped and requires volunteer resource to post items and fulfil orders in a timely manner. Given the evident potential in light of the success of other similar organisations this is a priority for the Trust to resource before the end of 2025-26.

A new **grant scheme** under the auspices of NARTM from the Neil Millington legacy offers grants of up to £2,000 towards project or equipment. In view of the significant volume of large format drawings from the Trust's own and the recently transferred WHOTT collections, the Trust applied for funding to purchase a large format portable scanner (A0). Many drawings are fragile and awkward to handle but once digitised the information they contain will be accessible on and off site without risk of damage. The Trust was notified in November 2025 that it was one of 10 successful applicants from the 17 submissions to the autumn 2025 round.

In the period from March 2025, the Trust has been notified and in some cases received financial **legacies** from the estates of late Supporters and others with strong interests in the transport heritage remit of the Trust. Where possible these are directed to area Trustees believe would have been of particular interest to the donor. Work on a more structured approach to legacy giving has been delayed in part because of the volume of legal and documentary work associated with the WHOTT transfer through spring/summer 2025. Attention will therefore return to this important area through winter 2025/6 and as a key element of a more formal fundraising strategy.

REINFORCE OUR RESILIENCE - ongoing

The intense programme of activities to share the Trust's Collection treasures through 2025 has been successful in reaching new audiences (to their and the Trust's delight) and has unlocked additional sources of income as noted above. The demands on a core group of Trustees has, however, been exceptional and were exacerbated by the unexpected and time-critical demands associated with the protection of some of WHOTT's heritage assets. That the opportunities for the public continued in person and online through this period demonstrates the inherent resilience of the Trust. However, it has also underlined the criticality of an engaged Board with clear distinction between governance and operational roles.

Within the 2025-26 year this distinction has led to two Trustees withdrawing from the Board in order to focus on delivery aspects better suited to their skill-sets – in the case of Graham Green engineering matters for the operation and restoration of Berkshire-based vehicles and for Peter Snowden the organisation of events in the Taunton area and preservation of collection items that can be done locally.

Work is underway to identify **additional Trustees**, who may not be engaged in the bus preservation movement but who can bring professional skills and experience to governance of the Trust's development thus reinforcing the Board's resilience.

Meanwhile the pool of **younger Supporters** actively volunteering has expanded with demonstrable skills across event organisation, graphic design and innovation, maintenance and restoration of vehicles, driving and conducting, as well as abilities to mix with the public and Supporters of all ages and backgrounds. Their involvement is a major step forward in improving the Trust's resilience and Trustees are keen to ensure they have the facilities and support to thrive.

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The retention and passing on of **skills** is set out within the Trust's objects. Amongst the priorities is ensuring younger drivers are able to drive the older vehicles with manual gearboxes rather than the semi or fully automatic systems now fitted in buses and coaches. The Trust's Devon premises include a half mile long concrete road with a gradient which is an ideal training ground for PSV licensed drivers to hone their gear changing skills and this has been used to good effect under guidance to ensure the pool of younger drivers type-trained on Trust vehicles grows.

Accreditation of the collection, whether as archive and/or museum, will help assure the future and ensure best practices for care and accessibility are in place. While this will take time it is essential that policies and procedures reflect the required standards from the outset. To this end the report from the AiM Pilgrim Trust funded **Collections Care Audit** grant received in November 2025 has identified steps needed to improve collections care and work to becoming an accredited museum. The transfer of WHOTT material to the Trust will undoubtedly enhance the Collection but has added a complication so plans are in hand to liaise with the Bus Archive, a charity and national repository of allied material, to ensure agreed good practice is followed. This in due course will ensure the resilience of the Trust's records for ready public access long-term.

Financial good governance is a priority for the Board. Through links with Francis Clark LLP, Trustee Helen Bolt was able to attend their **Charity Seminar on 19th June 2025**, a free event made available to local charities large and small to help ensure their resilience and preparedness for legislative changes and awareness of emerging accounting, legal and cyber security matters. Advice, freely given in the breakout sessions, helped confirm the Trust approach in relation to the transfer of certain assets from the WHOTT charity to the Trust. Similarly the Trust is member of the NCVO (National Council for Voluntary organisations) as well as the Association of Independent Museums (AIM) and was able to secure generic and specific guidance on the transfer matters (including contact with the governance advisors who ran the AiM Spark! Programme which the Trust participated in in 2024). While all these **information and advisory resources** involve financial cost to different degrees, access contributes significantly to the confidence of Trustees and resilience of the organisation.

The same rationale has underpinned the retention of **professional IT support** (funded by a Trustee benefactor) so that the latest advice and immediate support in the event of failure is on hand. A remaining step is to have all Trustees and lead volunteers conducting Trust business solely via the Microsoft SharePoint site but local technology infrastructure issues beyond individual's control currently impede this.

Work by the Board in 2024-25, including output from a comprehensive organisational risk assessment, identified a range of areas where improvements would bring direct benefit to the Trust's resilience. These areas included adherence to universal policies, more efficient meeting structures, more effective allocation of Trustee responsibilities, comprehensive recording of the status of vehicles, and accessible archive records. All aspects have been tackled in 2025-26 but work is continuing in all areas. In addition succession planning has been highlighted as an additional priority for attention with efforts to ensure data are centrally held and with appropriate safeguards accessible to more than one Trustee. This consideration of succession planning is not solely to ensure continuity in the event of an individual being indisposed but also to recognise the value of refreshing and updating the ideas, skills and experience represented on the Board to help deliver the Trust mission.

PROTECT OUR INTERESTS - ongoing

The current political context seems to be to laud cultural and heritage activities and the work of volunteers while reducing the availability of central funds. It is clear that the Trust's resilience and income streams need to be built on self reliance while Trustees look always for opportunities for grant income where they directly support delivery plans.

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Trustee David Sheppard's ongoing work for the National Association of Road Transport Museums (NARTM) and in particular production of **The Bus Inspectors** podcast has reflected with each broadcast key issues facing organisations like the Trust. Each episode engages influential industry and preservation figures to air concerns, for example, around: the realistic extent of the national preserved bus fleet; the practicalities around space, spares and storage; the relevance of history to modern bus operators; how advancing technologies challenge the viability of preservation; and whether alternative uses are an acceptable step post-preservation. The podcasts are a catalyst for further debate and issues were aired at presentations made to Trust Supporters in Devon and Berkshire. The main project is underway with volunteers visiting collections around the country grading the vehicles with a structured schema in order that the significance can be demonstrated objectively and used, where appropriate, to direct preservation efforts and funding.

Over 18-19 October 2025 it was the turn of the Trust's Collection in Devon alongside vehicles owned privately by Trustees and Supporters, to be subject to the **NARTM scoring and grading process** and contribute to the national picture for the long-term benefit of the preservation movement and the Trust's role in that. The process, with an independent scorer from outside the area, was illuminating and even highlighted features of vehicles that rendered them more significant than previously thought.

Trustee Colin Billington has also been involved with a parallel exercise being undertaken by the **Federation of British Historic Vehicle Clubs** (FBHVC) covering a wider range of vehicle types, meeting with the key researchers at the Trust's Berkshire premises on 2 April 2025. He was able to convey the scale and nature of bus preservation for inclusion in the final report which will inform decision makers, including politicians, about the nature, scale and heritage significance of historic vehicles, including buses.

In his role as Deputy Chairman of NARTM, Colin Billington has the remit to monitor **policy and legislative change**, but little additional has been brought forward in consultations during the period.

Liaison on relevant emerging matters is communicated effectively through **NARTM** which committee meetings, newsletters and participation in in-person meetings. Trustees Colin Billington, Helen Bolt and David Sheppard all attended the Spring Conference near Norwich (28-30 March) and the Autumn Conference at Lathalmond (26-29 September) networking with other member organisations.

The intention is to distil from these sources the most significant matters for the continuation of the Trust and its current style of activity, and to develop a more structured framework of issues and contacts that can be monitored and/or used to help ensure Trust interests are protected as far as possible.

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QUANTIFIED IMPACT – ongoing

By the end of November 2025 the Trust's major events for the year have taken place. Metrics for the 2025-26 year to date are as follows: (a) **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events – 26,088 (compares with 26,141 for a comparable period in 2024-25); (b) for the number of **(vehicle) days** Trust, Trustees' and other vehicles participating in TV&GWOT-organised events were on the road on public display - 250 vehicle days in 2025-26 so far compares with 239 in 2024-25; (c) the associated **mileage** covered – 18,485 miles in 2025-26 compares with 16,395 miles in 2024-25; and (d) 316 **dog journeys** in 2025-26 compare with 304 in the 2024-25 period.

Another measure is the level of **programme sales**. In 2025-26, 1,928 sales were achieved (at £5-7 each) at Penzance, Taunton, Cheltenham, Kingsbridge and Reading (compared with 1,838 at the first four but the South Devon SU tour not a Reading event in 2024-25). The 2025-26 figures are pleasing and another record but reflect extensive effort to research, prepare and publish programmes in quick succession alongside event organisation. To put this in context, in 2023-24 the level of sales stood at 949. Past programmes (which contain historic articles of lasting value), backnumbers of the Supporters' magazine *To and fro*, and books produced by the Trust (for the Victoria Coach Station 90th anniversary and Reading Motorbus centenary) continue to sell at events and online adding to the revenue attributable to public events (9 and 12 books respectively in the 2025-26 year so far and 20 and 17 in 2024-25).

The **Facebook following** stood at 3,655 in November 2025 (3,423 in November 2024), 6.8% up year on year on top of a nearly 19% increase the previous year. Facebook posts online reached 280,841 March to November 2025 generating 7.7k interactions (compared with 276,905 for the full 2024-25 year when there were 16.5k interactions). Less video content is thought to have contributed to the reduced level of interaction. Some 12,460 individuals have accessed the **Trust's website** March to November 2025 (compared with 10,700 for the full year 2024-25). A further 206 individuals have subscribed to receive news updates in the period on top of 328 subscribing in the full 2024-25 year.

Voluntary effort is the backbone of the Trust's ability to deliver public benefit and preserve the collections for posterity. Aggregate figures for the nine months in the current reporting year 2025-26 so far show 226 individuals helped with Trust activities (199 in 2024-25), contributing some 15,400 volunteer hours (2024-25: 15,000) with 171 of these (2024-25: 176) involved in crewing the 112 different vehicles (2024-25: 98), including Trust buses and coaches, which attended TV&GWOT events.

The Supporters' group is a primary source of volunteers, providing 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. Of the **312 people registered as Supporters** as of mid-November 2025, a significant proportion have been actively engaged in working groups, participating around events, contributing as advisors or research correspondents, writing for *To and Fro*, adding posts on social media, and helping fund projects. Trustees wish to thank Supporters and other volunteers for their continuing input and help in ensuring the success and future sustainability of the Trust.

The figures confirm that the Trust has continued to be successful in engaging an ever larger number and wider range of people in its celebration of Thames Valley and Great Western bus and coach heritage in a way that is relevant to today, educating the public and bringing interest and pleasure. However, the numbers do not reveal the intense effort of a few individuals which have delivered these results. This means that the elements of the strategy to expand our income streams, reinforce our resilience and protect our interests must assume increased importance through the remainder of 2025-26 and beyond for the success to be sustained.

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RISKS

The Trustees of The Thames Valley & Great Western Omnibus Trust are fully aware of and implement policies to address any/all risks as appropriate. 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.

A Risk Assessment Workshop conducted by Trustees on 20 January 2024 was wide ranging covering Governance, Compliance, External, Financial and Operational risks identifying areas for ongoing attention.

The risk of reduced income from principal sources (individual benefactors, bus running day event income) was the main financial concern. While not an immediate threat, a specific focus has been given within the new strategy to expand our income streams, developing existing and adding new sources with notable success as demonstrated in this report.

This work has provided reassurance of the Trust's financial sustainability in the short (1-3 years) and medium (3-5 years) based on 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.

With growing inflation and rising interest rates in the 2022-23 year, the risk of the Trust's cash reserves being eroded was real. The Trustees' cautious investment policy precluded exposure to equity risks but, based on specialist advice, monies were moved to a cash deposit platform run by Flagstone Group Ltd, providing seamless access to a large number of banks with competitive interest rate returns and a range of instant access, notice and fixed term products. The Trust's investment policy ensures there is no exposure to equity risks or poorly rated banks, while significantly reducing the risk of reserves being eroded by poor returns. The rate of interest returns has vindicated this approach.

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. For example, investment in new access platforms, hydraulic lifts and fire safety equipment to the value of £15k was made in the 2023-24 year, funded by the redirection of reserved funds to general purposes agreed by the donor. Parallel measures were instigated in the Devon workshop in 2024-25 with statutory inspections commissioned on an ongoing basis.

Public educational events such as those offering free passenger rides follow best practice guidelines such as those issued by the National Association of Road Transport Museums. It is recognised that safe and professional conduct of such events is also critical to managing reputational risk and measures are therefore addressed in earnest. Trust guidance for conductors was developed and rolled out in 2024-25 given the criticality of the role for passenger and vehicle. Although the Trust does not expressly deal with children or vulnerable adults directly, safeguarding is addressed as a priority with focus increasing as the scope and audience for Trust educational activities are broadened.

The principal risk identified by the Trustees, for ensuring that the level of activity for public benefit is sustainable, still remains the potential for some Trustees to become over-burdened. Spreading the workload more widely is a continuing priority. Recruiting additional Trustees to bring specific skill sets and oversee initiatives related to their expertise remains a priority. The Supporters group was established expressly to provide a pool of volunteers willing to help in a variety of ways. There

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has been considerable success with help at events and with regular working groups established at both Devon and Berkshire bases to work on archives and on vehicles. Team Leaders are being identified to take responsibility for organising the Trust's work in specific areas which is a deliberate policy to manage risks and over-dependence on individual Trustees. Direct approaches to Supporters to help in specific (administrative) areas are also being made to broaden the available expertise and remove the risks of dependence on individuals. Allied to this are measures to expand and diversify the Supporter base, particularly identifying where younger people feel they have a role, in order to ensure the extent and vigour of Trust activity is sustainable. The growth in the number of younger (under 30) people involved with Trust activities and their enthusiasm was notable in 2024-25 and is complemented by additional Supporters who do not fit the bus enthusiast profile but who value the activities and the celebration of the heritage that the Trust offers.

The pandemic, war in Ukraine (particularly affecting fuel prices), increasing restrictions on diesel vehicles for environmental reasons, cuts to culture funding, the cost of living crisis, and digital developments (e.g. cyber security and artificial intelligence) are all examples of unexpected threats and impacts which together represent external risks for the Trust's future operations. While their emergence cannot be controlled, measures to protect the Trust and mitigate the consequences can, and the Trust's Strategy includes proactive work to understand threats, influence debate, and anticipate mitigations and controls.

Most risks whether directly or indirectly have a financial consequence. It is therefore essential that the reserves policy provides adequate cover. The policy, together with Trustee actions, protects the Trust and the level of necessary reserves has been set accordingly. The complement to this is to ensure Trust income can be maintained and the Trust's initial success in expanding its audiences and range of activities as a basis for diversifying the Trust's income streams and funding potential is vital to build upon.

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PUBLIC BENEFIT

The Charities Act 2006 introduced the requirements for charities to demonstrate they provided public benefit. In shaping our objectives for the period and planning our activities, the Trustees have recognised this and considered the Charity Commission's guidance on public benefit, including the guidance 'Public benefit: the public benefit requirement (PB1)', 'Public benefit: running a charity (PB2)' and in preparing this report 'Public benefit: reporting (PB3)'. Due consideration has been given to both 'benefit' and 'public' aspects.

As outlined in the report above, the Trust provides diverse opportunities in-person, at home and online for a wide range of people to **benefit** from the educational insights to the Thames Valley & Great Western road transport heritage that underpins so much of passenger transport today. Through our risk management controls, potential harm (e.g. to persons or the environment) is minimised such that the benefits clearly outweigh any potential for resulting detriment.

There are no restrictions on who can benefit from the Trust's activities and the different formats through which educational insights and experiences are offered ensure widespread **public** access. The Trust's activities do not give rise to personal benefit to any party, including to Trustees none of whom receives remuneration in that capacity. Where services are provided by related parties as permitted by the Trust's governing documents, independent Trustee decision making is transparent, regularly reviewed in the Trust's interests, and fully reported in notes to the statutory accounts.

The Trustees reviewed the objects, goals, services and objectives of the Trust in this light as the charity's strategy for 2023-2028 was developed and continue to do so as the strategy is delivered, and can confirm that, as set out in this report, The Thames Valley & Great Western Omnibus Trust continues to deliver public benefit in compliance with Charity Commission guidance.

Trustees & Directors

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

Dr C J Billington
Dr H M Bolt
P M Delaney
G G Green
D T Sheppard
P Snowden
M J Williams

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POLICIES

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 in respect of their responsibilities as Directors and Trustees. Details of Directors' expenses and related party transactions are disclosed in Notes 9 and 10 to the accounts.

The Trust has no employees. Work carried out by volunteers and Supporters is done without charge.

Investment policy

The Trustees have adopted a cautious policy on investment, and available funds (restricted and unrestricted) have historically been held in interest-bearing accounts with Lloyds Bank plc.

In the 2022-23 reporting year inflation, driven by international and domestic factors, exceeded the interest rates of return offered by high street banks and, in consultation with professional financial advisers, the Trustees successfully applied with the minimum £250k deposit required to access the Flagstone Group Ltd platform providing access to better interest-bearing accounts which still offer the security and flexibility required for the Trust reserves. Funds adopted by the Trustees from those available on the platform are restricted to those offering FSCS protection and deposits are limited to ensure protection of the capital sums invested. Account selection is restricted to Fitch A or B credit ratings. The distribution across instant access, notice and fixed term accounts aims to maximise secure returns while also reflecting anticipated cash requirements (and contingency). Trustees keep the return under regular review in anticipation and response to interest rate changes, the available platform bank returns, and the Trust cash flow demand predictions.

At the year end, deposits, with a remaining term / notice period less than six months, are treated as current assets (cash in hand). Any longer term deposits are treated as fixed (investment) assets. Flagstone Group Ltd state interest paid and give a daily indication of interest accrued (but not yet paid) which is taken as the basis for establishing fair value. Trust policy is that interest should be apportioned fairly between restricted and general funds in proportion to their contribution to the capital deposits. This is based on an average of balances in each fund at the start and end of the reporting year with the proportion applicable to new restricted funds being applied pro rata based on the period of deposit. Where interest is accrued on fixed (investment) assets, the accrued interest is similarly presented as current assets in order that it is appropriately apportioned to funds in the period.

Reserves policy and going concern

The cumulative current reserve funds at the end of the 2024-25 period are £162112 (2023-24: £128538) in the Restricted Funds and £153826 (2023-24: £104996) Unrestricted Funds. The increase is, in part, due to £55000 placed in a 2-year fixed term account and treated as a fixed investment asset/reserve in the previous year's accounts but as a current reserve in these accounts as the remaining term is less than six months.

The Trust's policy had been 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; (c) to build up reserves to provide match funding as required by grant making bodies for future projects; and (d) sufficient to cover standing Trust costs (insurance) including for Trust-owned vehicles (e.g. storage, routine maintenance) if benefactor funding ceased. Previous vehicle acquisitions (e.g. Southern National Bristol KSW 1852) and future potential underline the need for significant reserves to be held to address (c) in particular. The Trustees had therefore considered that the appropriate level of reserves should be at least £80,000 when major projects are in the offing particularly in view of high levels of current inflation. The reserve funds mean the Trust has been able to cover its standing support costs and develop new

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ways to engage the public and generate fresh revenue streams in 2024-25 whilst also progressing the Trust's objects with advance funding held in restricted funds for this purpose.

The sudden prospect of vehicles and archive collection items coming available on the failure of a parallel organisation beyond the year end in 2025-26, has underlined the potential need for reserves. In this case Trustees ensured the eventual transfer was limited to items where funding was largely secured with sponsorship for the foreseeable future although five vehicles have been added to the Trust-owned fleet.

This specific consideration together with the state of the economy and uncertainty over future charitable giving and leisure practices for the general public, the cost of living crisis and continuing inflation impacting future costs, mean the Trustees now consider reserves of at least £100,000 should be maintained and built on where possible for the foreseeable future. The policy will continue to be reviewed annually with a view to reducing the reserve level once funding risks reduce and reserves are committed to projects with public benefit.

At the 2024-25 year end, the Trust has twelve restricted funds where the purpose of the monies has been set by the donors. Trustees can designate the use of unrestricted general funds as the board sees fit.

Transfers to cover shortfalls in funding to cover expenditure from unrestricted funds ensure all the restricted funds have zero or positive balances at the year end. In the case of RF1.0 for work on loan vehicles, the positive balance is supported by reserves underpinned by formal commitments from benefactors to provide financial support sufficient to cover all outgoings on restoration projects and associated educational/event activity with a particular focus on West Country vehicles. The purpose for RF2 has expired and the fund closed with zero balance.

Funds RF3 to RF7 relate to Trust-owned vehicles. The policy is to secure donations to fund the ongoing care and maintenance of these important vehicles but, where there is a shortfall beyond the asset value, for this to be funded by a transfer from general unrestricted funds. RF3 ring-fences funding for Thames Valley No. 446. The fund ran a negative balance in year exacerbated by essential expenditure to start to rectify mechanical issues and ongoing structural repairs to enable its continued use for public benefit. A transfer of £4557 from general unrestricted funds has been made to cover the costs. In the cases of RF4 (Reading VR No. 38), RF5 (Thames Valley No. 152) and RF7 (Thames Valley No. 556) shortfalls in direct funding to the restricted funds have been similarly offset in 2024-25 (as in the previous year) by contributions from general unrestricted funds (£1361, £2417 and £934 respectively). RF6 (Southern National No. 1852) similarly had a deficit below its notional fixed asset value of £1000 (reflecting its purchase price) arising from the purchase of window rubber when the opportunity arose for use in future restoration – a transfer of £934 from general funds was made to the restricted fund. These fund movements are reflected in the out-turn figures stated at the start of this section.

Two RFs established in 2023-24 to ring fence income (including interest and gift aid as applicable) and expenditure for the purposes of a grant funded poster project (RF8) and a private donation to enable an important collection of films to be digitised and used to gather rich recollections of bus travel in the past (RF9). Both funds have positive balances at the current year end with work underway in both areas.

Two further RFs were established in 2024-25. RF11 relates to monies donated to support professional IT support services particularly to ensure back up provision, software currency and security are addressed robustly and in a timely manner. RF12 was established for funding pledge for the purchase, storage and other overhead costs, restoration and public use of Southern National Dennis Ace 3650. Both funds are active and have positive balances at the year end.

RF10 was not allocated in the year and has seen no financial activity. It may be assigned to a future pot of restricted funds.

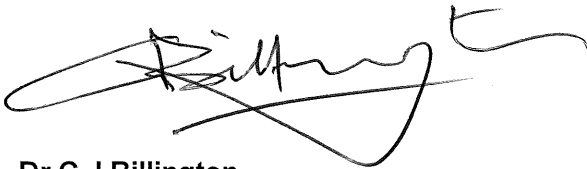
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The policy on expenditure is not to commit to any item of expenditure unless income is guaranteed or can be covered by existing reserves taking due account of risks and uncertainties involved.

The 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 firm view that the Trust is a going concern.

This report was approved by the board on 28 November 2025 and signed on its behalf.

A handwritten signature in black ink, appearing to read 'Billington', with a large, sweeping flourish extending from the end of the signature.

Dr C J Billington
Director

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Statement of Trustees' Responsibilities in relation to the financial statements

The Trust Trustees (who are also directors of The Thames Valley and Great Western Omnibus Trust company for the purposes of company law) are responsible for preparing the Trustees' Report and the financial statements in accordance with applicable law and UK Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trust Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resources, including the income and expenditure, of the Trust for that period. In preparing those financial statements, the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Trust will continue its operations.

The Trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the Trust and to enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the Trust and hence for taking reasonable steps for the prevention and detection of fraud or other irregularities.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Statement as to disclosure

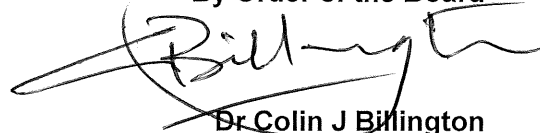
In so far as the Trustees are aware at the time of approving our Trustees' annual report:

- There is no relevant information, being information needed by the Independent Examiner in connection with preparing the report of which the Independent Examiner is unaware, and
- The Trustees, having made enquiries of fellow Directors, have each taken all steps that he/she is obliged to take as a director in order to make themselves aware of any information relevant to the independent examination and to establish that the independent examiner is aware of that information.

Preparation of the Financial Statements

This report has been prepared in accordance with SORP (FRS 102) (effective 1 January 2015) and the special provisions of Part 15 of the Companies Act 2006 relating to small companies.

By Order of the Board



Dr Colin J Billington
Trustee/Director

28 November 2025

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Independent Examiner's Report

I report to the Trustees on my examination of the financial statements of The Thames Valley & Great Western Omnibus Trust for the year ended 28th February 2025 which are set out below.

Respective Responsibilities of Trustees and Examiner

The Trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts. The Trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and that an independent examination is needed.

Having satisfied myself that the Trust is not subject to audit under company law and is eligible for independent examination, it is my responsibility to:

- examine the accounts under section 145 of the 2011 Act;
- follow the procedures laid down in the general Directions given by the Charity Commission under section 145(5) of the 2011 Act; and
- state whether particular matters have come to my attention.

Basis of independent examiner's report

My examination was carried out in accordance with the general Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the Trust and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from you as Trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a 'true and fair view' and the report is limited to those matters set out in the statement below.

Independent examiner's statement

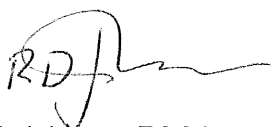
In connection with my examination, no matter has come to my attention:

(1) which gives me reasonable cause to believe that in any material respect the requirements:

- to keep accounting records in accordance with section 386 of the Companies Act 2006; and
- to prepare accounts which accord with the accounting records, comply with the accounting requirements of section 396 of the Companies Act 2006 and with the methods and principles of the Statement of Recommended Practice: Accounting and Reporting by Charities
- to prepare financial statements in accordance with the methods and principles of the Statement of Recommended Practice for accounting and reporting by charities applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102).

have not been met; or

(2) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.



R Johnson FCCA
50 Acorn Grove, Pontprennau, Cardiff CF23 8NG

Date 12/12/25

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STATEMENT OF FINANCIAL ACTIVITIES
(Incorporating Income and Expenditure Account)
Year ended 28 February 2025

	Restricted Funds	Un- restricted Funds	Total Funds	<i>Total Funds</i>
	2025	2025	2025	<i>2024</i>
	£	£	£	£
Income:				
Donations & legacies ^{Note 3}	101391	25697	127088	87699
Income from investments ^{Note 4}				
– Bank interest received	4313	3625	7938	9700
– Investment interest accrued	1098	923	2021	1940
<i>Income from charitable activities:</i> ^{Note 5}				
– Sponsorship of education/events	0	5695	5695	5070
– Income from education/events	0	15604	15604	9229
<i>Income from other trading activities</i>	0	0	0	0
<i>Other income</i>				
– Gift Aid ^{Note 6}	8872	4072	12944	5076
Total Income	115674	55616	171291	118714
Expenditure on:				
<i>Cost of raising funds</i>	0	0	0	0
<i>Expenditure on charitable activities</i> ^{Note 7}	106273	19967	126240	122244
<i>Other expenditure</i>	0	0	0	0
Total Expenditure	106273	19967	126240	122244
Net income/(expenditure)	9401	35649	45051	(3530)
Transfers between funds	9688	(9688)	0	0
Other recognised gains /(losses)				
<i>Gains/(losses) on reconciliation of fixed assets</i>	0	0	0	0
Net movement in funds	19089	25961	45051	(3530)
Reconciliation of funds				
Total funds brought forward (at 28 February 2024)	247999	164609	412608	416138
Total funds carried forward (28 February 2025)	267088	190570	457659	412608

The statement of financial activities includes all gains and losses recognised in the year.

All income and expenditure derive from continuing activities.

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BALANCE SHEET As at 28 February 2025

	2025 £	2024 £
Fixed assets		
Tangible assets Note 11	141722	124074
Investment assets Note 12	0	55000
	<u>141722</u>	<u>179074</u>
Current assets		
Stock	0	0
Debtors Note 13	3818	11494
Cash at Bank and in hand	332703	237756
	<u>336521</u>	<u>249250</u>
Liabilities		
Creditors falling due within one year Note 16	(20579)	(15715)
Net current assets	<u>315942</u>	<u>233535</u>
Total assets less current liabilities	<u>£ 457663</u>	<u>£ 412609</u>
The net funds of the Trust: Notes 18 & 19		
Restricted – current	162112	128538
Restricted – fixed	104977	119462
Unrestricted – current	153826	104996
Unrestricted – fixed	36745	59612
	<u>£ 457659</u>	<u>£ 412608</u>

For the financial year in question the company was entitled to exemption under Section 477 of the Companies Act 2006 relating to small companies.

In preparing these financial statements:

- no members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 Companies Act 2006, and
- the directors acknowledge their responsibility for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

The accounts have been prepared for reporting in accordance with the micro-entity provisions and delivered in accordance with the provisions applicable to companies subject to the small companies regime.

These financial statements were approved and signed on the company's behalf.



Dr Colin J Billington
Trustee/Director

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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STATEMENT OF CASH FLOWS
For year ending 28 February 2025

	2025 £	2024 £
Cash used in operating activities Note 20	49985	(25197)
Cash flows from investing activities		
Interest income – received and accrued	9959	11640
Purchase of tangible fixed assets	(20000)	(10200)
Move from (deposit into) long term investments	55000	(55000)
Cash provided by (used in) investing activities	(10041)	(53560)
Cash used in financing activities	0	0
(Decrease) in cash and cash equivalents in the year	94947	(78757)
 Cash and cash equivalents at the beginning of the year	 237756	 316513
Total cash and cash equivalents at the end of the year	£ 332703	£ 237756

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The notes below form part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS For the period ended 28 February 2025

The principal accounting policies adopted, judgements and key sources of estimation uncertainty in the preparation of the financial statements are as follows:

1. Accounting Policies

- a) **Basis of accounting.** The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) (effective 1 January 2015) – (Charities SORP (FRS102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) and the Companies Act 2006.
The Thames Valley & Great Western Omnibus Trust meets the definition of a public benefit entity under RFS 103. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy note(s).
- b) **Reconciliation with previous Generally Accepted Accounting Practice.** In preparing the accounts, the trustees have considered whether in applying the accounting policies required by FRS 102 and the Charities SORP FRS 102 the restatement of comparative items was required. No restatement is required as there were no differences identified.
- c) **Preparation of the accounts on a going concern basis.** The Trust reported a net cash inflow of £49985 although this reflects £55000 cash that had been invested in a 2-year term high interest account, and therefore treated as a fixed investment, being reinvested in shorter term 'cash' deposits. Total current reserves at the year end stand at £315937. There are no material uncertainties. The Trustees are therefore of the view that the Trust is a going concern.
- d) **Income.** Income includes donations, endowments and surpluses arising from activities. Income is recognised when the Trust has entitlement to the funds, any performance conditions attached to the item(s) of income have been met, it is probable that the income will be received and the amount can be measured reliably. Income received in advance from Supporters applicable to periods beyond the year end is deferred on a pro rata basis (see Note 16).
- e) **Donated services and facilities.** In accordance with the Charities SORP (FRS 102), the general volunteer time of Supporters and other volunteers is not recognised. The Trustees' annual report gives more information about their contribution.
- f) **Interest receivable.** Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the Trust; this is normally upon notification of the interest paid or payable by the Bank.
- g) **Fund accounting.** Unrestricted funds comprise the general funds of the Trust. General funds are available for use at the Trustees' discretion in furtherance of the general objectives of the Trust and have not been designated for other purposes. Restricted funds are funds which are to be used in accordance with specific restrictions imposed by the donors.
- h) **Expenditure and irrecoverable VAT.** Expenditure is recognised once there is a legal or constructive obligation to make a payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably. Expenditure is classified under the following activity headings:
 - Expenditure on charitable activities include event/educational activities and restoration/preservation projects from restricted funds to further the purposes of the Trust and include the associated support costs
 - Other expenditure not included above.
- i) **Allocation of support costs.** Support costs are those functions that assist the work of the Trust but do not directly undertake charitable activities. Support costs include back office costs and governance costs essential to the Trust/company existence. These costs are added to direct expenditure on charitable event/education activities noted above. The basis on which support costs have been defined and allocated is set out in Note 8.

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- j) **Tangible fixed assets.** The Trust has heritage and preservation objectives, so fixed assets of heritage significance (Collection assets) are capitalised at cost (i.e. fair value). Where large collection objects are donated to the Trust they are capitalised at their fair value, where appropriate linked to set by their current insurance level as a sale price cannot be determined reliably for unique items with regional interest and heritage 'value'. The current threshold for recognising donated goods is £500 for a small object Collection item and £1000 for a large object Collection item (vehicle).

Given their long term value the depreciation rate is 0% for Collection assets. However, where external factors might be considered to impose a step change in valuation (e.g. Government policy affecting the desirability of Collection assets), a re-valuation is carried out. Computer and machinery/equipment assets are added at cost (cost of purchase or cost to refurbish to safe working order in the case of second hand equipment) and depreciated over their estimated useful economic life on a straight line basis as follows:

Asset category	Annual rate
Computer equipment	25%
Machinery/equipment	20%

- k) **Stock.** Any stock is included at the lower of cost or net realisable value. Donated items of stock (for sale) are recognised at fair value which is the amount the Trust would have been willing to pay for the items on the open market.
- l) **Debtors.** Trade and other debtors are recognised at the settlement amount due after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.
- m) **Cash at bank and in hand.** Cash at bank and cash in hand includes cash and any short term highly liquid investments with a short maturity of six months or less from the year end or other date of assessment. Longer term notice / fixed term deposits are treated as fixed investment assets.
- n) **Creditors and provisions.** Creditors and provisions are recognised where the Trust has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle obligation can be measured or estimated reliably. Creditors and provision are normally recognised at their settlement amount after allowing for any trade discounts due.
- o) **Financial instruments.** The trust only has financial assets and financial liabilities of a kind that qualify as basic financial instruments. Basic financial instruments are initially recognised at transaction value and subsequently measured at their settlement value with the exception of any bank loans which are subsequently measured at amortised cost using the effective interest method.
- p) **Pensions.** The trust has no employees and no pension obligations.
- q) **Transition to FRS 102.** No restatement of items or fund balances was required in making the transition to FRS 102. The transition date was 1 March 2014.

2. Legal Status of the Trust

The Trust is a company limited by guarantee and does not have share capital. In the event of the Trust being wound up, the liability in respect of the guarantee is limited to £10 per member of the Trust (where members are those Directors/Trustees who are subscribers to the memorandum and articles of association of the company/charity).

3. Donations and legacies

The income from donations includes £25697 to unrestricted funds (2023-24: £19196) and £101391 (2023-24: £68503) to restricted funds. Of the restricted fund donations:

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- £65,000 was gifted from profits by Helacol Limited (a company owned by trustees Colin Billington and Helen Bolt) for expenditure by the Trust on restoration and event/educational activity related to the West Country loan vehicles (RF1);
- £388 relates to ongoing donations for the care of the Thames Valley Bristol K 446 acquired by the Trust as a result of a funding appeal (RF3);
- £847 was contributed to the ongoing care and use of Reading VR No. 38 as the result of a modest funding appeal (RF4);
- £375 relates to the Thames Valley Tilling-Stevens No. 152 to complete essential maintenance and use at events for public education and enjoyment (RF5);
- £660 was further donations in response to the earlier appeals to purchase, restore and run Thames Valley Bristol LL 556 (RF7) for public benefit.

Trustees' donations contributed £2558 (2023-24: £3023) to the aforementioned unrestricted funds total. Where they have been entitled to and received travel and subsistence expenses in relation to the governance of the Trust (trustee meetings or educational events for public benefit), the Trustees have previously elected to make a donation of similar value to the Trust and the Trust has claimed Gift Aid on these donations. The amounts donated to unrestricted funds by each Trustee in the period (before Gift Aid was added) were as follows (2023-24: £3023):

	£
Dr C J Billington	534
Dr H M Bolt	1673
P M Delaney	26
G G Green	30
D T Sheppard	217
P Snowden	26
MJ Williams	52
	2558

Annual donations from the growing number of registered Supporters received in the period have been apportioned between financial years (the Supporters' year runs June to May) and contribute £1127 (2023-24: £10393) to the unrestricted funds in the period with a further £2894 (2023-24: £2680) carried forward to 2025-26.

Other ad hoc donations to unrestricted funds in the year total £14570 (2023-24: £8802) net of £342 electronic payment charges (2023-2024: £163). The income includes a grant of £2200 from the RBWN/NHW Frimley for the contribution of activities to health & wellbeing, particularly with facilities in Bray parish.

The Trust benefits greatly from the involvement and enthusiastic support of its many volunteers and registered Supporters, details of which are given in our annual report. In accordance with FRS102 and the Charities SORP (FRS 102), the economic contribution of general volunteer effort is not recognised in the accounts.

4. Investment income

The Trust's investment income of £9959 (2023-24: £11640) arises in part from money held in an instant access interest bearing deposit account with Lloyds Bank plc but largely from accounts held on the Flagstone Group Ltd platform giving access to its portfolio of FSCS protected instant access, notice and fixed term products Deposits via Flagstone were initiated on 15 February 2023 and are monitored regularly by Trustees and moved in order to maximise returns.

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5. Income from charitable activities

The income from charitable activities to the unrestricted funds is £21299 (2023-24: £14299). The increase reflects an increase in public events running buses and coaches in the summer of 2024 (Cheltenham, Taunton and Windsor were added to the normal programme).

6. Gift Aid

Gift Aid is claimed on donations from tax payers where appropriate. Gift Aid receipts are accounted for in the financial year to which the donations relate. Gift Aid contributions for the period total £12944 (2023-24: £5076), with £8872 added to restricted funds (2023-24: £1637) where taxpayer donations have been made in relation to a specific restricted fund activity or appeal, and £4072 to unrestricted funds (2023-24: £3439). The substantial increase in restricted fund donations was associated with one-off donations to enable the purchase and future care by the Trust of the Southern National Dennis Ace 3650 (RF12).

7. Charitable Activities

Expenditure on charitable activities was £126240 (2023-24: £122244) of which £21042 was from unrestricted (2023-24: £18557) and £105198 from restricted funds (2023-24: £103686). The restricted fund expenditure included the purchase of Dennis Ace 3650 (Note 6 refers) for £20,000.

The table shows the cost of the main charitable activities and the sources of income (restricted or unrestricted funds) to finance these activities. The figures include governance and support costs as defined and apportioned in Note 8 below.

	Restricted Funds 2025 £	Unrestricted Funds 2025 £	Total Funds 2025 £	<i>Total Funds 2024 £</i>
Restoration/preservation projects (tangible assets and loan collection)	103132	0	103132	<i>102634</i>
Education / event activity	3141	19967	23108	<i>19609</i>
	106273	19967	126240	<i>122243</i>

8. Analysis of governance and support costs

The Trust identifies the costs of its support functions. It then identifies those of these costs which relate to the governance function (which by law or good governance practice are necessary irrespective of the level of charitable activities carried out). The governance and remaining support costs are apportioned between the key charitable activities undertaken in the year, accounting for commitments within vehicle loan agreements to cover certain base costs from restricted funds. General governance and support costs to be covered by unrestricted funds of £11495 (2023-24: £11813) are apportioned in full to the principal charitable activity of education and events. Support costs covered by restricted funds of £9297 (2023-24: £10692) under the loan agreements are allocated to the charitable activity associated with restoration and preservation.

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	Restricted Funds 2025 £	Unrestricted Funds 2025 £	Total Funds 2025 £	Total Funds 2024 £
Governance costs				
Accountancy	0	0	0	0
Bank charges *	0	280	280	504
Travel & subsistence for trustee & business meetings	0	724	724	1039
Insurance (liability)	0	2341	2341	2104
Professional fees	0	0	0	0
Co Hse filing fee / charges	0	34	34	13
Subscriptions (NARTM/AiM/NCVO)	0	287	287	275
Total Governance:	0	3666	3666	3935
Other support costs				
Website	0	103	103	391
Supporter admin costs	0	3255	3255	2858
Insurance (event vehicles)	1519	0	1519	1025
Bad debt	0	0	0	0
Rent & rates	5431	0	5431	4749
Depreciation	0	2352	2352	3075
Computer running costs	1344	48	1392	842
Maintenance	239	0	239	1705
Archive supplies	0	1264	1264	26
Workshop supplies	765	119	884	3213
Sundry expenses (inc p&p)	0	688	688	686
Total Other support:	9297	7829	17127	18570
	9297	11495	20793	22505

Governance and support costs have fallen slightly in the year reflecting but a number of one-off or irregular in 2023-24. Other points are:

- Travel and subsistence claims relating to Trust administration are generally offset by Trustee donations (which attract Gift Aid).
- Subscriptions now include the NCVO, giving Trustees access to good practice guidelines in relation to volunteers and volunteer run charities
- Website charges include on-off charges for the new Wix facility in the reporting year, incurred alongside ongoing 123-reg fees to ensure continuity.
- Depreciation is higher reflecting the purchase of vehicle lifts for safe maintenance.
- Computer running costs include purchase of facilities for improved online meeting communications which were covered by income from the Heritage Compass programme.
- Workshop supplies include workshop heating, new staging and ladders for safe access, various genera purpose stocks etc all funded by a Trustee benefactor via RF1.0.

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9. Trustees' Expenses

No salary or remuneration is paid or payable directly or indirectly out of the funds of the Trust to any Trustee or to any person known to be connected with any of them for the administration of the Trust. Travel & subsistence costs and event costs incurred by Trustees in support of the charitable activities £724 (2023-24: £1175) were reimbursed at cost and matched by equivalent Trustee donations to the general unrestricted funds of the Trust. Trustee donations to unrestricted funds in the year totalled £2558 (2023-24: £3023) (see Note 3) to which £640 Gift Aid was added (2023-24: £742) in year.

For transparency, costs paid by Trustees for expediency on behalf of the Trust (which does not have a credit card) but which otherwise would be covered directly by the Trust are noted but do not constitute out-of-pocket 'expenses'. Such costs totalling £8879 (2023-24: £8637) were reimbursed at cost. Of these, costs of £727 (2023-24: £1272) were covered by unrestricted funds (companies house filing fee, website fees, stationery and postage), £145 (2023-24: £60) were event costs covered by event/visit income to unrestricted funds; £863 (2023-24: £624) were costs covered by Supporter donations (including software licenses for event publications); £573 (2023-24: £1170) were event/education costs covered by 80% donations and associated Gift Aid; and £5798 (2023-24: £5511) of restoration base workshop and event/education costs associated with Trust owned and loan vehicles and archives were covered by prior donations held in restricted funds.

10. Related party transactions

Out of pocket expenses paid to Trustees and donations from Trustees to the restricted and unrestricted funds of the Trust are covered in Notes 9 and 3.

Related party transactions have provided the Trust with cost-effective, convenient and expert services to further its charitable objectives as set out below. The arrangements are scrutinised and subject to approval by independent Trustees each year and the decisions are formally documented. In all cases it was deemed the quality of services could not have been achieved on more favourable terms on the open market. For the purposes of transparency details of the transactions are provided below.

Donation income from profits of Helacol Limited of which Drs Billington and Bolt are the owners and directors is set out in Note 3. Much of the charity's restoration and public access is at properties owned by Drs Billington and Bolt. No charge is made for the facilities or the time involved. The archive office at Fifield is subject to a formal lease with peppercorn rent. A number of Trust vehicles either owned or on loan are housed in buildings owned by Helacol Limited. The space would otherwise be let commercially to private owners of vehicles at £32 per week from 1 April 2024. As such space is in demand, Helacol Ltd must charge for the use of the space/loss of other income but without the directors deriving undue personal benefit. The Trustees have therefore agreed that a favourable rent of £23/week (2023-24: £23) is charged for storing vehicles owned by, or on loan from unrelated parties to, the Trust. The storage costs incurred and sources of Trust income to cover the expenditure in the current year are as follows:

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Vehicle	Date storage commenced	2025 £	2024 £	Funding
Thames Valley Bristol K type 446 – Trust owned	19 Oct 2014	1196	1187	Restricted fund RF3
Reading VR 38 – Trust owned from January 2017	1 Jan 2017	1196	1187	Restricted fund RF4 from 1 Mar 2019 supplemented by unrestricted fund and income from related educational events
Thames Valley Tilling-Stevens 152 – loan vehicle until Trust owned from May 2017	8 Mar 2015	1196	1187	Restricted fund RF5 supplemented by unrestricted fund and income from related educational events
Thames Valley Bristol LL 556 – Trust owned from July 2020	1 July 2020	1196	1187	Restricted fund RF7 to be supplemented by unrestricted fund and income from related educational events post restoration
Southern National Dennis Ace 3650 – Trust owned from August 2024	15 Aug 2024	647	-	Restricted fund RF12 established July 2024 by donors committed to funding purchase, storage, restoration and public use
Total		5431	4749	

High quality reprographic, finishing and binding machines owned by Helacol Services Limited (a consultancy company of which Drs Billington and Bolt are owners and directors) have been used on site by the Trust to produce fundraising leaflets and Supporter correspondence for those without email as well as posters and information packs for crews participating in public events. No charge is made for their time and copies are charged at cost. These services provide flexibility for multiple variants of documents which would be impractical with an external printer. In line with HMRC rules, production of publicity material is charged without VAT but general printing is charged with VAT. Total charges of £255 (2023-24: £216) relate to annual Supporter renewal correspondence, crew packs and publicity posters for public events and a short run publication (Penzance, Taunton, Royal Blue Run, Cheltenham coach gathering, Windsor bus day and Kingsbridge).

A payment of £3557 was made to David Sheppard in January 2025 to cover the cost price of window rubber and other sections purchased as part of a bulk order he had coordinated for multiple parties across the bus preservation movement. The sections for the Trust are needed in the restoration of Trust-owned 1852 and funded loan vehicles 1967 and 2065. The economies of production scale from coordinating the order brought the Trust a saving of over 34% compared with the cost had a short-run order been placed directly with the manufacturer.

The specialist mechanical engineering services of Graham Green Commercial Vehicle Engineers have been used by the Trust since inception. He has unrivalled expertise in the design and operation of the early vehicles in the Trust's care and is able to work at the Trust's facilities when required without the overhead and transportation issues associated with reliance on other fixed premises. As a respected preservationist and historian he is a Trustee, as of March 2019, but it is essential for the ongoing care of the Trust's Collection that his services remain available. Trustees scrutinised alternatives but deemed it was in the Trust's interest to continue the work already underway on Trust vehicles and furthermore no other similar expertise, or commercial terms from third parties could be identified. In the year £9513 was paid to Graham Green Commercial Vehicle Engineers for work on Trust owned/loan vehicles (2023-24: £10213) ranging from minor repairs, and roadworthiness inspections to engine rebuilds and restoration projects as follows:

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	Source***	£
National Omnibus & Transport Co. 2407	RF1	5591
Thames Valley Bristol K 446	RF3	2931
Thames Valley Tilling-Stevens 152	RF5	47
Reading VR 38	RF4	547
Royal Blue LS 1286	RF1	202
Southern National Ace 3650	RF12	195
		9513

*** In the cases of RF3, RF4, RF5 and RF12 relating to Trust owned vehicles, a 10% discount was applied by Graham Green in comparison with his standard commercial rates.

11. Tangible fixed assets

	Machinery/ equipment (Note 12) £	Collection (Note 13) £	Total £
Cost			
At 28 February 2024	22218	114977	137195
Additions	0	20000	20000
At 28 February 2025	22218	134977	157195
Depreciation			
At 28 February 2024	13120	0	13120
Charge for the year	2352	0	2352
At 28 February 2025	15472	0	15472
Net book value			
At 28 February 2024	9098	114977	124075
At 28 February 2025	6745	134977	141723

12. Investment fixed assets

Investment via the Flagstone Group is designed to access relatively high yield secure accounts with cash positioned between different access, term and notice accounts to balance liquidity with good but secure rates of return. At the end of 2023-24 the portfolio included £55000 with Aldermore in a term account with greater than six months until maturity so the sum invested was treated as a fixed investment in the statutory accounts. As at the end of 2024-25, no deposit has more than six months to run and therefore all deposits are presented as current assets in these accounts.

13. Machinery & Equipment fixed assets

The vehicle lifts purchased in 2023-24 from RF1.0 on the donor's instruction are now in use and subject to inspection and certification. Depreciation is applied at 20% as new given the level of usage anticipated and the inspector's assessment of the good quality of the lifts.

14. Collection fixed assets

Collection fixed assets (large objects – vehicles) at the start of the year consisted of a 1946 Thames Valley double deck bus acquired following a public appeal for funding and a group of First World War vintage chassis, body frames and parts for restoration of three vehicles. The collection also includes Southern National Bristol KSW (LTA995) No. 1852, Thames Valley Bristol LL (FMO938) No. 556, Reading VR (NDP38R) No. 38, Thames Valley Tilling-Stevens (MO9324) No 152, Royal Blue Bristol (LTA893) No. 1264 and Exeter Corporation (Western National) Guy Arab (974AFJ) No. 274, the care of the last being wholly funded by a benefactor. Within the year benefactors came forward to wholly fund the purchase, overheads, restoration and public use of 3650. Monies are held in a restricted fund RF12 which was used to make the vehicle purchase in year. At the very end of this period, operator Tally Ho donated a Dennis

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Dart to the Trust it is significant to the Kingsbridge operations local to the Trust's Devon base and particularly carried branding for the revived integrated transport initiative with GWR and the council. Small collection items include a hand-built model, original Great Western Road Motors brass cap badges and tickets. All items are now on secure display for visitors to the collection. They were purchased using funding from an expendable endowment. There were no additions in the period.

The valuations have been set at the purchase prices or insurance related to values where appropriate in the case of donation items in accordance with Policy 1(j) in the notes to these accounts. Restricted funds have been established to ring-fence donations to specific collection items and to clarify related expenditure on their restoration and ongoing upkeep and preservation.

15. Debtors

	2025	2024
	£	£
Donations committed prior to, but received after, the year end (general fund)	1170	388
Donations committed prior to, but received after, the year end (restricted fund)	0	0
Gift Aid eligible but received after the year end (general fund)	371	877
Gift Aid eligible but received after the year end (restricted fund)	105	133
Public event income committed prior to, but received after, the year end (general fund)	150	195
Accrued interest notified on Flagstone deposits		
(Restricted)	1098	6232
(General)	923	3708
	3818	11494

16. Creditors: amounts falling due within one year

	2025	2024
	£	£
Creditors (restricted fund)	13014	10162
Creditors (general fund) ^{Note 17}	7565	5553
Accruals	20579	15715

17. Deferred income

Deferred income comprises advance donations from the growing number of registered Supporters where the activity year and associated costs runs from June to May. Income has been deferred and is shown within creditors on a prorata basis £2894 2024-25 creditor (2023-24: £2680) leaving £11127 income in 2024-25 (2023-24: £10393).

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18. Analysis of charitable fund balances

	Restricted Funds 2025 £	Unrestricted Funds 2025 £	Total Funds 2025 £	<i>Total Funds 2024 £</i>
Tangible fixed assets	104977	36745	141722	124074
Investment fixed assets	0	0	0	55000
Current assets	176201	160315	336516	249249
Current liabilities	(13014)	(7565)	(20579)	(15715)
	268164	189495	457659	412608

19. Analysis of charitable fund movements

Analysis of movements in unrestricted funds – current and previous year. All unrestricted funds are free reserves within the general fund, there being no designated funds.

	Opening balance £	Income £	Expenditure £	Transfers £	Funds at year end £
Unrestricted funds – General fund					
28 February 2024 - 28 February 2025 #	164609	55617	19967	(9688)	190571
28 February 2023 - 28 February 2024 + #	138877	41276	18557	3013	164609

+ indicates a transfer was made from a restricted fund to the general unrestricted fund at the behest of the donor to fund the capital purchase of workshop equipment.

indicates a transfer was made from unrestricted funds in the period to cover expenditure not directly covered by donations to the restricted fund

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Analysis of movements in restricted funds

Restricted fund	Opening balance £ 28 Feb 2024	Income £	Expenditure £	Transfers £ #	Funds at year end £ 28 Feb 2025
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	214728	69982	89338	0	195372
RF3 – Thames Valley Bristol K Type 446 #	25009	388	4954	4557	25000
RF4 – Reading Transport VR 38 #	0	847	2208	1361	0
RF5 - Thames Valley Tilling-Stevens 152 #	0	375	2792	2417	0
RF6 – Southern National K type 1852 #	532	0	950	418	0
RF7 – Thames Valley Bristol LL 556 #	0	660	1594	934	0
RF8 – AiM Poster project	1348	352	310	0	1390
RF9 – Cine film digitisation project	6384	79	1550	0	4913
RF10 - unallocated	-				
RF11 – IT Support	0	1415	1344	0	71
RF12 – Southern National Dennis Ace 3650	0	41250	1232	0	40345
Total	248001	115348	106272	9687	267091

indicates a transfer was made from unrestricted funds in the period to cover expenditure not directly covered by donations to the restricted fund

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Analysis of movements in restricted funds - previous year

Restricted fund	Opening balance £ 28 Feb 2023	Income £	Expenditure £	Transfers £ #	Funds at year end £ 28 Feb 2024
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection) +	251269	67263	93604	-10200	214728
RF3 – Thames Valley Bristol K Type 446 #	25517	552	4734	3674	25009
RF4 – Reading Transport VR 38 #	0	725	1324	599	0
RF5 - Thames Valley Tilling-Stevens 152 #	0	381	2018	1637	0
RF6 – Southern National K type 1852	475	125	68	0	532
RF7 – Thames Valley Bristol LL 556 #	0	660	1938	1278	0
RF8 – AiM Poster project	0	1348	0	0	1348
RF9 – Cine film digitisation project	0	6384	0	0	6384
Total	277260	77438	103686	-3013	248000

+ indicates a transfer was made from a restricted fund to the general unrestricted fund at the behest of the donor to fund the capital purchase of workshop equipment.

indicates a transfer was made from unrestricted funds in the period to cover expenditure not directly covered by donations to the restricted fund

Name of restricted fund	Description, nature and purposes of the fund
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	To fund long term access to West Country vehicles from Dr Billington's collection to further the Trust's education and preservation objectives and to secure for the Trust's collection significant heritage objects relevant to the history of bus and coach operations in the Thames Valley and Great Western corridor.
RF 2	Fund closed
RF3 – Thames Valley Bristol K Type 446	Established in September 2014 to fund the purchase, maintenance and public access to this iconic Thames Valley vehicle in furtherance of the Trust's charitable objectives.
RF4 – Reading Transport VR 38	38 was donated to the Trust in excellent condition in November 2016 and the fund was established in 2017-18 to contribute to the ongoing maintenance, storage and running costs so the condition is preserved and to ensure 38 can play a full part in public events in the area.

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Name of restricted fund	Description, nature and purposes of the fund
RF5 – Thames Valley Tilling-Stevens 152	152 was donated to the Trust in April 2017. The fund was established to enable essential repairs to the gearbox and upgrading of the electrical system and continues to ring-fence donations for the ongoing maintenance to enable safe operation of the vehicle for public education and enjoyment.
RF6 – Southern National Bristol KSW 1852	The fund was established following a successful bid in October 2017 to acquire 1852 upon disposal by the Haynes Motor Museum, firstly to secure the vehicle and then to establish a restoration project with a significant educational / skills transfer element to redress the damage caused by years of external storage. This is to be the focus of a major appeal and restoration in 2025/2026 showcasing the skills involved and returning the bus to the road for public education and enjoyment.
RF7 – Thames Valley Bristol LL 556	The fund was set up to hold monies to purchase and restore 556 which had previously been on loan to the Trust. This proceeded through 2020/2021 with 556 joining the operational fleet in 2022 after a complete external bodywork restoration. The fund ringfences donations to support the running costs for participation in public events and to enable internal fit-out and mechanical upgrades to be carried out.
RF8 – AiM Poster project	The fund ringfences grant monies awarded by the Association of Independent Museums in 2024 to purchase materials and develop an exhibition of poster artwork held in the Trust's archive collection.
RF9 – Cine film digitisation project	The fund was established following a successful digitisation pilot project funded from RF1 and is dedicated to the professional digitisation of a collection of good quality cine films from the late Mike Stephens which provide insight to bus and coach operations and local scenes across a wide area. The purpose is to share the content more widely and use it as a catalyst for capturing memories not otherwise recorded.
RF11 – IT Support	The fund was established to enable the Trust to receive professional IT support in relation to file security, back up and timely updates with ready support in the event of failure as well as best practice advice in relation to data management and trends.
RF12 – Southern National Dennis Ace 3650	The fund was established to secure Southern National Dennis Ace No. 3650 for long term preservation and public access with funding from its original preservation owners committed to covering all associated costs.

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20. Reconciliation of net movement in funds to net cash flow from operating activities

	2025 £	2024 £
Net movement in funds	45052	(3530)
Add back depreciation charge	2352	3075
Deduct interest income shown in investing activities	(9959)	(11640)
Decrease (increase) in stock	0	0
Decrease (increase) in debtors	7676	(8786)
Increase (decrease) in creditors	4864	(4316)
Net cash used in operating activities	£ 49985	£ (25197)

21. Corporation Taxation

The Trust is exempt from tax on income and gains falling within section 505 of the Taxes Act 1988 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects.

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England & Wales - Charity number 1125980

Accounts

Company Registration Number: 05035702
Registered Charity Number: 1125980

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

**TRUSTEES' REPORT AND FINANCIAL STATEMENTS
UNAUDITED**

**FOR THE YEAR ENDED
29 FEBRUARY 2024**

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

(A Company Limited by Guarantee)

COMPANY INFORMATION – TRUSTEES, DIRECTORS and PROFESSIONAL ADVISORS

Year ended 29 February 2024

Directors / Trustees	Dr C J Billington Dr H M Bolt P M Delaney G G Green D T Sheppard P Snowden M J Williams
Company Secretary	Dr H M Bolt
Company Number	05035702
Charity Number	1125980
Principal/ Registered Office	Ledger Farm Forest Green Road, Fifield Maidenhead SL6 2NR
Bankers:	Lloyds Bank plc Lloyds Commercial National Clubs & Charities Centre PO Box 1000 BX1 1LT Flagstone Group Limited (investment platform) Clareville House 26-27 Oxendon Street London SW1Y 4EL
Insurance Brokers:	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
Independent Examiner:	R Johnson FCCA 50 Acorn Grove Pontrennau Cardiff CF23 8NG

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TRUSTEES' ANNUAL REPORT

Year ended 29 February 2024

STRUCTURE, GOVERNANCE AND MANAGEMENT

The Trustees are pleased to present their annual directors' report together with the financial statements of the Trust for the year ending 29 February 2024 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 Report 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 (revised most recently on 23 November 2022). 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. A fourth Director joined the Board on 13 February 2013 and a fifth on 21 March 2019. As subscribers to the memorandum, both also became members. Two of the first Trustees & Directors remain in post. The third's appointment was terminated as required by the Articles of Association and he ceased being a member, Trustee or Director on 27 June 2020.

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. One new Trustee & Director was appointed on 4 December 2020 with two further appointments on 23 January 2022. At the end of the period, the Trust therefore had seven Trustees & Directors, two of whom are first subscribers and two others are also members. With the increasing scale of charitable activity, the Board intends to appoint additional Trustees & Directors as suitable persons are identified.

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 (TV&GWOT/the Trust) is:

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- 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
- 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

STRATEGY

The Trust strives to achieve best practices in governance and operations and, to this end, applied in November 2022 to the **Heritage Compass business support programme** funded by the National Lottery Heritage Fund (NLHF) and the Department for Digital, Culture, Media and Sport (DCMS). The overall programme aim was “*to create a better connected, informed and resilient heritage landscape across England*”. Skills in business planning, audience development, leadership and change management are delivered via a range of training, mentoring and peer learning. The Trust’s application was successful and Trustees Helen Bolt and David Sheppard were inspired by parallel sessions at the opening Symposium in Coventry in January 2023. With participation fully funded, online access for all Trustees, a grant for audio-visual equipment, and access to experienced professionals from across the heritage, cultural and associated business sectors, this was an opportunity for the Trust to expand its horizons and build resilience through the current reporting year (2023-24). The Trust’s focus was on:

- A strategic audience development plan;
- A developed income generation strategy;
- A process to manage internal culture change.

To help develop resilience and sustainability courses delivered through 2023-24 covered:

- Governance
- Cash Management & Forecasting
- Earned Income
- Fundraising
- Business Planning
- Audience Development

These were complemented by sessions with the Trust’s ‘Critical Friend’, Cath Hume CEO of the Arts Marketing Association, and ‘Mentor’, Mel Larsen a marketing consultant and business coach who each devoted considerable time and expertise.

In response, Trustees ran a number of workshop sessions during the summer of 2023 developing a fresh 5-year strategy for the Trust to inform business planning within the current and future years. The Trust Vision was re-articulated to be:

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*To preserve and treasure our Thames Valley & Great Western bus heritage,
connecting people, places and the past,
bringing joy and understanding of where we have been and where we are going today.*

Five strategic goals have also been developed for the Trust to:

- *Share our **collection** treasures*
- *Realise our **audience** potential*
- *Expand our **income** streams*
- *Reinforce our **resilience***
- *Protect our **interests***

with Trustees each committing to drive one or more specific areas forward.

In October 2023 the Trust applied for Strategy Support under an extension to the Heritage Compass programme, specifically to guide the audience development plan. This application was again successful and Trustees David Sheppard and Helen Bolt have gone on to benefit further from the expertise and encouragement of Cath Hume (again funded by the NLHF / DCMS) and a panel of experts who critiqued the emerging plans in January 2024. Significantly, the mentoring brought fresh consideration to the viewpoint of visitors and how the Trust and its collection could fulfil their needs.

Heritage Compass has been an exciting and stimulating experience with the Trust and Trustees benefitting not just from the direct teaching but from the associated opportunities to network with other heritage and cultural educational charities in different regions, operating at different scales. From early in the programme, fresh ideas have infiltrated the Trust's work in 2023-24 in the physical space and online. This will be built on as the strategy is delivered beyond the year end.

The review of the year 2023-24 and public benefit report below, is structured under the five strategic goals. There is, of course, considerable overlap with activities presented under each goal helping to deliver another's objectives (e.g. care and cataloguing of the archives enables new displays to be developed, attracting local historians willing to pay for archive access, reducing reliance on vehicle-related income etc). The sections should be read recognising that it is the interactions between activities which together deliver the Trust's charitable objects and public benefit.

SHARING THE TRUST'S COLLECTION TREASURES

The Collection of vehicles and archives is vital to the Trust's ability to engage and educate the public about the road passenger transport history which has shaped the services available today.

To share these treasures, they need to be cared for (preserved, restored, maintained) and made accessible, whether as vehicles to see and ride on or archives to explore in situ or on display. The status of each aspect of the Collection and the activity geared towards delivering public benefit through the 2023-4 period is described below.

Vehicles

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.

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- NDP38R * – a 1976 Reading Transport Bristol VRT/LL3 double deck bus No. 38.
- MO9324 * – a 1927 Thames Valley Traction Co. Tilling-Stevens B9 single deck bus No. 152.
- LTA995 – a 1953 Southern National Omnibus Co. Bristol KSW6B double deck bus No. 1852.
- FMO938 * – a 1950 Thames Valley Traction Co. Bristol LL6B single deck bus No. 556.
- LTA893 – a 1951 Royal Blue Bristol LL6B coach No. 1264.
- 974AFJ – a 1960 Exeter Corporation Guy Arab IV double deck bus No. 74 which later passed to Devon General and in 1971 to Western National Omnibus Co. as No. 274.

Four of the vehicles (marked *) are restored and in operational use for the public to experience bygone travel in the reporting year.

The Trust's Collection is enhanced by twelve significant historic vehicles relevant to the Thames Valley and Great Western region on long-term loan from Trust Chairman, Dr Colin Billington. The standard terms of loan agreements mean the owner remains responsible for funding storage, insurance, restoration and general operational costs. The loan vehicles from the start of the year comprised:

- 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, extended for a further 10 Year term until October 2029).
- VW203, 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, extended for a further 10 Year term until October 2029).
- 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, extended for a further 10 Year term until November 2031).
- FTA634 – a 1941 Western National Omnibus Co. Bristol K5G double deck bus No. 345 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- JUO992 – a 1947 Southern National Omnibus Co. Leyland PD1A double deck bus No. 2932 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- BOD25C – a 1965 Western National Omnibus Co. Bristol FLF6B double deck bus No. 2065 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- MOD973 – a 1952 Royal Blue Bristol LS6G coach No. 1286 (on loan 15 November 2015 for 10 Year term)
- EDV555D – a 1966 Southern/Western National Bristol SUL4A single deck bus No. 692 (on loan from 12 November 2016 for 10 Year term)
- 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).

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- LTA748 – a 1950 Royal Blue Bedford OB coach No. 1409 (on loan 9 November 2019 for 10 Year term).
- 519BTA – a 1960 Western National Omnibus Co. Bristol FS6G double deck bus No. 1967 (on loan from 1 October 2022 for a 10 Year term).

The majority of the loan collection vehicles are under active restoration enabling the range of skills involved at various stages to be demonstrated to visitors. Two of these are projects being led by volunteer working groups. Four are on the road and have been used to give passenger rides at a variety of public events and been on display throughout the year.

As a collection, the vehicles span the Trust's region of operation and a 57-year period of manufacture from 1912 to 1979. 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. During the year volunteer opportunities for restoration involved vehicles from the 1920s through to the 1960s (VW203, RU8805, FTA634, JUO992, LTA748, BOD25C, 519BTA). In addition to public access to the workshops as work progresses, the acquisition of restored and operational vehicles by the Trust (DBL154, NDP38R, MO9324 and FMO938), the completion of restoration of vehicles on long term loan (YF714, MOD973, EDV555D) and the availability of operational vehicles also on long term loan (OTA290G, FDV790V) has enabled the Trust to develop an intensive programme of appearances at its own and others' public historic road transport events across the region.

Specific **vehicle restoration work** in the 2023-24 period included:

- DBL154 – 1946 Bristol K6A No. 446 – extensive work to replace water pump involving removing panels and radiator for access, fitting up and replacing gaskets.
- MO9324 – 1927 Tilling-Stevens B9 No. 152 – A fuel leak on the autovac tap was repaired. Starting/running issues were further investigated as the battery was found to be self-discharging due to a short in the offside internal lighting circuit. This was repaired and 152 completed the return journey to and event at Fawley Hill without any issues.
- RU8805 – 1929 AEC Reliance No. 3615 – Very good progress has been made on building the engine using parts from several engine relics. The roof mounted luggage container walls and surrounding fairings have been fabricated and duck boarding to keep luggage above potential rainwater levels has been constructed and painted. More work has been undertaken on the sunshine roof mechanism and the side drainage channels have been recovered from storage and refurbished. Corner and boot panels remade. Seat frames being offered up and positioned.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – Now that the vehicle chassis and bodywork are complete, painted and fitted out, the original registration (VW203) has been confirmed by the DVLA with the issue of a new V5 registration document. Rebuilding of the engine is progressing well with pistons replaced, timing gear and oil pipes cleaned and assembled and water pump removed for repair. Remaining tasks include installation of roof mounted goods and luggage rack, seats, roof access ladder on rear of body and saloon lights plus signwriting of fleetnames, legal lettering and body lining-out.
- LTA748 – 1950 Bedford OB No. 1409 – Extensive work undertaken by volunteers includes: repair of front step, preparation of the body exterior for coach painting, front wings and bonnet panels painting, interior lighting re-wiring work, preparation to replace rear window and making up timber inserts for coving.
- FMO938 – 1950 Bristol LL6B No. 556 - After use on several events during the summer the engine oil pressure reduced at higher running speeds from 40 to around 18psi. This is being investigated. Replacement of electrical cabling is planned. Timber rails made up to ensure battery box isolation.
- BOD25C – 1965 Bristol FLF6B No. 2065 – Header tank refurbished and refitted.

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- MOD973 – 1952 Bristol LS No. 1286 – Steering box seals were replaced to eliminate leaks which entailed complete box removal and reinstatement of panels post-repair. As 1286 is one of the most frequently used vehicles in our Thames Valley area activities it has full inspections several times a year.
- LTA995 – 1953 Bristol KSW6B No.1852 – Preparation has commenced for a major restoration of this Trust- owned vehicle which has been in dry storage since being acquired from Haynes Motor Museum. Trustees Colin Billington, Graham Green, Peter Delaney and David Sheppard, and Supporters Alan Neale and Lionel Tancock have inspected the vehicle and tested electrical and mechanical systems to inform a costed restoration plan and funding appeal. An extensive library of 200+ detailed photographs was compiled and shared in various publications and digital content to give Supporters and would-be funders insight to the condition of the vehicle and its restoration prospects.
- FTA634 – 1941 Bristol K5G No. 345 – Major bodywork led by Supporters in Devon has involved removal of deteriorated panels (revealing wartime re-purposing of panels when bomb damage had been repaired). Replacement Zintec side panels, wing and corner sections have been manufactured and are now being fitted.
- 519BTA – 1960 Bristol FS6G No. 1967 – Major bodywork restoration continued with the reconstruction of the cab / saloon structure and relocation of controls to reinstate the in-service condition. Extensive repanelling is complete and the refurbished radiator re-installed. Preparation for internal relining complete and rexine applied. Internal ceilings painted and lights refurbished. Staircase repaired. Old flooring has been removed and ply replaced. Blind boxes rebuilt. External preparation for repainting.
- 974AFJ – 1960 Guy Arab IV No. 74 – Panel and other bodywork repairs including rebuilding of the rear entrance platform.

Ahead of Trust events and other outings, all participating vehicles are required to have MoTs or documented roadworthiness inspections (as appropriate to their age / taxation class). This applied equally to Trust loan vehicles and Trustee-owned vehicles made available for use as well as third party owned vehicles. Commercial inspection services and those of suitably qualified Supporters, particularly Trustee Graham Green, were deployed with defects and any resulting rectification required being recorded. Necessary remediation was carried out before vehicles were used in passenger service.

Engagement of Trust Supporters as volunteers in **vehicle restoration and maintenance working groups** continues with twice-weekly sessions in Berkshire and sessions to suit working patterns in Devon. Significant numbers are also involved in the cleaning, polishing and pre-service checks ahead of events enabling them to operate as a credit to the Trust. The willingness of volunteers to take on a variety of preservation and operational tasks is welcome, but they should be credited particularly for progress in restoring LTA748 in Berkshire and FTA634 in Devon and for maintaining the Trust-owned operational fleet.

Heritage buildings

Complementing the work on vehicles in the Collection, the former **Thames Valley Traction Company Maidenhead Waiting Room and Passenger Shelter** (re-erected by volunteers at the Trust's Berkshire base) was treated to a complete exterior repaint to retain its smart appearance as a meeting room for group visits while also ensuring the original timber structure and cladding are fully weather protected.

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Archives

The **archive collection** located in Berkshire and Devon continued to grow during the year under review, with additions from official records, (including a quantity of manufacturer's manuals and parts lists) documents from researchers, photographs, 3-dimensional artefacts and books to the libraries. The teams of volunteers at both locations have met regularly to catalogue the material – monthly in Devon and every three weeks in Berkshire. In the year 2023-24, there were 567 hours' work contributed on-site by the team at Fifield, and 275 hours by the team at Loddiswell – in addition, some also contribute time outside of the regular working sessions (600 hours estimated for Berkshire and 300 hours Devon). The team at Loddiswell has remained at four regular volunteers, whilst at Fifield there has been a group of eight. The expertise of each is shared, so that there is a wide knowledge base across the Trust archive working groups.

Where duplicate copies of archive material are identified, they are first passed to the other archive site to be housed there (offering security against loss or damage to the principal set, and making them more readily available to researchers in both locations). Any further copies or items not relevant to the Trust's collections, are (with the donor's agreement) offered for sale to help fund the purchase of archival quality storage and preservation materials. This has contributed over £2,700 for archive funds in 2023-24, particularly from surplus models where the time and expertise within the Devon team establishing fair values has been a significant factor.

Specific tasks during the year have included the sorting of a large collection of magazine cuttings, the indexing of the major articles in a trade journal to aid retrieval, the move of the larger drawings into a dedicated plan chest and scanning of photographs, slides and negatives.

The Trust archive resources are made available to researchers, who may make a personal visit, or who ask for help in answering specific questions. The most popular items that are used are the official Traffic Commissioner's 'Notices and Proceedings', which record the applications and grants of licences to operate bus and coach services, along with the timetables and faretables of those, and photographs that depict not just the vehicles but the social history of the areas served. The material has also been used within the Trust's supporters' magazine, *To and fro*, and in the preparation of displays to inform and educate the wider public. These displays have been mounted not only at events attended by the Trust, but also in local libraries, for example. The library of published material is useful not only to researchers, but also to the teams identifying the details of items being added to the catalogues.

Other support underpinning the Trust's Collection care 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 waiting room building and the use of former offices on the site for archive storage and research, are available without cost for volunteer activity and to host public visits.

Events

Vintage bus days where Trust vehicles and the Trust's promotional stand are taken out for the public to enjoy are the principal way the collection treasures are shared.

The **chronology of Trust events and events attended by the Trust** through the year is as follows:

- **3rd-5th March, the National Association of Road Transport Museums (NARTM) Members' Spring Meeting weekend.** Trust Chairman, Colin Billington, is also Deputy Chairman of NARTM which consists of almost 100 member organisations and individuals' vehicle collections. These range from national museums such as the Science Museum and the National Tramway Museum at Crich, regional and city based museums such as the public sector owned (TfL) London Transport Museum and the Manchester Museum of

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Transport, museums owned and operated by charitable bodies such as the Oxford Bus Museum, regional charities with collections used at public events such as TV&GWOT and groups or individuals owning vehicle collections, the common aim being that the owners wish to make their collections accessible to the public.

The Members' Spring Meeting consisted of a weekend of activities arranged by the TV&GWOT Chairman, including a NARTM Board meeting held in the TV&GWOT archive work room in Berkshire on 3 March, the Members' Meeting held at the London Transport Museum's Acton Depot on 4 March, which included a tour of the collections located within the Depot as well as the meeting itself. There was also a visit to Victoria Coach Station on 5 March for a "behind the scenes" tour during which the full process from arrival and passenger/luggage unloading, fuelling, running repairs and preparation for the next journey including re-provisioning, lay-over, entry to departure terminal, passenger and luggage loading and departure was followed. The tour included the control room where arrivals and departures are planned and overseen by a large array of CCTV cameras watching all parts of the coach station and surrounding streets. A mass departure of up to 40 coaches occurs every 30 minutes on the hour and half-hour. This NARTM tour was the last event in 12 months' of celebration of the 90th Anniversary of the Grand Opening of VCS on 10 March 1932.

The Trust provided all transport to and from these venues and to hotels and restaurants for delegates over the weekend using Royal Blue Bristol LL No. 1250 and Bristol LS6G No. 1286 (part of the Trust's long-term loan collection). A total of 122 passenger journeys was recorded during the weekend.

- On **16th April 2023** the **15th Penzance Vintage Bus Running Day & VR Revival** saw 31 buses and coaches running free bus services and together providing 7,535 free passenger journeys to local residents, enthusiasts and visitors together with 130 dog journeys, both new records! The event, organised jointly with the Cornwall Bus Preservation Society (a registered charity), had a souvenir programme which celebrated the 120th anniversary of the first Great Western Railway Road Motors service, established in 1903, running from Helston to the Lizard. A 14-page feature describes the earliest days of motor bus operations in West Cornwall which became the model for motor bus operations all over the GWR railway network. The programme also provided an account of the CBPS restoration of former Truronian Dennis Dart SLF TT03TRU, which later passed to First Devon & Cornwall when Truronian was absorbed. It subsequently was repainted into GWR livery for the 110th anniversary in 2013. It also contained the rhyme "Chill out Man" by poet and bus driver Gray Lightfoot. Chill out Man pops into a bus driver's mind in times of stupidity by holiday motorists! Bus, rail and other local businesses supported the event with advertising providing encouragement for the renewed viability of these activities. TV&GWOT Trustees and Supporters took nine vehicles from the Trust's Devon base to run at the event.
- On **1 May 2023** the Trust took Thames Valley Bristol LL No. 556 to **Winchester for the FoKAB (Friends of King Alfred Buses) "The Original King Alfred Buses Running Day"**. It operated on two routes from Winchester to Cheriton to the east of the City (two services) and Sutton Scotney to the north (one service) both approximately 15 mile round trips. 212 passenger journeys were recorded along with 10 dogs. With an average of over 35 passengers per journey 556's 39 seats were filled to capacity on most journeys and singing broke out on the return journey from Sutton Scotney!
- Our planned event at **Didcot on 14 May**, in partnership with Didcot Railway Centre, had to be cancelled due to the closure of the Didcot – Oxford railway line because of the need for emergency repairs to stabilise and strengthen an abutment under a bridge over the River Thames. This necessitated a major rail replacement coach service fully utilising the rail/bus interchange which normally serves as our Didcot terminus for the TV&GWOT event

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services. The event was replaced with an express coach tour to celebrate the **60th anniversary** of the entry into service of the **prototype Bristol/ECW RELH operated by South Midland Motor Services** between Oxford and Victoria Coach Station. An 88 mile circular tour, using the original routes was devised by Supporter Jonathan Radley from Oxford via the A40 through High Wycombe and Beaconsfield to Denham, returning via Maidenhead and Henley-on-Thames. Five coaches representing the route history and RE anniversary took part including Royal Blue LS No. 1286 on long-term loan to the Trust. This was enjoyed by some 50 passengers and advance publicity resulted in many spectators along the route, a high proportion with cameras feeding pictures onto social media almost instantaneously! This gave great publicity to the Trust but resulted in the loss of some 4,000 passenger journeys based on our 2019 and 2022 Didcot event figures and also the greater advertising and other advanced publicity which had been planned.

A souvenir booklet was produced rapidly using previously researched photographs from the Bus Archive. Extensively illustrated, it charted some 75 years of history from the origins of South Midland in 1921, through the development of Oxford-London express services over the decades and the changing vehicle types covering the route. It highlighted the significance of the prototype Bristol RELH / ECW coach (521ABL) which joined the fleet in May 1963. The story was continued through to the late 1990s into Oxford Tube and Thames Transit eras. The publication was popular on the day and has continued to sell well at events and on-line.

- The Trust's 2023 **Royal Blue & Associated Motorways Coach Run** took place from **Friday 16th to Sunday 19th June 2023**. The Run, with 15 coaches entered, started and finished at the site of the former Salisbury Coach Station. The Run left Salisbury taking the route used by non-stop Royal Blue services to the South West, using the diversion adopted on summer Saturdays to avoid traffic delays at Honiton going via Ilminster, Chard, Seaton (lunch stop at the Tramway) and the A3052 to Exeter. Coaches then followed the Exeter – Mevagissey route across Dartmoor via Princetown to Tavistock, and via Callington to Liskeard, to complete the first day. The second day was to continue along the Mevagissey route via Lostwithiel to St Austell but, due to the aftermath of a major road accident, the coaches were diverted towards Bodmin and the A30. Eventually St Austell was reached via the A391 through Bugle. From there the route followed the A390 to Truro (particularly used in the winter season), continuing on via Redruth and Camborne to Penzance. Coaches paused in the coach park opposite St Michael's Mount for lunch (proper pasties!). The run continued to Porthleven, to then follow the first part of the route which had run from there to Minehead, via Helston, Falmouth, Truro and Newquay as far as Wadebridge for the overnight stop. On the final day the Minehead route was resumed on the A39 as far as Bude and then turned east via Hatherleigh and Crediton to Exeter and taking the stopping coach route via the A30 back to the finish at Salisbury. The run covered a total distance of 454 miles and many hundreds of people came out to see and photograph/film the coaches along the route, sharing images online via social media amplifying the public engagement, with thousands more seeing the coaches as they passed by. In total the coaches covered 8121 miles including the run mileage and travelling to and from Salisbury. 236 passengers were carried over the three days of the run.

One of the Trust's Facebook posts with an amusing image combining human, animal and vehicle interest reached an audience of 160,000. A compilation video post-event was viewed by an incredible 17k people. Capitalising on this success online and translating it to further engagement with the Trust is a priority under the new strategy.

- On **Sunday 25th June 2023**, TV&GWOT again contributed to the vintage bus display at **Reading Buses' Open Day** taking its preserved Reading Buses Northern Counties bodied Bristol VRT No. 38 which was new to Reading Buses in 1979 as well as Royal Blue Bristol LS6G No. 1286 which dated from 1952 to showcase the range of vehicles operated by the

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Trust. 1286 has wind-down front windscreens which many young people enjoyed winding down and up again! The event raised funds for the Royal Berks Charity which supports the Royal Berks NHS Foundation Trust. Seven Supporters travelled to the event from TV&GWOT's base to drive the vehicles and erect and crew the sales stand but many more were at the event and visited the Trust's stand, which again provided an important local opportunity for keeping in touch as well as recruiting new Supporters and distributing educational material.

- On **15th July** the Trust again provided a free Park & Ride service for the **Alexander Devine Children's Hospice** in Maidenhead for their 2023 fund raising event using the Trust Chairman's venerable Royal Blue Bristol LL No. 1250. 30 donors to the Hospice's funds were transported from the parking area on a nearby office park to the Hospice and back.
- **30th July** saw 1250 on the road again to attend the **Bristol Vintage Bus Group's open day** and rally at Brislington. The objectives were to raise funds for the Trust from the sale of surplus material donated to the Trust and copies of Trust publications and photographs, and to sign up vehicle entries for Kingsbridge. The outcomes were very positive in both areas despite torrential rain.
- The Trust was invited to take a vehicle and Trust Supporters on **19th August to Imber**, the village on Salisbury Plain abandoned by decree during World War II and taken over by the military for essential wartime purposes. LT Routemaster buses make an annual pilgrimage to run vintage bus services from Warminster across the Plain to Imber and then on to Gore Cross on the A360. This year the Trust Chairman used 1250 to take a group of 24 TV&GWOT Supporters to the event. The Trust also had an information and sales stand at Imber village for which there was much interest from the large crowds who attended the event.
- Over the **25-28th August Bank Holiday weekend** TV&GWOT took part in the **National Transport Trust Fawley Hill Vintage Transport Festival** with three vehicles on display each day. Thames Valley 1927 Tilling Stevens B9A Express No. 152 and 1946 Bristol K6A No. 446 were on site throughout and Royal Blue coaches 1250 and 1286 were used on alternative days to ferry Trust personnel to and from the site, joining the display. The Trust's information and sales stand proved to be very popular and many young people received their first vintage bus ticket straight from the ticket machine and model bus to start their collection – which is where enthusiasm starts! A display of local photographs with buses drawn from the archive attracted significant attention. Trustees also surveyed the interests and motivations of visitors to the stand to inform the Trust's audience development activities.
- We had high expectations for our **Kingsbridge Vintage Bus Running Day** event on **16th September** with a record vehicle entry and record numbers of event programmes purchased prior to the event day. Unfortunately the forecasts of fine weather, a week before, evaporated during the preceding week and, on the day, heavy rainfall persisted without let-up. This was only the second of our sixteen Kingsbridge events to date which have suffered from significant rainfall and on the previous occasion the rain stopped by early afternoon. We estimate that some 2,500 passenger journeys were lost due to the conditions. However one bright spot was that the event achieved an all-time record in the number of dogs carried at any Trust event of 140, which was 50% of the 2023 overall total to date of 280. The total number of passenger journeys recorded was 5,073.

Production of the souvenir programme was supported by a wider number of local businesses than in previous years, demonstrating the significance of the event for the community. The content included a feature on Tally Ho Coaches, 100 years since its founder first began transporting passengers. 60 years since the Brent-Kingsbridge branch line closed was marked with a short history of the service and the event included trips on

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the parallel rail-replacement route. The main article gave further illustrations and a detailed narrative describing the history of Kingsbridge Bus Station, complementing the now permanent display panels designed and produced by the Trust in the bus shelters in the previous reporting period.

The John Hobbs Memorial run to Dartmouth on 17th September included a visit to the Britannia Royal Naval College for a heritage tour and museum visit enjoyed by 30 Supporters who had volunteered at the event the previous day.

REALISING THE TRUST'S AUDIENCE POTENTIAL

The Trust's 'audience' includes bus enthusiasts, Trust Supporters and the general public of all ages and backgrounds who discover our events (as outlined above) or find us online. While most events had necessarily been planned before the new strategy had been developed, Trustees nevertheless introduced fresh emphasis on exploring visitors' perspectives so the design of future activities can be more targeted and inclusive.

Talks, visits and presentations

Complementing the events which share the physical collection, Trustees have taken **opportunities to engage a wider network of individuals and organisations** recognising the importance of the raised profile and potential financial income to the Trust that such activities bring. In the 2023-24 year activities included:

21 April 2023 – Trust Chairman Colin Billington made an online/Zoom presentation to 25 Members of the **Aldershot & District Bus Interest Group**. This covered:

- An introduction to the Trust constitution, objectives, range of events, archives and other activities and custodianship of Colin Billington's 1927 Great Western Railway Road Motors Guy FBB No. 1268, the only preserved GWR Road Motor.
- The history of GWR Road Motors over the period from inauguration of the first road motor bus service from Helston to the Lizard on 17th August 1903 until the passing of the Railway Road Transport Acts of 1928 which brought about a merger of Great Western Road Motors operations with those of other major operators in the GWR territory and with the acquisition of major (up to 50%) shareholdings in such companies.
- The history and preservation/restoration of No. 1268.

19 May 2023 – Trustee David Sheppard hosted the **Yorkshire Star awards in Sheffield**, attended by c.500 bus industry professionals and opinion formers. His presentation at the Mercure St Paul Hotel included an overview of the Trust's work.

20 May 2023 - Trustee David Sheppard hosted the **Stagecoach East Midlands** long service awards, attended by c.500 staff and opinion formers. His presentation at the Lincolnshire Showground included an overview of the Trust's work.

8 June 2023 – Trustee Helen Bolt attended the Francis Clark annual **Legal and Accounting Charity Support seminar** in Buckfastleigh taking advantage of expert advice opportunities to validate TV&GWOT's approach to accounting software, independent examination, investment of reserves, VAT registration etc while also benefiting from networking with other charity finance and governance teams.

10 June 2023 – Trustee David Sheppard joined Supporter Luke Farley in a trip to **Winkleigh Airfield Car Show** with his former Western National Mercedes 811 Minibus No. 357 (L357 VCV), where the Trust's activity was promoted. Meal break relief was provided on the site shuttle bus, operated using a former Southern Vectis Bristol VR.

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24 June 2023 - Trustee David Sheppard compèred the **Stagecoach North East** Long Service Awards in Newcastle, attended by c.500 staff, industry figures and opinion formers. His presentation at the Hilton in Gateshead included an overview of the Trust's work.

17 July 2023 - Trust Chairman Colin Billington made an online/Zoom presentation to 27 Members of the **Chartered Institute of Logistics and Transport** (CILT). This covered:

- The Thames Valley & Great Western Omnibus Trust - custodians of GWR Guy FBB No. 1268, the only preserved GWR Road Motor
- GWR Road Motors 1903-1933
 - Inauguration Helston-The Lizard 17th August 1903
 - Rapid expansion across the GWR network, initially as feeders to the railway, then providing local transport
 - Vehicle and route development
 - Statutory powers to operate, formation of joint ventures and wider investment in bus companies
- 120 years on – a new focus on integration by today's GWR in partnership with local authorities and local bus operating companies and progress to date
- Restoration of 1927 Guy FBB No. 1268 (YF714)

The talk prompted lively discussion amongst the industry professionals on current public transport policy. A write-up has been included in the CILT magazine.

2 September 2023 – Trustee David Sheppard compèred the **Stagecoach East** Celebrations in Cambridge, attended by c.200 staff, industry figures and opinion formers. His presentation at The Belfry included an overview of the Trust's work.

10 September 2023 – Trustees Colin Billington and Helen Bolt attended the **Devon General Remembered** event in Newton Abbot to meet volunteers and distribute advertising leaflets to promote the TV&GWOT Kingsbridge Bus Day the following weekend.

15 September 2023 – Trustee David Sheppard compèred the **Stagecoach London Awards** at the London Transport Museum in Covent Garden, attended by c.500 staff, industry figures and opinion formers.

7 October 2023 - Trustee David Sheppard compèred the **Stagecoach South Awards** in Portsmouth, working with former First Western National Managing Director Marc Reddy, now in his new post as MD of the UK's Bus Operator of the Year, Stagecoach South.

14 October 2023 – An online/Zoom presentation to the **Friends of King Alfred Buses** by Trust Chairman Colin Billington covering:

- The circumstances and coincidences which led to his life long interest in road and rail passenger transport with the primary focus on West Country major bus and coach operators covering the period from age 6 until the acquisition of his first and second preserved vehicles (Royal Blue Bristol LL6B No. 1250 and Western National Bristol SUS4A No. 600).
- The Trust's background and purpose, what the Trust currently does and equipping it for its long term future.
- Public Transport Integration (road & rail), origins (GWR), 1928-1933 mergers and integration, 1948 railway nationalisation, 1969 formation of National(ised) Bus Company, 1980s break-up of NBC and denationalisation, formation of large bus groups, greater public sector involvement

28 October 2023 – Trust Chairman and **National Association of Road Transport Museum** (NARTM) Deputy Chairman, Colin Billington attended the Association's AGM at Kirkby which was hosted by a group with a focus on predominantly modern vehicles giving important insight to the commitment of younger enthusiasts. Important topics included the availability of insurance for heritage vehicles.

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1 January 2024 – Trustee David Sheppard launched **‘The Bus Inspectors’**, a digital media project he is running on behalf of registered charity the National Association of Road Transport Museums (NARTM). This is the public interface for NARTM’s project to grade the nation’s historic buses and coaches and comprises a suite of online media designed to chronicle the project whilst also raising awareness of, and interest in, the heritage bus movement in general. Several vehicles from the Trust and its wider family have featured in online publicity and press, including content for The Bus Inspectors website, social media, magazine articles and short films. The project’s aims parallel the Trust’s strategy around widening appeal and reaching out to new audiences and co-working is therefore of mutual benefit. It is estimated that the various content for ‘The Bus Inspectors’ has reached some 47,000 online users so far.

1 February 2024 – Trustee David Sheppard narrated and produced the inaugural episode of **‘The Bus Inspectors’ podcast**, The Nation’s Historic Fleet, an accessible introduction to the world of heritage buses – the joy they bring, the educational role they play and the challenges faced by the movement which supports them. Trustee Helen Bolt spoke on the importance of using historic buses to give a first-hand experience to the public as well as offering her own memories of riding on buses during childhood. Her message echoed the Trust’s mission, explaining that riding heritage buses not only offers a sense of times past (‘where we have been’), but can also be an enticing introduction to public transport for new generations (‘where we are going’).

7 February 2024 – Trustee David Sheppard co-authored (with Supporter Simon Gill) an article for **Bus & Coach Preservation magazine**, promoting The Bus Inspectors podcast and featuring photographs of vehicles from the TV&GWOT collection and wider family.

10 February 2024 – Trustee David Sheppard hosted **‘A Night With The Stars’ for Reading Buses**, a celebration of employees’ achievements and long service. As part of his welcome, the Trust’s work was explained to an audience of around 400 people, including the Mayor of Reading and other local dignitaries, with particular reference to the Trust’s vehicle and archive collections relating to the company’s history. An opportunity was taken to thank CEO Robert Williams and his employees for their regular and ongoing support with Trust activities.

20 February 2024 – Trust Chairman Colin Billington, accompanied by Trustee Helen Bolt, made a presentation to the **Methodist Railway & Transport Club in Wokingham**. The well-informed audience engaged in discussion of GWR’s past and present integration of rail and road transport and were enthusiastic to learn more about the Trust and the opportunities to ride at events later in the year.

24 February 2024 – The Trust registered for the online **Berkshire Heritage Fair** raising the international profile of the Trust and its archive. On the day Trustee Peter Delaney participated to field enquiries.

Supporters

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. Over the 2023-24 year the number of Supporters fell slightly from 293 at the start to 288 at the year end. The figure includes 19 new Supporters joining within the year but offset by non-renewals and sadly a number of Supporters passing. It is notable that there was a significant increase in applications in 2022-23 associated with London events around the Victoria Coach Station Anniversary. It is perhaps not unexpected that this local support and interest in the specific VCS coverage did not translate into long-term involvement over the wider region.

The **involvement of Supporters in vehicle and archive working groups** has been noted above with many further opportunities helping to prepare and crew vehicles, and organise and marshal **public events**. The great teamwork between Supporters is the basis of success.

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During the period, the Trust produced four editions of its **quarterly Supporters' magazine, *To and fro***. The magazine comprises a mix of Trust news, reports on activities and original, high quality articles on historical topics within the Trust's scope which are produced by Supporters, some of them regular correspondents. Increased accessibility of the Trust's archives means *To and fro* authors can draw directly on them for research and illustration purposes. This has not only enriched the scope and depth of articles but also enhanced the magazine's role as a means of public access to the collection. The result is a high quality publication which inspires and furthers interest in our core topics, exploits and showcases the Trust's collections and has a lasting and cumulative value to Supporters and to those who purchase copies at events. The skills and dedication of Trustee David Sheppard as Editor and Supporter Luke Farley leading design and production are acknowledged with gratitude.

The total published *To and fro* content for the period comprised 164 pages, 18 substantial original articles (2022-23: 23) and 260 images (2022-23: 338). The content is summarised below:

- Issue 32 (published April 2023) – An article about Pathfinder, Traveller, 10a Princess Square and the intrigue around D G Clifford tells a remarkable tale of Express Coach Services from Plymouth in the 1920s and '30s. Pictures show the impact of severe floods 75 years ago on Thames Valley bus operations across Maidenhead, Reading and Windsor. Inspired by early sightings of VRs at Bristol Commercial Vehicles recalled in *To and fro* 030, eye-witness observations record the spread of VRs around Plymouth through 1969, the first year of Western National's VRs. Pictures from a holiday spent in Looe, SE Cornwall in 1970 reveal a picturesque resort as the backdrop to a colourful array of service buses and coaches on outbound excursions and incoming tours. Supporters are also brought up to date with new opportunities, developments on the restoration front, and insights to the fascinating threads in the Trust's new Facebook Group, Service 23, which enables Supporter dialogue between *To and fro* editions.
- Issue 33 (August 2023) – Marking the 50th anniversary of the closure of Tavistock Depot, the circumstances around Western National's withdrawal from Tavistock on 5 May 1973 are described. The popularity and variety of Thames Valley Motor Tours in charabanc coaches from 1919 into the 1920s are explored. Continuing the 1970 holiday in Looe from *To and fro* 032, the author re-lives a day trip to Torpoint and Plymouth in excellent photographs. From behind the wheel of The Trust's LS No. 1286, readers are given a driver's view of Royal Blue Run 2023 from Salisbury to Liskeard (via Seaton), Wadebridge (via Penzance) and Salisbury (via Exeter) with Supporters' photographs capturing the spectacle. This is complemented by photographs taken in Wadebridge 60 years earlier, by a young Supporter photographing the fleet of W A Hawkey & Sons.

Parallels are drawn between the recent role of and opportunities for coach travel with strikes on the rail network with circumstances for coaching around rail strikes in 1919 and again in 1955 and 1982

- Issue 34 (November 2023) – The edition opens with Tributes to Michael Plunkett (1931-2023) whose Thames Valley Tilling-Stevens MO9324 is kept for posterity in the Trust Collection. Marking 40 years since the end of the Bristol Commercial Vehicles factory, a lavishly illustrated and fascinating article gives insight to the practices and achievements of BCV. The impact on coach travel and journey times of the routing, terrain and legal limits over the main roads connecting London and Penzance is explored from the earliest days to the motorway era. Following on from *To and fro* 034, the impact of the closure of Tavistock Depot 50 years ago is considered in terms of the three out-stations that were established and other developments with successive operators appearing in the town. Courtesy of the Bristol Vintage Bus Group Archive, a sequence of glass plate images taken in 1936 from show a rare Bristol 'A' performing manoeuvres near Bath Old Bridge Terminus.

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- Issue 35 (December 2023) – Trust Traffic Notices give Supporters an update on the Trust's new strategy development and hot off the press news about events and activities for the year ahead. An early glimpse of a Thames Valley Bristol L for a 'boy from Burnham' propelled him into lifelong interest in the operations and vehicles, becoming an owner and restorer and an inspiration the next generations of engineers and preservationists. A complementary account from a teenage bus enthusiast of his discoveries on a day trip to the Thames Valley in September 1966 re-creates the bus scene thanks to his meticulous records and skilful photography. For the festive season, Royal Blue's Christmas coaching role is revealed: as well as special services to bring people together at Christmas, Royal Blue also provided Christmas Day excursions and even helped Father Christmas get to Bournemouth. Coachbuilding was significant in Devon and Cornwall in the post-war period to 1960 and this comprehensive article catalogues the businesses and illustrates the vehicles.

Back numbers of *To and fro* are sold at modest cost and as 'taster bundles' on the Trust's sales stand at events as well as online via the 'Shop' facility on the Trust's website with some editions now being out of print. Sales not only generate useful revenue but also encourage wider engagement with the Trust and extend the access to material in Trust archives.

Supporters also have access to a Facebook Group '**Service 23**' launched in January 2023 which has flourished through the 2023-24 period. Designed as a forum for sharing collection material as well as operational information, its purpose was to harness enthusiasm, goodwill and activity generated by the Trust's emergency pandemic-era newsletter Service-19, in a self-sustaining way. It prompted several Supporters to embrace Facebook (and IT in general) for the first time in order to take part in the discussions. Since the end of the period, the private page has attracted nearly half of the Supporters group, many of whom actively contribute, including their original photographs on topical themes. Occasional round-ups of Service 23 content is provided in the pages of *To and fro*, ensuring analogue Supporters do not miss out on the interesting images and discussions.

Supporters are vital to the Trust's ongoing operations and future success, and Trustees are continually striving to involve Supporters in ways that fulfil their range of interests and abilities. Ahead of the 2024 events season, **Supporter Open Days** were held at Trust premises in Devon (28 January 2024) and Berkshire (3 March 2024), offering opportunities not only to witness vehicle progress but to have hands-on experience of the archive cataloguing and get involved capturing 'then and now' photographic comparisons during an afternoon coach trip. The developing strategy and ambitions for the Trust were shared and, importantly, Supporters were consulted via a short survey about their personal interests, sources of information, and their ideas to contact new audiences and broaden the attraction of the Trust.

Online activity

The Trust's **online activity** has had increased focus through the 2023-24 year with Google Analytics data confirming the vital role the website plays in the run up to events in terms of publicity, advance programme sales, providing event details. In total 11k users accessed the site in the period. Ensuring clear and succinct web communication was seen as the focus for the 2024 events programme.

The Trust's social media activity continued through the reporting period. The Trust's **Facebook following** had grown to 2,898 (+12% year on year) by October 2023, though engagement grew significantly following the implementation of a 'family focus' in posts reflecting insight from our Heritage Compass training. Royal Blue Run coverage in June 2023 resulted in the Trust's most-viewed social media post of all-time, depicting Trustee Mel Williams holding a Cornish pasty in front of a coach with a seagull on its roof, which reached more than 76k users and received almost 1,500 reactions. The themes of local identity, characters and comedy were identified as key. The increased audience stayed to view content across the weekend, and videos of the coaches were

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watched more than 17k times. For the full year 2023-24 the Trust's Facebook reach was 143,616 generating 8.6k interactions.

The Trust launched its **Twitter (now X)** presence as a tool for business (and particularly archive) networking and also to communicate information. This was launched ahead of our 2023 Royal Blue Run and offered operational updates throughout (such as route diversions and timing guidance) which complemented our more creative offerings on Facebook. A modest following of 78 has been achieved. Although the use of X was anticipated to accelerate as the Trust implements its new audience plans in 2024, the take up and apparent interest amongst traditional followings seemed limited. Individual Trustees have also been making more extensive use of **LinkedIn** for Trust networking purposes.

In common with most comparable organisations, the Trust's virtual following far exceeds the number actually subscribing as Supporters. During the period, several initiatives were launched (and are ongoing) to translate virtual interest into volunteering and financial support, including the use of 'teaser' content to promote opportunities to help or spend. However, the Trust recognises that a major appeal for many social media users is the ability to engage free-of-charge and without commitment, and material growth in this area is not unlimited. The Trust has therefore been content to continue serving this sizable audience primarily as a means of enhancing access to our collections and therefore public benefit.

However, the absence of a database of contacts who had given permission to be sent Trust updates (other than registered Supporters) was seen by Trust advisors to be a major impediment to audience growth. Furthermore, despite the best efforts of the webmaster, the current website platform was cumbersome to update and did not display well on mobile devices. A major decision by Trustees in December 2023 was to switch to a **modern website platform** (Wix) for which Charity Digital discounts for two years were secured. This integrates a contacts management system (including Newsletter sign-up functions) with templates for web page design, events, shop and other interactive facilities as well as seamlessly adapting content for mobile and fixed computer devices. Work through the final months of the 2023-24 reporting period was spent designing the new site to broaden the appeal and accessibility, with a soft launch planned to coincide with the new reporting year – 1 March 2024.

In taking down the old website at the end of the 2023-24 period, the Trustees acknowledge with sincere thanks, the expertise, time and effort devoted by the former webmaster, Gerry Tormey, over many years.

Publicity

Before the year end but ahead of the 2024 season, new **bi-fold/three panel leaflets were** designed and printed for Trust distribution at events and outlets throughout the year. In place of technical detail, the focus was on strong Trust branding, lively images and opportunities across the country to have an enjoyable day out. Event dates were listed and a form to register as a Supporter was included.

In 2023-24, Trustees worked to fix activity plans for the 2024 season sooner than in previous years enabling early announcements to be fixed in enthusiasts' calendars. As a result, a display advertisement was placed in the **BUSES magazine events supplement** in a format and with branding reinforced by Trust leaflets, programme content and event specific advertising through the subsequent year.

In January 2024 the Trust responded to an open opportunity to be included in the first **Windsor Directory of Community Groups and Charities**. Produced in hard copy and online, it aims to connect organisations with people looking for their types of activity and with people looking to volunteer.

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EXPANDING THE TRUST'S INCOME STREAMS

The Trust continues to be **well resourced financially** underpinned by its prudent reserves policy through the 2023-24 year. The Trustees had been able to limit the Trust's expenditure through the pandemic period in anticipation of unpredictable and limited opportunities to generate income while also diversifying its funding sources. As a result, although growth was set back, the Trust did not suffer financial harm from the constraints. The return to a full programme of activity in 2022-23 introduced new ventures such as books and sale of surplus materials which was developed further in 2023-24 securing a broader range of income streams involving a wider range of donors / purchasers.

Developing from work prompted by the Heritage Compass strategy support programme, the Trust secured its first ever **grant funding** in March 2023 – as a contribution from the Arts Scholars Brighter Days fund awarded through the **Association of Independent Museums (AiM)** to a project 'Art & Design on the Buses' to create an exhibition of poster artwork to excite fresh interest in provincial transport archives.

A presentation to the **Omnibus Society South Wales & West Branch** towards the end of the previous period (January 2023) demonstrated the quality and heritage value achieved by digitising cine films from the 1960s and '70s taken by the late Mike Stephens. Following on from that, in order to continue the pilot project (funded by a Trustee), private funding from another **benefactor** was secured so that the content can be preserved long-term and used as a catalyst for contemporaneous memories to enrich the historic record.

Generous funding of the Trust by its **Supporters** continued, particularly with annual renewal donations in June/July 2023, which contribute to the Trust's standing and overhead costs. In addition, several Supporters contribute additionally on a monthly basis to maintenance and running costs of Trust-owned vehicles in general and/or in relation to specific vehicles. Adobe software licensing costs for work on archive images and production of Trust publications are also covered by specific Supporter donations.

Together the financial contribution of individuals is significant and is valued in all senses by the Trustees on behalf of the Trust.

Individuals' contributions of memorabilia such as models and ephemera such as timetables for the Trust to add to its Collection where relevant or **sell if surplus**, has enabled the Trust, with significant contributions of expertise from Supporters, to add interest on its stand at events and generate additional income.

The Heritage Compass programme was an example of the way the Trust benefitted from free access to expertise which otherwise would have been a draw on the Trust income to train Trustees. These **in-kind benefits** continued beyond the programme end, with free access to **Arts Fundraising & Philanthropy organised training courses** (including a two-day Individual Giving Masterclass in December 2023). Similarly Trustees applied (successfully) to AiM to join the fourth round of their **Spark! programme**, their first aimed at Trustees of volunteer-run museums (where Heritage Compass covered a much broader range). Free access to the expertise of the authors of 'Successful Museum Governance' was provided from January to April 2024 with workshops, action learning and one-to-one mentoring sessions covering wide-ranging governance issues encountered by organisations constituted similarly to the Trust.

The support from the major transport companies is vital in relation to the Trust's programme of events for public benefit in particular by granting permission **free of charge** for use of bus station and depot facilities as well as making vehicles and staff available to join in the provision of free bus trips.

Revenue from their **advertising** is also significant while promoting bus and coach travel on a daily basis to receptive audiences as they enjoy a heritage bus trip. Increasingly other local businesses are realising the benefits of advertising a wide range of products and services to connect with locals

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and attract those visiting the event area. A new and very welcome step initiated by Supporters has been for companies to contribute to **goodie bags** with local food and soft drink products to sustain volunteer crews.

As part of building Trust capabilities, an application was made to the **eBay Charity Connect** programme which provides training, one-to-one help, and free provision of a shop, discounts and other facilities for 12 months from August 2023. This has an equivalent monetary value of several hundred pounds and provides a new platform for the Trust to promote events and educational publications as well as fund raising.

In December 2023, the Trust applied to the **Innovation Fund** run by the Royal Borough of Windsor & Maidenhead and Frimley NHS Trust to support a range of activities over the coming months under the title *"Heritage Buses – connecting memories with people and places today"* in support of their objective to champion mental well being by combatting social isolation and loneliness. This has provided both a new income stream and, significantly, a new audience energised by the memories and previously unknown opportunities offered by the Trust.

New sources of income, in-kind contributions reducing expenditure, and value from expertise and facilities without charge have all effectively expanded the Trust's income streams through the period. Much work is still to be done in 2024-25 and beyond with a structured and balanced fundraising strategy including tailored legacy, project appeal funding and wider corporate support. Messaging that associates the pleasures of a vintage bus day out with the economic and environmental benefits of increased bus usage in daily life is important for relationships with the transport companies to flourish.

REINFORCING THE TRUST'S RESILIENCE

Trustees' work to formulate a new strategy (2023-2028) as outlined at the start of this report on the 2023-24 year, has been a major step forward in developing the Trust's resilience. It flows from the seminars, mentoring and exercises which Trustees Helen Bolt and David Sheppard engaged in within the **Heritage Compass programme** which ran throughout the period, concluding with a seminar on 18 January 2024. As part the mentoring programme, Trustees were introduced to John Carrington, current Chair of both Archives of IT and Woodbridge Tide Mill, and a telecommunications pioneer and businessman. In a virtual meeting in July 2023, He shared his experiences of assembling and managing Boards of Trustees and made suggestions for future consideration as part of the Trust's ongoing commitment to strengthening governance. Trustees found the session to be extremely beneficial and record their thanks for his extensive preparation based on previous annual reports, the considered advice, and encouraging enthusiasm for the Trust and its achievements.

The **Trustees' strategy workshop** in June 2023, which included an analysis of strengths, weaknesses, opportunities and threats, provided the basis for focusing the strategic plans. Within the overall strategy, a specific focus on resilience is retained to address best practice in the Board's operations, and the systems and policies that govern the Trust's operations on an ongoing basis. Initial work in 2023-24 has focused on requirements for the conduct of Board meetings separating Trustee and management responsibilities, re-declaring conflicts of interest, documenting policies, introducing pre-meeting papers etc. The documentation and adoption of and expanded set of **policies and procedures** began in the period.

In February 2024 Trustees conducted a comprehensive **Risk Assessment Workshop** using templates adopted from the NCVO and Charity Commission Guidance CC26. The workshop covered operational, regulatory, financial, governance and external risks and took a fresh approach rather than simply reflecting on current controls.

The previously mentioned application made in December 2023 to the **Spark! programme** being run by AiM for Trustees of small volunteer-run museums was geared to strengthening Trustees'

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knowledge of relevant good practice. The course which included interactive sessions with Trustees from similarly constituted organisations and expert advisors ran from January-April 2024 covering important topics including: understanding good governance, lead responsibilities and risk management; differentiating Chair, Trustee and volunteer roles; Committees, Working Groups, and trustees holding 'lead responsibilities'; relationship building with funders and understanding their requirements; managing fundraising and shaping grant proposals; overseeing effective communications; achieving a balanced and effective Board with relevant knowledge, skills, and experience; succession planning and effective Board recruitment; using honorary advisers in a volunteer run/small-staffed museum; planning ahead, personal development and self-management; report to the Charity Commission, Companies House etc; sources of support.

Within the period work also commenced to the collection care systems and **accessibility of records** held by the Trust, anticipating computerised access to a Microsoft Sharepoint repository. A central system for recording vehicle by vehicle issues, actions and status was trialled. Work on consolidating the collection entry and, where appropriate, accession records was also progressed both for access from Devon and Berkshire locations but also as a pre-cursor to archive accreditation. Records to access details from the digitised collection of the late Mike Stephens' films was advanced as part of this activity.

In March 2023 the Trust applied to AiM for a **Collections Care Audit** administered by them for the Pilgrim Trust. The audit grant is designed to enable small museums to fund a professional collections care audit led by an accredited conservator. It is to enable small museum members to understand the steps they need to take to improve collections care and can help inform those who are on their journey to becoming an accredited museum. This application was unsuccessful against strong competition but the Trust was encouraged to re-apply in September 2023. Just beyond the year end, in March 2024, the Trust was notified that its application was successful – the audit and resulting advice will follow in 2024-25.

While in terms of the immediate public benefit, the contribution of work in this area may not be immediately apparent, the Trustees are committed to ensuring its work enables **safe and sustainable public access, education and enjoyment** into the long term as well as the immediate future.

PROTECTING THE TRUST'S INTERESTS

The objective is for the Trust to be proactive in tackling threats to its continued activity (e.g. threats that may arise through legislative or technological change) by recognising, engaging with and, where possible, influencing the processes, players and outcomes. The corollary is that work in this area is targeted at ensuring the public can continue to benefit from the opportunities for education and enjoyment that the Trust provides.

Once the Trust's new strategy was established, work in this area through 2023-24 has centred on establishing links with organisations well placed to monitor trends on behalf of member groups.

Heritage sector links have been maintained, for example with the Heritage Alliance, South West Museum Development, Digital Heritage, Charity Digital, the Association of Independent Museums etc where training and information about resources and funding are provided through Newsletters and online courses.

In December 2023 the Trust became a member of the NCVO (National Council for **Volunteer Organisations**) alongside ongoing membership of AiM (Association of **Independent Museums**) and NARTM (National Association of **Road Transport Museums**).

In his role as Deputy Chairman of NARTM, Trust Chairman Colin Billington has continued involvement in the work investigating skills development and the potential for an **apprenticeship scheme** in light of the seven-figure legacy vested in the umbrella body and the critical importance

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of skills development for the sector as well as for the Trust specifically. Detailed discussions proceeded with the Heritage Skills Academy towards establishing an apprenticeship scheme appropriate to buses and coaches and other large commercial vehicles in collaboration with the London Bus Museum (Brooklands) and London Transport Museum (Covent Garden and Acton). In addition, discussions were held with S & B Automotive Academy regarding heavy vehicle mechanical and electrical engineering apprenticeships. Practical difficulties arise in volunteer organisations providing sufficient support for apprentices but work is ongoing at the end of the 2023-24 reporting year.

In his role with NARTM, Colin Billington is also responsible for coordinating responses in relation to Government consultations with a bearing on future operation of road transport museums, such as the Trust. None required specific input in the 2023-24 year.

QUANTIFIED IMPACT

Metrics for the 2023-24 year are as follows: (a) **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events – 13,602 (2022-23 16,927); (b) for the number of **(vehicle) days** Trust and Trustees' vehicles participating in TV&GWOT events were on the road on public display - 206 vehicle days in 2023-24 compares with 236 in 2022-23; and (c) the associated **mileage** covered – 17,743 miles in 2023-24 compares with 18,285 miles in 2022-23. As recorded above, two events (Didcot and Kingsbridge) were affected by adverse external factors beyond our control. Without these two factors we are confident that overall passenger numbers and other metrics would have been back at pre-pandemic levels. With the addition of two additional Trustees in 2022 we planned to further develop our events programme for 2024 to significantly expand our public benefit activities.

Another measure is the level of programme sales. In 2023-24, 949 sales were achieved (at £5-7 each) at Penzance and Kingsbridge vintage bus days and for the South Midlands tour (compared with 1,150 at Penzance, Didcot and Kingsbridge vintage bus days in 2022-23). The 2023-24 figures are pleasing as the South Midlands Tour was very much smaller than the Didcot vintage bus day the year before and Kingsbridge 2023 was blighted by poor weather. Past programmes (which contain historic articles of lasting value, backnumbers of the Supporters' magazine *To and fro*, and books produced by the Trust for the Victoria Coach Station 90th anniversary and Reading Motorbus centenary continue to sell at events and online adding to the revenue attributable to public events (27 and 14 books respectively in the 2023-24 year).

The Facebook following stood at 2,898 in October 2023, 12% up year on year. Facebook posts online reached 143,616 individuals in the year generating 8.6k interactions, with 11k accessing the website.

This voluntary effort is the backbone of the Trust's ability to deliver public benefit and preserve the collections for posterity. Aggregate figures for the current reporting year 2023-24 show 173 individuals helped with Trust activities (219 in 2022-23), contributing some 15,000 volunteer hours (2022-23: 13,000) with 139 of these (2022-23; 148) involved in crewing the 76 different vehicles (2022-23: 91) which attended TV&GWOT events.

The Supporters' group is a primary source of volunteers, providing 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. Of the **288 people registered as Supporters** at the year end, a significant proportion have been actively engaged in working groups, participating around events, contributing as advisors or research correspondents, writing for *To and Fro*, adding posts on social media and helping fund projects. Trustees wish to thank Supporters and other volunteers for their continuing input and help in ensuring the success and future sustainability of the Trust.

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ACTIVITY & PUBLIC BENEFIT IN 2024, BEYOND THE 2023-24 REPORTING YEAR END

STRATEGY

The Trust Strategy 2023-28, rolled out from the end of the 2023-24 reporting year, has guided Trust activities throughout 2024-25 with the vision:

*To preserve and treasure our Thames Valley & Great Western bus heritage,
connecting people, places and the past,
bringing joy and understanding of where we have been and where we are going today.*

and five strategic goals for the Trust to:

- Share our **collection** treasures
- Realise our **audience** potential
- Expand our **income** streams
- Reinforce our **resilience**
- Protect our **interests**

Plans to deliver each goal (short and longer-term) were established with individual Trustees accountable for delivery in specific areas. These, coupled with the application of management tools learned on the Heritage Compass programme, have helped provide focus and a rationale for Trust decisions and activities.

The strategy, progress and future priorities are to be reviewed by Trustees following the Annual General Meeting in November 2024, with a view to strengthening action plans for 2025 and beyond.

The goals are complementary and, although the activity and public benefit in 2024-25 so far is reported using these headings below, it should be recognised that delivery in one area often brings progress in other areas too.

SHARE OUR COLLECTION TREASURES ongoing

Vehicles

The collection of vehicles owned by the Trust and on long-term loan at the start of the 2024-25 year was unchanged from 2023-24. Three important vehicles have been added in 2024-25, as of October 2024:

- A927MDV – a 1984 Devon General Ford Transit minibus No. 7 – the first minibus put into service by transport pioneer Harry Blundred in Exeter, which launched the minibus revolution. Donated by the Cardiff Transport Preservation Group who could no longer accommodate it, its ongoing care and use is wholly financed by a donor.
- 336EDV – a 1961 Western National Bristol SUL4A coach No. 402 (later 1202) – owned in the 1980s by Supporter Bob Day who sadly died in 2024, 1202 is now owned by Trust Chairman Colin Billington who has placed it on long term loan to the Trust for long-term public enjoyment as Bob would have wished. Its ongoing care is supported by significant donations to the charity in Bob's memory and under the terms of the loan agreement.
- YD9533 – a 1934 Southern National Dennis Ace No. 3650 – new to Sully's of Chard passing to Southern National in 1936 when the business was acquired. Purchased and fully funded by a trio of enthusiasts who in the 1970s were originally involved in rescuing and restoring the bus to enable it to be secure for long-term preservation under the charity's ambit.

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Specific **vehicle maintenance and restoration work** from March 2024 to date has included:

- DBL154 – 1946 Bristol K6A No. 446 – interior re-fixing of mouldings, freeing off cab and saloon sliding windows / vents. Work to complete pump replacement and reinstate fuel supply and sort timing. Subsequent work to fix fuel leak from solder connection. Work on nearside front shock absorber. Starting issues resolved with new battery leads. Radiator refitted.
- MO9324 – 1927 Tilling-Stevens B9 No. 152 – radiator was removed to enable cracks in the support member to be welded up by a specialist. Choke cable repaired.
- NDP38R – 1976 Bristol VRT/LL3 No. 38 – maintenance of emergency door locking mechanism and screen wash system. Inspection, brake adjustment and replacement battery.
- RU8805 – 1929 AEC Reliance No. 3615 – Work on fitting up and positioning seat frames, supports and rails. Making up of wheel arch step and seat frames to fit. Window parts (brass sections and staggered glass traps) made up.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – Specialist signwriting of fleetnames, passenger signs and legal lettering. Ongoing engine work including fitting pistons to rods, refurbish crankshaft damper, align and fit timing gears.
- LTA748 – 1950 Bedford OB No. 1409 – following completion of chassis and engine / engine bay overhaul and restoration, attention focused on external painting which is progressing well.
- FMO938 – 1950 Bristol LL6B No. 556 – Concerns about the reduced engine oil pressure at higher running speeds persist but are deemed tolerable in limited use. Oil of higher viscosity has been substituted and functioning of the gauge investigated.
- MOD973 – 1952 Bristol LS No. 1286 – roadworthiness inspection and lubricant top-ups.
- LTA995 – 1953 Bristol KSW6B No.1852 – Preparation has commenced for a major restoration of this Trust- owned vehicle which has been in dry storage since being acquired from Haynes Motor Museum. A costed restoration plan and identification of potential funding sources is being prepared to be launched as an appeal and with grant applications to both national and regional funding bodies subject to their funding scheme priorities.
- FTA634 – 1941 Bristol K5G No. 345 – panels and mouldings fitted. Wheel arch panels manufactured.
- 519BTA – 1960 Bristol FS6G No. 1967 – External painting. Making up of missing bench seats (removed when driver trainer). Cab area repainting and reinstatement. Rear door lining and fitting. Wheels grit blasted and primed and new tubes and tyres fitted. Front panel refurbishment, fibreglass repairs and repainting. Refit wings and piping. Internal lino replaced with new and mouldings and treadstrips reinstated.
- 974AFJ – 1960 Guy Arab IV No. 274 – The rear platform rebuild and repanelling was completed and the bus externally repainted. Sign-writing and manufacture and application of Exeter City crests are amongst the remaining jobs, but the bus was inspected and mechanically roadworthy enabling it to join the operational fleet for the Trust's Kingsbridge vintage bus day in September.

Engagement of Trust Supporters as volunteers in **vehicle restoration and maintenance working groups** continues with twice-weekly sessions in Berkshire and sessions to suit working patterns in Devon. Significant numbers have also been involved in the cleaning, polishing and pre-service checks ahead of events enabling them to operate as a credit to the Trust.

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Very sadly on 4 March 2024, Ward Jones, the respected commercial vehicle engineer and restorer and great friend to Trustees and a Supporter of the Trust, died. Ward had owned the Bristol K (DBL154) and LL (FMO938) now owned by the Trust and had restored vehicles now on long-term loan to the Trust such as the Guy (YF714). Over the years he had maintained and repaired many vehicles in the Trust fleet and his skills and ever-cheerful assistance will be greatly missed.

Archives

Since the end of the 2023-24 year, both the Devon and Berkshire archive teams have continued to meet on a regular basis. Sadly, one of the regular and reliable members of the Fifield team passed away in July 2024, whilst another has indicated that they will be moving to live too far away to attend the regular sessions. However, others have indicated that they would like to become involved with tasks that can be undertaken remotely.

The Archive facility in Berkshire has been enhanced with the donation of display stands and boards surplus to the requirements of the Wargrave Local History Society. The boards prepared for off-site displays now provide a semi-permanent exhibition in the principal work room. Additional space has been made available for reading room and computer workstation facilities.

Events

The **chronology of Trust events and events attended by the Trust** since the start of the 2024-25 year (1 March 2024) until October has been as follows:

- On **Sunday 31st March 2024**, 50 years to the day since the Plymouth Bus Club made an identical trip, 24 people ventured out on a Bristol **SU Tour** over Kingsbridge bus routes operated until the depot there closed in 1974. The original organisers were amongst the passengers and all had a booklet with pictures from the original trip to try and re-create at key locations. The trip was a tribute to the contribution of the intrepid enthusiasts to capturing the history of the bus services. In addition, the trip served as a successful trial of a new type of bus event, a small scale photographic tour. The booklet itself includes the original photographs and contemporaneous accounts of the adventure and copies of sold out post-event with evident interest from today's enthusiasts. Similarly the Facebook video post highlighting the day's exploits have so far reached more than 14.3k who could never have squeezed into the SUS on the day.
- The invitation to spring around the West Cornwall peninsula for the **Penzance vintage bus day on Sunday 21st April 2024** was accepted by owners of some 32 buses and coaches (including 9 from the Trust's Devon base). The event, organised jointly with registered charity the Cornwall Bus Preservation Society (CBPS), gave 7,233 passenger journeys (plus 157 dogs). The programme compiled by the Trust included a surprisingly interesting article about the GWR Coverack Road Motor Halt / Shelter from its origins in 1928 to the present day. A piece on forgotten routes serving the depths of West Cornwall prompted enquiry as to why the locations were served at all and quite where the termini could be found. A third article illustrated the road to bus service deregulation and privatisation in the 1980s reflected in the changing vehicle types and liveries through the years. Both the Trust and CBPS had features showcasing the recent work and opportunities the charities have for new volunteers to get involved. A Facebook video post on the day reached 39.3k with 635 reactions.
- Bank holiday **Monday, 6th May 2024** was the **Winchester bus running day** organised by the Friends of King Alfred Buses. Thames Valley K No. 446 provided three return trips to Cheriton giving 236 passenger journeys despite frightful weather.

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- **The Historic Commercial Vehicle Society's 'London to Brighton'** commercial vehicle run took place on **Sunday 12th May 2024** with the Trust (and 13 Supporters) taking part in 1976-built Reading VR No. 38, modern to some but classed a historic vehicle nonetheless. Emission restrictions forced the run to start outside the London boundary but Brooklands museum was an excellent and interesting alternative as vehicles collected beneath the former test track. In Brighton Supporters' efforts were rewarded with the award of the Brian R Verrall Challenge Bowl for the best double-deck bus.
- **Fawley Hill Steam and Vintage Transport Festival** was held for the final time from **Thursday 16th to Sunday 19th May 2024**. Set in the McAlpine grounds, the site of the late Sir William's steam railway and fairground collection, and co-organised by the National Transport Trust it offers an eclectic mix of exhibitors and visitors. The Trust organised a display that changed daily with the Trust stand flanked variously by Trust owned Tilling-Stevens No. 152, LL No. 556 and K No. 446 and the Royal Blue coach on long-term loan No. 1286. Daily excursions in the show ring were accompanied by a lively and informative commentary by Trustee David Sheppard.
- **Sunday 2nd June 2024** saw a return to the bus station in **Taunton** for the **Vintage Bus Day**, organised for the first time under the auspices of the Trust resurrecting previously successful, independently organised, bus events in the area. However, no longer an operational bus station but an NHS vaccination centre, detailed negotiations with various local bodies and organisations were necessary to obtain the necessary permission. This extended eventually to use of the adjacent Castle Green as a display area creating a prime town centre location. Local cooperation included the Somerset Bus Partnership and the newly opened County Classics Motor Museum. A wide range of vehicles which had operated across the country were invited creating a vibrant event with record crowds taking some 8,552 passenger journeys on the 28 buses and coaches to Bishops Lydeard, Wellington, Wiveliscombe, rural villages and on a circular town service. The accompanying programme had a local focus with memories from a 1960s' schoolboy of Taunton's buses, an illustrated history of Taunton Bus Station and an account of the service life, acquisition and ongoing restoration of the Trust loan-vehicle 519BTA, once a Taunton based service bus and training vehicle.
- Trustee David Sheppard and Supporter Luke Farley represented the Trust on **8th June 2024**, attending the **Winkleigh Airfield Car Rally in North Devon** with Luke's preserved former Western National vehicles, VR No. 1200 and Mercedes 811 No. 357. The buses displayed publicity for forthcoming Trust events generating substantial local interest.
- From country to coast, the Trust's **Royal Blue and Associated Motorways long distance coach run 21-23 June 2024**, involved 14 coaches travelling 106 miles from Oxford to Christchurch via Abingdon, Swindon, Marlborough, Salisbury and Ringwood on Day 1; Bournemouth to Newhaven/Eastbourne via Southampton, Fareham, Chichester, Worthing and Brighton on Day 2 (124 miles); and Eastbourne to Basingstoke (& Newbury) via Lewes, Brighton, Worthing, Horsham and Guildford on Day 3 (122 miles). With 2024 being the 90th anniversary of the founding of Associated Motorways, and the 95th anniversary of the inauguration of Royal Blue's coastal service from Bournemouth to Sussex and Margate (followed a few weeks later by a competitive service by Southdown and East Kent) the routes incorporated sections of those worked by Associated Motorways and Royal Blue. The coaches created a spectacle on the road and at Swindon and Cricklade Railway, Amberley Museum and Milestones Museum where some 60 passengers enjoyed refreshments and fascinating heritage visits each day. The social media coverage including

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live-streaming increased the numbers sharing in the event manifold, with the cumulative reach of posts across the three days standing at nearly 203,000.

- On **29th June 2024**, Supporter Luke Farley represented the Trust at the **Rame Peninsula Cornish Beer and Buses event**, taking Trust Chairman's Bristol VR No. 1203 (LFJ847W) which had operated for Western National from Torpoint depot across the area. The event was independently organised in conjunction with the Plymouth branch of CAMRA. In the course of the day 336 passenger journeys were made on board 1203.
- The former Reading VRT No. 38 was taken to **Reading Buses Open Day on 30th June 2024**, together with the Trust stand. The event, centred on Reading Buses depot attracts a wide range of people, particularly past and present employees and their families as well as passengers eager for a behind the scenes view. New in 1976, 38 triggers the sharing of memories and tales of travelling exploits between parents and children. The event raised funds for the Royal Berkshire NHS Foundation Trust to which Trustees contributed in lieu of a stand fee.
- A novel '**Classic Coach Gathering**' was organised by the Trust for the first weekend in July 2024 to mark 90 years since Associated Motorways was formed in Cheltenham, 60 years since Bristol RE coaches entered Royal Blue service, 50 years since Associated Motorways was absorbed by the National Bus Company with all vehicles rebranded 'National' (becoming National Express in 1974), and 40 years since the last mass departure from Cheltenham coach station. Some 27 coaches entered from across the country with another five buses of local interest providing free services. On **Saturday 6th July** the display featured as part of the **BusFest at Gaydon Motor Museum** with coaches converging on **Cheltenham for a display and tours on Sunday 7th July** courtesy of the football club whose car park substituted for the now closed coach station just a few streets away. Poor weather failed to dampen enthusiasm for this novel event and the re-creation of a mass departure with coaches rolling out the gate on the 4pm whistle, dispersing through the town to different compass points created a remarkable spectacle, shared widely in the post-event video on Facebook with a reach of 13.8k and 136 reactions. The accompanying programme included an 18-page feature on the history and practice of Associated Motorways drawing on memoirs of the Secretary and Chief Officer to the company during the pivotal period 1934 to 1961. Author contributions came from experts in the constituent companies Black & White Motorways, Greyhound Motors, Red & White, Royal Blue and United Counties and photograph sources included the Bus Archive. A book collaboration is planned for 2025. A very favourable follow-up article, illustrated with event photographs supplied by Supporters, was carried in the leading journal for industry professionals, **Coach & Bus Week**.
- **Sunday 28th July 2024** saw the Trust's Thames Valley fleet out in force for the **Windsor Classic Bus Running Day** organised by the Amersham & District Motorbus Society. Tilling-Stevens No. 152 was under the Windsor Central Station canopy alongside the Trust stand, while Bristol LL No. 556 ran free services to Maidenhead via Eton and Dorney, Bristol K No. 446 to Ascot, and Reading VR No. 38 operated Maidenhead services via Dedworth and Fifield. Meanwhile the A&D team had London Country buses on their former routes north and east from Windsor, together making a fitting display to mark the 40th anniversary of the closure of the Windsor depot once shared by the companies. Some 571 passenger journeys were made on the Trust's vehicles during the day. In addition the post-event video 'Windsor: where town meets country' compilation post has been seen by 18.2k with 717 reactions and 41 shares and continues to attract new viewers more than two months on.
- In order to share the collection with people more local to Trust premises, the Chairman took his former Western National Bristol H No. 137, a locally based vehicle during its operational

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life, to the **Loddiswell's 100th Village Show on 3rd August 2024**. The H was joined by a contrasting Western National vehicle in the form of Bristol SUL coach No. 420, which had spent its early operational life (1962-68) based at Kingsbridge depot.

- A similarly short distance from the Trust's HQ, the Trust stand and display was at the **Fifield Fun Day on 4th August 2024**. The site was too constrained to have a bus (as well as the full size steam train circuiting) but a raffle prize was offered for a visit to the Trust.

Remarkably, reflections on the busy weekend at local events in a montage of images on Facebook extended the reach to some 13,000 and generated 133 reactions.

- On **Saturday 17th August 2024** the Trust was again invited to run a coach over Salisbury Plain to **Imber**, the village abandoned for military purposes in World War II. Trust Chairman's Royal Blue coach 1250 made the journey with 13 Supporters on board who helped set up the stand promoting the Trust's purposes.
- On **1st September 2024 Devon General was remembered at Tiverton** by the Devon General Omnibus Trust. Our Trust was asked to take the Chairman's 1983 Leyland Olympian (A686KDV), new as DG No. 1814 and restored to original NBC poppy red livery. This was the very last of 18,592 vehicles built by Bristol Commercial Vehicles over a period of 75 years before BCV was closed and production transferred to Leyland. Three Supporters travelled from Loddiswell for the day and operated a free shuttle service from Tiverton Parkway Railway Station into the town centre, the hub of the vintage bus running day services. Also a Town Service was operated covering routes within the town to the East, West and North of the Bus Station. Some 271 passengers were carried.
- Over the weekend of **14th-15th September 2024**, as part of the nationwide **Heritage Open Days** scheme, the Trust took two of the Chairman's vehicles to complement activities at the **South Devon Railway**. Western National double-deck Bristol FLF No. 1969 ran free circular services into Buckfastleigh and Ashburton, while Western National single-deck Bristol LWL No. 1613 ran free services to Staverton Station on the heritage line to Totnes. Trustees and Supporters crewed the buses and received many compliments from the 544 passengers enjoying an integrated bus-rail day out. The Trust's stand and display panels showing the history of Kingsbridge bus station on the Buckfastleigh forecourt generated considerable interest and served to promote the vintage bus day the following weekend.
- The Trust's principal West Country event, the **Kingsbridge Vintage Bus Day**, took place on **Saturday 21st September**. Nearly 100 Supporters were involved in different ways with the preparation and execution of the event. The collaboration and team working that ensured the day's success was a triumph. The weather was perfect, bringing out crowds who enjoyed 6,512 passenger journeys on the 39 vehicles running free services. Amongst these was the Trust's 1960 Exeter Guy Arab IV making its debut for passengers to enjoy since extensive bodywork, repanelling and painting had been completed. Local press coverage was positive confirming the importance of the event for the local economy. The programme included a feature article on *The evolution of bus services in the Kingsbridge area* – presenting 'then & now' photographic comparisons with Bigbury-on-Sea, Blackpool Sands, Loddiswell, Modbury, Salcombe and Torcross providing scenic settings. Despite a record print run, programmes sold out in the course of the day. The permission from South Hams District Council, Tally Ho and Stagecoach for the event to use their bus station is vital and gratefully acknowledged. Associated with the event preparations, two training sessions were run for conductors (and drivers) on this important safety role, arising from Trustees' risk assessment and the prior experience of Trustee Peter Snowden in this area..

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- On **Sunday 22nd September** over 50 Trust Supporters and five vintage buses and coaches made the annual John Hobbs memorial trip to **Dartmouth** to unwind and reflect after the demands of the Kingsbridge event and preparations. The group travelled on to the **South Devon Railway at Buckfastleigh** for an impressive 'behind the scenes' tour of the engineering workshops before taking a steam train to and from Totnes, and a cream tea!
- **Showbus**, the annual gathering of buses from across the country was for the first time at the **Buckinghamshire Railway Centre, Quainton on Sunday 29th September 2024**. A group of four Trustees and Supporters took the Trust's Reading VR No. 38, expecting to give passenger rides but services were necessarily abandoned by the organisers because of bad weather and poor ground conditions. The VR, nevertheless, won the prize for the best bus built within the period between 1970 and 1999, rewarding the vehicle working group who had prepared 38 for the event.
- The **Maidenhead Show** was held in the town centre on **Sunday 13th October** and Thames Valley LL No. 556 took pride of place in the pedestrianised High Street alongside our display of local photographs and stand offering publications and information about the Trust. The stream of visitors was constant, some curious others remembering, and ranged from a juggling duo using the bus as a backdrop to their act to the newly elected MP, Joshua Reynolds, interested to see where Maidenhead's bus and coach station was once located.

Overall statistics for the first 10 months of 2024 are: total days out on the road: 239, total number of passengers carried on buses at Trust events: 26,141, total mileage travelled during Trust events: 16,395, total number of dogs carried at Trust events: 304, an all-time annual record ten months into the year.

REALISE OUR AUDIENCE POTENTIAL - ongoing

The activities through which the Trust has shared its collection in the course of 2024-25 so far, have embraced a wide range of event types, audiences and in-person and online communication channels. Other activities have widened the range of contacts further.

- The **National Association of Road Transport Museums (NARTM) spring meeting** was held in Cardiff over **1st-2nd March 2024**. Attended by Chairman Colin Billington on behalf of the Trust, the meeting again brought together representatives of a variety of passenger road transport museums around the UK to discuss issues of common concern and to view in detail the approach and facilities for the Cardiff Transport Preservation Group. Trustee David Sheppard addressed delegates with a video presentation on **The Bus Inspectors**, featuring several Trust vehicles in action and extracts from the podcast, including contributions from Trustee Helen Bolt.
- David Sheppard, as a professional broadcaster, presenter and communications specialist, has hosted a number of events for the transport industry drawing on his knowledge as a preservationist and Trustee, making connections between past and present bus operations and promoting the Trust's role. The first occasion was in March with others following through the year including:
 - For the **Confederation of Passenger Transport (CPT)**:
 - **7-9 March North of England** Conference weekend, Newcastle
 - **28th June** Summer networking event in Durham
 - For **Stagecoach divisions**:
 - **28th March – South Wales** awards, Newport – audience of 300
 - **26th April – Yorkshire** awards, Sheffield – audience of 400

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- **29th June – North East**, Gateshead – audience of 400
 - **13th September - London**, London Transport Museum Covent Garden – audience of 400 including Senior Traffic Commissioner Richard Turfitt
 - **27th September – Midlands**, Daventry – audience of 200
 - **12th October – South**, Southampton. The Trust received endorsement in the welcome from the Managing Director, Marc Reddy (former MD of Western National and First South West). A Setright ticket machine from David's collection had been professionally restored for use on stage, and this has opened opportunities for servicing the Trust's Setright collection.
 - **8th November – South West**, Exeter – audience of 400. As part of his welcome, the Trust's work was explained and the opportunity was taken to thank MD Peter Knight and his staff for their regular and ongoing support for the Trust's work. An invitation to visit the Trust's South Devon base was issued to former Devon General driver Mike Prowse, retiring from the company after 62 years. A personal tribute was paid by David to Trust Supporter Graham Bailey, who was receiving an award for 45 years' service, featuring several photographs of Graham 'caught in action' at Trust events over the years.
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- Flowing from activity related to the Royal Borough of Windsor and Maidenhead (RBWM) and NHS Frimley Innovation funding, the Trust had a stand in Maidenhead Library for the **Mens' Matters wellbeing fayre on 13th March 2024**. As well as meeting individual residents, the occasion gave the opportunity to network and explore opportunities for collaboration with bodies such as Men in Sheds, People to Places and Holyport Litterati, and the Berkshire Fire and Rescue Service.
 - Attending the Mayoral launch of the new **Community Guide in Windsor Guildhall on 20th March 2024** gave another opportunity to raise the profile of the Trust amongst other volunteer groups and charities locally.
 - **4th April 2024** saw the first of a variety of group visits in the period to the Trust's Berkshire site. This was a private group who had travelled from the Netherlands – preservationists of British buses abroad.
 - Enthusiasm for beer and buses was combined on **6th April 2024** thanks to a Supporter's suggestion, when the Trust's loan-vehicle Royal Blue No. 1286 provided free transport to 27 members of the Campaign for Real Ale (**CAMRA**) between hostelrys in the Twyford and South Reading area. While passengers learned a lot about the Trust and its collection, the crew was necessarily none the wiser about beer by the end of the day. There were however some stunning photographs of the coach by picturesque rural pubs.
 - Following the online presentation made to the Aldershot & District Bus Interest Group (**ADBIG**) in the previous period, a group of 30 made a real life visit to the Trust on **7th April 2024** to see the restoration work and vehicle collection at first hand. The groups' connected interest, particularly in relation to archive holdings was important to establish and maintain.
 - In relation to his role on the **The Bus Inspectors** project for NARTM, on **13th April 2024** Trustee David Sheppard gave an illustrated talk to approximately 100 members of **Leicester Transport Heritage Trust**. A two-part presentation explained his association with bus preservation over the past 35 years, with strong emphasis on the Trust's activities, followed by a focus on the future challenges faced by the movement and how NARTM's grading project can help.

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- Alongside a modern coach holiday centred on High Wycombe organised by a Supporter for former work colleagues from Dorset, the Trust's loan-vehicle Royal Blue No. 1286 gave the group a **vintage coach excursion to Marlow on 28th May 2024** to visit the volunteer-run museum (chaired by another Supporter) there returning them later after a boat trip to Henley. Even the driver of their modern coach came along to enjoy the ride.
- On **3rd June 2024**, following participation in the Trust's Taunton Vintage Bus Day, Trustee David Sheppard completed an informal tour of some former **Western National Somerset area routes** with his Bristol SUL coach No. 420, which had been based in Somerset during 1970-3. Considerable local interest was generated during every stop, and the tour was spontaneously followed by local Exmoor-based photographer Adrian Campbell, who took photographs at several spots along the former Service 260 between Minehead and Lynmouth. These have subsequently featured in Trust publicity and have won praise from Supporters.
- The launch of the **"Are We Nearly There Yet?" transport exhibition at Exeter's Royal Albert Memorial Museum**, was attended by Trustee David Sheppard on **14th June 2024** as a guest of Great Western Railway who had sponsored the exhibition. The opportunity was taken to discuss the Trust's work with several visiting stakeholders and representatives of the local heritage sector, with particular reference to the local Exeter Corporation Guy Arab owned by the Trust, the restoration of which was then nearing completion.
- The Trust's South Devon base was visited by **artist and broadcaster Richard Lewis on 6th August 2024**, where a painting commissioned by Trustee David Sheppard was unveiled on board the coach it features, Bristol SUL No. 420. Richard and his wife Kim were treated to a local tour on board the coach, as well as a tour of the Trust's museum, archives and workshop facilities.
- A group of West Country Supporters, themselves all **vintage coach owners and preservationists** of repute, arranged to visit the Trust's Berkshire premises on **19th August 2024** to look in more detail at the restoration projects underway. They had fruitful discussions with the vehicle working group currently engaged on the Royal Blue Bedford OB No. 1409 given their deep knowledge of the coach type. Future working visits are now planned.
- Following an introduction by a Trust Supporter, 25 people from **Camberley Probus** visited the Trust's premises on **21st August 2024** enjoying a workshop tour, study of the archive displays and a talk about the Trust's wider activities. On a trip into Windsor on the Trust Chairman's Royal Blue coach, members of the group generated some excellent video footage and striking photographs which they have generously shared with the Trust.
- The **Chairman of the Glasgow Vintage Vehicle Trust**, Stephen Booth, visited the Trust's Berkshire site on **27th August 2024**. There was much of mutual interest learned from the discussions such as their innovative approaches to entertaining visiting families on open days and, through a managed programme, offering former addicts training opportunities. While operating at a smaller scale, our Trust's approach to strategy development and planning was of reciprocal interest.
- In relation to his role on the **The Bus Inspectors** project for NARTM, **14th September 2024** Trustee David Sheppard gave another illustrated talk, this time to approximately 100 members of the **Friends of King Alfred Buses (FoKAB)** following their AGM in Winchester. The two-part presentation mirrored the earlier Leicester talk but referenced his close association with FoKAB through ownership of former Hants & Dorset Bristol FLF, No. 1540.

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The talk was filmed by FoKAB member Alex Young and published on **YouTube**, where it has since been consumed by more than 1,000 viewers.

- On **30th September 2024**, Trustee David Sheppard appeared as a guest on **Careers Mare, a comedy** podcast which discusses careers and dream jobs. Alongside the main focus on broadcasting, the Trust's enabling role in making childhood 'bus dreams' come true was discussed. The episode is currently in production by its hosts and is expected to drop in November.
- Starting **13th November 2024**, Trustee David Sheppard began a regular column, centred on heritage for **Coach & Bus Week**, a leading industry magazine for today's professionals (which covered the Trust's Cheltenham event in July). His first article focused on the importance of celebrating heritage for the customers and employees of today's bus industry, with echoes of the Trust's mission around our past informing our future. Opportunities to celebrate the Trust's work more specifically will no doubt arise in future articles.
- Trustee David Sheppard attended **Euro Bus Expo at the National Exhibition Centre in Birmingham, 13-14 November 2024** in a professional capacity. Between recordings, hosting sessions and writing, the opportunity for industry networking was taken on behalf of the Trust.

Supporters

The **Supporters' Group** has flourished in the 2024-25 year. Nineteen new Supporters had joined beyond the 2023-24 year end at the time of writing. Despite a small number of non-renewals and the sad loss of other Supporters, the part-year figure stands at 289, just exceeding the 288 Supporters registered at the start of 2024-25. The extent of renewals in June 2024, may be seen as endorsing the Trust's activities and objectives. Despite increased postal charges, suggested minimum donation levels were held for a second year to try and ensure Supporters facing other cost-of-living pressures were not pushed out. More generous donations were invited and the average donation level has actually increased. New online payments mechanisms and renewal options may have contributed to this.

While deaths beyond the year end reflect the demographic of core Supporters, we mourn each individual for the personal contribution they have made to the Trust and as friends to fellow Supporters. Memories are shared in the pages of **To and fro**, the Trust's quarterly magazine. Two further editions have been published to date in 2024-25 with a third being imminent. A fourth will land with Supporters before Christmas.

The Devon **Open Day for Supporters** held on 28 January 2024 was complemented by an Open Day in Berkshire at the very start of the 2024-25 year (3 March). The format was similar with 44 Supporters attending, including a number who travelled from the West Country to broaden their understanding of the Trust. Supporters were inspired by the range of work ongoing and responded constructively to the new Strategy. An important aspect was to learn more about and from Supporters to help shape future plans and detailed responses to the survey on the day and in thoughtful follow-up communications were fed into a qualitative and quantitative report for the Board.

Supporters assist with the work of the Trust in many different ways. In particular those who travel and plan to **photograph Trust events** on the road at picturesque locations deserve special mention. They make a considerable investment, both in time planning and out on the road, but their unique images record the spectacle that those organising and participating cannot see from

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within the vehicles. Their skills and generosity in sharing the images for the Trust to use in publicity free of charge is gratefully acknowledged.

Online activity

Coinciding with the new Trust year the Trust launched its **new, fresh website** built in Wix. The design is intentionally more graphic than text-based with a strong branding consistent with print material. Apps to develop news items, event listings, and an online shop with more payment options have been implemented as well as pop-up options and facilities for site visitors to register to receive news updates (addressing the absence of a contact database which was seen by advisers to hamper the Trust's development). Learning and development of the site are ongoing but since the launch on 1 March 2024 there have been 9,278 unique visitors with 17,352 site sessions, 53% of which have been from mobile devices (43% desktop and 4% tablets). These data underline the importance of the platform change as previously pages did not adapt for readable display on mobiles. 98.3% of sessions are from the UK and no other country individually accounts for 0.5% or more. Web traffic shows distinct peaks around Trust event dates confirming the importance of the website as an information resource while also reflecting the, as yet, limited coverage of other aspects of Trust activity. The shop has taken 498 orders (often for multiple items) generating £7,654 income in fewer than eight months, while 275 individuals have 'subscribed' to receive news updates and have been contacted ahead of events. Trustees have recorded thanks to Trustee, Helen Bolt, for her time and skills used in the creation of the website, which required months of research and development.

Facebook remains the Trust's principal social media platform reflecting the extent to which it is used by the Trust's core demographic. Supporters' feedback revealed the strong interest in YouTube / video footage and the Trust's principal events in 2024 have been followed up with compilation videos which have successfully generated high levels of (ongoing) interest. Short running and short-lived reels have also been trialled for the first time through the 2024 season to flag upcoming activity. The lifetime Facebook following stands at 3,436 at the end of October 2024 another 18.6% up year on year, exceeding the 12% growth in 2023.24. The reach of Facebook posts March to October 2024 is 256,007 (143, 616 for the full year 2023-24) with interactions up to 15.8k in the year to date (8.6k for the full year 2023-24). The growth largely reflects the use of video footage and preparation by Trustee David Sheppard of dynamic posts combining these with photographs and graphics telling the story of activities and events. The video post preceding and explaining the Royal Blue Run in June 2023 reached 80.3k, generated 1.9 reactions and 76 comments and was shared 177 times – an all-time record on every measure. However, well-chosen static images have also proved popular with pre-Taunton post and at the start of the South Devon Railway heritage open day weekend reaching 27.5k and 7.4k respectively and a post-Kingsbridge reflection reaching 8.2k.

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EXPAND OUR INCOME STREAMS - ongoing

Ensuring the Trust's income grows with its ambitions and levels of activity is a crucial element of the strategy. Whilst Trust publications, ad hoc donations and the sales stand generate sound income over and above the core support from registered Supporters, Trustees recognise additional sources need to be developed. There has been some success generating small grant and project funding and securing 'free' access to third party services under heritage support schemes. The growing willingness for local businesses to advertise in our programmes in order to reach the Trust's audiences is also encouraging. Although the Ebay Connect 12-month programme which the Trust was successfully enrolled on from August 2023 provided deep training, human resource limitations meant the free online shop facility was not used to full advantage. However, since the launch of the Trust's new website in March 2024, the more sophisticated online shop and multiple payment options have generated nearly 500 orders (many for multiple items) and over £7,600 income. This has in turn of course increased the demand on resources to fulfil orders in a timely manner and deal with the accounting aspects.

Beyond the demands of the 2024 event season, Trustees' attention has turned to developing a structured and balanced income generation strategy and to that end an application to the Arts Fundraising & Philanthropy has been made for a place on the Strategy Support Programme, specifically focused on a fundraising strategy. Allied to this Trustee Helen Bolt has also secured grant funded access to specific training:

- 2nd & 3rd October 2024 – Essentials in Legacy fundraising
- 13th & 20th November 2024 – Essentials in Crowdfunding

Volunteers have also come forward to support a more active Ebay presence which is being developed through autumn / winter 2024.

An impediment to the Trust's income generation ability is the hire or reward licensing regime which precludes any benefit (monetary or in-kind) being associated with use of the collection vehicles. It is therefore essential that the charity has sufficient reserves to be able to run free trips without charge as well as continue with its restoration and other archive activities and this therefore drives the scale of need to be addressed in developing the fundraising strategy in the remainder of the 2024-25 year.

REINFORCE OUR RESILIENCE - ongoing

The intense programme of activities to share the Trust's Collection treasures through 2024 has been successful in reaching new audiences (to their and the Trust's delight) and has unlocked additional sources of income as noted above. The demands on a core group of Trustees has, however, been exceptional underlining the importance of the objective of an engaged Board with clear distinction between governance and operational roles. Equally the demands have limited the capacity to progress in this area and it is a main priority for the remainder of 2024-25 and into the year beyond.

Progress has been made with the conduct of meetings, more clearly separating governance considerations from day-to-day management matters. The Trust's sharepoint site has been validated by third party experts and local hardware back-ups of the system have been instituted. Ongoing **IT system** support and advice is provided by a specialist firm, funded by donations from a Trustee. The outstanding priority is to roll the system out for Trustee and key volunteer access. The comprehensive risk assessment workshop conducted at the end of the previous period (February 2024) has informed and will continue to inform decisions and activities in 2024-25.

The Trust continued to learn and benefit from participation in the AiM **Spark! programme**, aimed at Trustees of volunteer-run museums, which continued into April 2024. Workshops, action

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learning with Trustees from other small collections and one-to-one mentoring sessions all demonstrated common challenges as well as specific measures the Trust can take. The Board will continue to work on these through the remainder of 2024-25 and beyond.

The retention and passing on of **skills** is set out within the Trust's objects. Amongst the priorities is ensuring younger drivers are able to drive the older vehicles with manual gearboxes rather than the semi or fully automatic systems now fitted in buses and coaches. The Trust's Devon premises include a half mile long concrete road with a gradient which is an ideal training ground for PSV licensed drivers to hone their gear changing skills. On 3 August the first of what will be a series of training days was held with Trustee David Sheppard patiently encouraging a Supporter through a progression of vehicles culminating with a successful road test. With practice this will ensure the pool of younger drivers type-trained on Trust vehicles grows.

Accreditation of the Collection, whether as archive and/or museum, will help assure the future and ensure best practices for care and accessibility are in place. While this will take time it is essential that policies and procedures reflect the required standards from the outset. To this end the Trust (re)applied for and learned in March 2024 of the award from AiM of a Pilgrim Trust funded **Collections Care Audit** grant. This is to enable the Trust to understand the steps needed to improve collections care and provide guidance on the journey to becoming an accredited museum. The grant will fund the services of conservators who will review, visit and report to Trustees and the archive team. Conservators have been appointed and their work will be concluded with an action plan by the end of the 2024-25 year.

Alongside this, courses have been taken and conferences attended by Trustee Helen Bolt to strengthen the Trust's understanding of current standards required and options available. The scope has included:

- 27th March 2024 – Collections Trust: **Accountability for Collections**
- 13th June 2024 – Collections Trust: **Cataloguing software** choices
- 12th September 2024 – Digital heritage hub – Changes and Challenges in Heritage and Open Knowledge covering: **Open licensing and Artificial Intelligence (AI)** and Open licensing: **equity and ethics**.
- 21st November – Arts Marketing Association – **AI policies for culture**

Financial good governance is a priority for the Board. The current systems for book-keeping and financial reporting to the Charity Standard of Recommended Practice involve complex application of bespoke spreadsheets. As the Trust grows, and with a change to the SORP imminent, the Board is considering adopting proprietary software that potentially could integrate the Supporter records securely and streamline Gift Aid applications. As of November 2024 alternatives are being evaluated drawing on advice from accountancy experts, other NARTM members and the NARTM treasurer. While being an additional cost, a proprietary system can more readily be taken over by new personnel and with in-built preparation of accounts to SORP standards could additionally help ensure compliance. The plan would be to run the 2024-25 accounts on both old and new systems, switching to reliance on the proprietary system in 2025-26.

The Independent Examiner (IE) for the Trust accounts 2022-23, Terry Bennett, had taken the role in a volunteer capacity for some 11 years. With his other retirement interests abounding, Trustees agreed to appoint a new IE for 2023-24 and beyond. The Trust is grateful to the retiring IE for his detailed review and incisive questioning over the years which have contributed significantly to the resilience of the organisation and the transparency and confidence in its operations.

Work within the Board so far in 2024-25 has identified practices to improve resilience with examples ranging from adherence to universal policies, a more efficient meeting structure and more effective allocation of Trustee responsibilities, to comprehensive recording of the status of vehicles, and accessible archive records. All are work in progress at the time of writing but demonstrate the actions being taken in this fundamental aspect.

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PROTECT OUR INTERESTS - ongoing

The change of Government and impending budget (at the time of writing), reduced funding for culture, critical finances within local authorities, uncertainty on environmental policies affecting road vehicles, and continuing money worries across the generations, are amongst the many things potentially affecting the ways the Trust can best deliver its educational charitable objects. Protective action is difficult to take until policies and direction become clear but certain Trustees are actively monitoring the general situation and, though NARTM, consulting organisations in the sector.

Trustees Colin Billington, Helen Bolt and David Sheppard all attended the **NARTM autumn conference and AGM at the Museum of Transport Wythall from 18th – 20th October 2024**. This included interactive break-out sessions to discuss:

- Sustainability and skills retention
- Attracting a wider range of interest

as well as a video presentation highlighting the technological challenges for preserving more modern vehicles with manufacturer bespoke electronic control systems despite their relevance to eager young enthusiasts.

David Sheppard made a presentation of the '**The Bus Inspectors**' project he is running as a consultant on behalf of NARTM. The output includes a series of podcasts with influential industry and preservation figures discussing factors relevant to the future of preservation. This presentation included an update on the project itself in which an army of volunteers is working to grade the national collection of buses and coaches systematically (parallel to the schemes for historic buildings and ships) in order that the importance of significant vehicles can be readily demonstrated, if necessary, to secure their preservation and funding. Both Colin Billington and David Sheppard are involved with the project execution.

In his role as Deputy Chairman of NARTM, with a portfolio to monitor **policy and legislative change**, Colin Billington has investigated and responded to a number of issues which might potentially threaten the ongoing operation of heritage buses and coaches.

- In July 2024 a formal DVLA consultation response on the **registration of historic and classic vehicles** ensuring the circumstances of preserved buses and coaches are recognised and the heritage and value importance of retaining original registration plates on these vehicles is protected.
- In September 2024 discussion with **insurance** brokers currently covering preserved vehicles and their use for free bus services and input to NARTM wide communications as one under-writer announced their intention to withdraw from offering this cover on which vintage bus days across the country rely.
- In October 2024 a watching brief on potential Government proposals to alter the conditions for **C1 and D1 driver licences** given that this might impinge on the availability of experienced drivers for preserved buses and coaches

This has involved networking with the Federation of British Historic Vehicle Clubs and other umbrella bodies maintaining a watching brief on emerging issues. Through 2024-25 this practice will be developed into a more structured scheme of issues and contacts that can help protect ensure Trust interest are protected.

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QUANTIFIED IMPACT – ongoing

By the start of November 2024 our major events for the year have taken place. Metrics for the 2024-25 year to date are as follows: (a) **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events – 26,141 (2023-24 13,577); (b) for the number of **(vehicle) days** Trust and Trustees' vehicles participating in TV&GWOT events were on the road on public display - 239 vehicle days in 2024-25 compares with 205 in 2023-24; and (c) the associated **mileage** covered – 16,395 miles in 2024-25 compares with 17725 miles in 2023-24.

Another measure is the level of **programme sales**. In 2024-25, 1838 sales were achieved (at £5-7 each) at Penzance, Taunton and Kingsbridge vintage bus days, the Cheltenham Classic Coach Gathering and the South Devon SU tour (compared with 949 at Penzance and Kingsbridge vintage bus days and for the South Midlands tour in 2023-24). The 2024-25 figures are pleasing but reflect extensive effort to research, prepare and publish programmes in quick succession alongside event organisation. Past programmes (which contain historic articles of lasting value, backnumbers of the Supporters' magazine *To and fro*, and books produced by the Trust for the Victoria Coach Station 90th anniversary and Reading Motorbus centenary) continue to sell at events and online adding to the revenue attributable to public events (20 and 14 books respectively in the 2024-25 year 27 and 14 in 2023-24).

The **Facebook following** stood at 3,436 in October 2024 (2,898 in October 2023), 18.6% up year on year. Facebook posts online reached 256,007 March to October 2024 generating 15.8k interactions (compared with 143,616 for 2023-24 and 8.6k interactions). Some 9,300 individuals have accessed the new website March to October 2024 (compared with 11k for the full year on the old site 2023-24), 275 subscribing to receive news updates.

This **voluntary effort** is the backbone of the Trust's ability to deliver public benefit and preserve the collections for posterity. Aggregate figures for the current reporting year 2024-25 so far show 199 individuals helped with Trust activities (173 in 2023-24), contributing some 15,000 volunteer hours (2022-23: 13,000) with 176 of these (2023-24; 139) involved in crewing the 98 different vehicles (2023-24: 76) which attended TV&GWOT events.

The Supporters' group is a primary source of volunteers, providing 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. Of the **289 people registered as Supporters** at this point in 2024-25 a significant proportion have been actively engaged in working groups, participating around events, contributing as advisors or research correspondents, writing for *To and Fro*, adding posts on social media, and helping fund projects. Trustees wish to thank Supporters and other volunteers for their continuing input and help in ensuring the success and future sustainability of the Trust.

The figures confirm that the Trust has been successful in engaging an ever larger number and wider range of people in its celebration of Thames Valley and Great Western bus and coach heritage in a way that is relevant to today, educating the public and bringing interest and pleasure. However, the numbers do not reveal the intense effort of a few individuals which have delivered these results. This means that the elements of the strategy to expand out income streams, reinforce our resilience and protect our interests must assume increased importance through the remainder of 2024-25 and beyond for the success to be sustained.

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RISKS

The Trustees of The Thames Valley & Great Western Omnibus Trust are fully aware of and implement policies to address any/all risks as appropriate. 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.

The Risk Assessment Workshop conducted by Trustees on 20 January 2024 was wide ranging covering Governance, Compliance, External, Financial and Operational risks.

The risk of reduced income from principal sources (individual benefactors, bus running day event income) was the main financial concern. While not an immediate threat, a specific focus has been given within the new strategy to expand our income streams, developing existing and adding new sources.

This work has provided reassurance of the Trust's financial sustainability in the short (1-3 years) and medium (3-5 years) based on 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.

With growing inflation and rising interest rates in the 2022-23 year, the risk of the Trust's cash reserves being eroded was real. The Trustees' cautious investment policy precluded exposure to equity risks but, based on specialist advice, monies were moved to a cash deposit platform run by Flagstone Group Ltd, providing seamless access to a large number of banks with competitive interest rate returns and a range of instant access, notice and fixed term products. The Trust's investment policy ensures there is no exposure to equity risks or poorly rated banks, while significantly reducing the risk of reserves being eroded by poor returns.

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. For example, investment in new access platforms, hydraulic lifts and fire safety equipment to the value of £15k has been made in the 2023-24 year, funded by the redirection of reserved funds to general purposes agreed by the donor.

Public educational events such as those offering free passenger rides follow best practice guidelines such as those issued by the National Association of Road Transport Museums. It is recognised that safe and professional conduct of such events is also critical to managing reputational risk and measures are therefore addressed in earnest. Although the Trust does not expressly deal with children or vulnerable adults directly, safeguarding is addressed as a priority with focus increasing as the scope and audience for Trust educational activities are broadened.

The principal risk identified by the Trustees, for ensuring that the level of activity for public benefit is sustainable, still remains the potential for some Trustees to become over-burdened. Spreading the workload more widely is a continuing priority. Recruiting additional Trustees to bring specific skill sets and oversee initiatives related to their expertise remains a priority. The Supporters group was established expressly to provide a pool of volunteers willing to help in a variety of ways. There has been considerable success with help at events and with regular working groups established at both Devon and Berkshire bases to work on archives and on vehicles. Team Leaders are being identified to take responsibility for organising the Trust's work in specific areas which is a deliberate policy to manage risks and over-dependence on individual Trustees. Direct approaches to Supporters to help in specific (administrative) areas are also being made to broaden the available

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expertise and remove the risks of dependence on individuals. Allied to this are measures to expand and diversify the Supporter base, particularly identifying where younger people feel they have a role, in order to ensure the extent and vigour of Trust activity is sustainable.

The pandemic, war in Ukraine (particularly affecting fuel prices), increasing restrictions on diesel vehicles for environmental reasons, cuts to culture funding, the cost of living crisis, and digital developments (e.g. cyber security and artificial intelligence) are all examples of unexpected threats and impacts which together represent external risks for the Trust's future operations. While their emergence cannot be controlled, measures to protect the Trust and mitigate the consequences can, and the Trust's new Strategy launched in 2023-24 year includes proactive work to understand threats, influence debate, and anticipate mitigations and controls.

Most risks whether directly or indirectly have a financial consequence. It is therefore essential that the reserves policy provides adequate cover. The policy, together with Trustee actions, protects the Trust and the level of necessary reserves has been set accordingly. The complement to this is to ensure Trust income can be maintained and an early priority in the new strategy is to expand the Trust's audiences and range of activities as a basis for diversifying the Trust's income streams and funding potential.

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PUBLIC BENEFIT

The Charities Act 2006 introduced the requirements for charities to demonstrate they provided public benefit. In shaping our objectives for the period and planning our activities, the Trustees have recognised this and considered the Charity Commission's guidance on public benefit, including the guidance 'Public benefit: the public benefit requirement (PB1)', 'Public benefit: running a charity (PB2)' and in preparing this report 'Public benefit: reporting (PB3)'. Due consideration has been given to both 'benefit' and 'public' aspects.

As outlined in the report above, the Trust provides diverse opportunities in-person, at home and online for a wide range of people to **benefit** from the educational insights to the Thames Valley & Great Western road transport heritage that underpins so much of passenger transport today. Through our risk management controls, potential harm (e.g. to persons or the environment) is minimised such that the benefits clearly outweigh any potential for resulting detriment.

There are no restrictions on who can benefit from the Trust's activities and the different formats through which educational insights and experiences are offered ensure widespread **public** access. The Trust's activities do not give rise to personal benefit to any party, including to Trustees none of whom receives remuneration in that capacity. Where services are provided by related parties as permitted by the Trust's governing documents, independent Trustee decision making is transparent, regularly reviewed in the Trust's interests, and fully reported in notes to the statutory accounts.

The Trustees have reviewed the objects, goals, services and objectives of the Trust in this light as the charity's strategy for 2023-2028 was developed, and can confirm that, as set out in this report, The Thames Valley & Great Western Omnibus Trust continues to deliver public benefit in compliance with Charity Commission guidance.

Trustees & Directors

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

Dr C J Billington
Dr H M Bolt
P M Delaney
G G Green
D T Sheppard
P Snowden
M J Williams

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POLICIES

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 in respect of their responsibilities as Directors and Trustees. Details of Directors' expenses and related party transactions are disclosed in Notes 9 and 10 to the accounts.

The Trust has no employees. Work carried out by volunteers and Supporters is done without charge.

Investment policy

The Trustees have adopted a cautious policy on investment, and available funds (restricted and unrestricted) have historically been held in interest-bearing accounts with Lloyds Bank plc.

In the 2022-23 reporting year inflation, driven by international and domestic factors, exceeded the interest rates of return offered by high street banks and, in consultation with professional financial advisers, the Trustees successfully applied with the minimum £250k deposit required to access the Flagstone Group Ltd platform providing access to better interest-bearing accounts which still offer the security and flexibility required for the Trust reserves. Funds adopted by the Trustees from those available on the platform are restricted to those offering FSCS protection and deposits are limited to £85,000 per bank to ensure protection of the capital sums invested. Account selection is restricted to Fitch A or B credit ratings. The distribution across instant access, notice and fixed term accounts aims to maximise secure returns while also reflecting anticipated cash requirements (and contingency). Trustees keep the return under regular review in anticipation and response to interest rate changes, the available platform bank returns, and the Trust cash flow demand predictions.

At the year end, deposits, with a remaining term / notice period less than six months, are treated as current assets (cash in hand). The longer term deposits are treated as fixed (investment) assets. Flagstone Group Ltd state interest paid and give a daily indication of interest accrued (but not yet paid) which is taken as the basis for establishing fair value. Trust policy is that interest should be apportioned fairly between restricted and general funds in proportion to their contribution to the capital deposits. This is based on an average of balances in each fund at the start and end of the reporting year with the proportion applicable to new restricted funds being applied pro rata based on the period of deposit. Where interest is accrued on fixed (investment) assets, the accrued interest is similarly presented as current assets in order that it is appropriately apportioned to funds in the period.

Reserves policy and going concern

The cumulative current reserve funds at the end of the 2023-24 period are £128538 (2022-23: £192283) in the Restricted Funds and £104996 (2022-23: £106906) Unrestricted Funds. The reduction is, in part, due to £55000 placed in a 2-year fixed term account and treated as a fixed investment asset/reserve for the purposes of these accounts.

The Trust's policy had been 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; (c) to build up reserves to provide match funding as required by grant making bodies for future projects; and (d) sufficient to cover standing Trust costs (insurance) including for Trust-owned vehicles (e.g. storage, routine maintenance) if benefactor funding ceased. Previous vehicle acquisitions (e.g. Southern National Bristol KSW 1852) and future potential underline the need for significant reserves to be held to address (c) in particular. The Trustees had therefore considered that the appropriate level of reserves should be at least £50,000 when major projects are in the offing particularly in view of high levels of current inflation. The reserve funds mean the Trust has been able to cover its standing support costs and develop new

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ways to engage the public and generate fresh revenue streams in 2023-24 whilst also progressing the Trust's objects with advance funding held in restricted funds for this purpose.

As well as the impact on the economy and uncertainty over future charitable giving and leisure practices for the general public with the cost of living crisis, plus inflation impacting future costs, the Trustees now consider reserves of at least £80,000 should be maintained and built on where possible for the foreseeable future. The policy will continue to be reviewed annually with a view to reducing the reserve level once funding risks reduce and reserves are committed to projects with public benefit.

At the 2023-24 year end, the Trust has eight restricted funds where the purpose of the monies has been set by the donors. Trustees can designate the use of unrestricted general funds as the board sees fit.

Four of the restricted funds have zero or positive balances at the year end. In the case of RF1.0 for work on loan vehicles, the positive balance is supported by formal commitments from benefactors to provide financial support sufficient to cover all outgoings on restoration projects and associated educational/event activity with a particular focus on West Country vehicles. The purpose for RF2 has expired and the fund closed with zero balance.

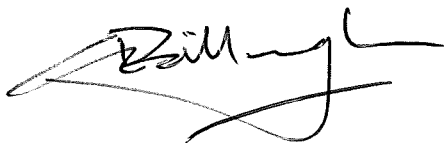
Funds RF3 to RF7 relate to Trust-owned vehicles. The policy is to secure donations to fund the ongoing care and maintenance of these important vehicles but, where there is a shortfall beyond the asset value, for this to be funded by a transfer from general unrestricted funds. RF3 ring-fences funding for Thames Valley No. 446. The fund ran a negative balance in year exacerbated by essential expenditure to start to rectify mechanical issues and ongoing structural repairs to enable its continued use for public benefit. A transfer of £3674 from general unrestricted funds has been made to cover the costs. In the cases of RF4 (Reading VR No. 38), RF5 (Thames Valley No. 152) and RF7 (Thames Valley No. 556) shortfalls in direct funding to the restricted funds have been similarly offset in 2023-24 by contributions from general unrestricted funds (£599, £1637 and £1278 respectively). RF6 (Southern National No. 1852) has a small negative cash balance but has a notional fixed asset value of £1,000 (reflecting its purchase price). These fund movements are reflected in the out-turn figures stated at the start of this section.

In the year two RFs were established to ring fence income (including interest and gift aid as applicable) and expenditure for the purposes of a grant funded poster project (RF8) and a private donation to enable an important collection of films to be digitised and used to gather rich recollections of bus travel in the past (RF9). Both funds have positive balances at the year end.

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 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 firm view that the Trust is a going concern.

This report was approved by the board on 17 November 2024 and signed on its behalf.



Dr C J Billington
Director

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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Statement of Trustees' Responsibilities in relation to the financial statements

The Trust Trustees (who are also directors of The Thames Valley and Great Western Omnibus Trust company for the purposes of company law) are responsible for preparing the Trustees' Report and the financial statements in accordance with applicable law and UK Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trust Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resources, including the income and expenditure, of the Trust for that period. In preparing those financial statements, the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Trust will continue its operations.

The Trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the Trust and to enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the Trust and hence for taking reasonable steps for the prevention and detection of fraud or other irregularities.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Statement as to disclosure

In so far as the Trustees are aware at the time of approving our Trustees' annual report:

- There is no relevant information, being information needed by the Independent Examiner in connection with preparing the report of which the Independent Examiner is unaware, and
- The Trustees, having made enquiries of fellow Directors, have each taken all steps that he/she is obliged to take as a director in order to make themselves aware of any information relevant to the independent examination and to establish that the independent examiner is aware of that information.

Preparation of the Financial Statements

This report has been prepared in accordance with SORP (FRS 102) (effective 1 January 2015) and the special provisions of Part 15 of the Companies Act 2006 relating to small companies.

By Order of the Board



Dr Colin J Billington
Trustee/Director

17 November 2024

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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Independent Examiner's Report

I report to the Trustees on my examination of the financial statements of The Thames Valley & Great Western Omnibus Trust for the year ended 29th February 2024 which are set out below.

Respective Responsibilities of Trustees and Examiner

The Trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts. The Trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and that an independent examination is needed.

Having satisfied myself that the Trust is not subject to audit under company law and is eligible for independent examination, it is my responsibility to:

- examine the accounts under section 145 of the 2011 Act;
- follow the procedures laid down in the general Directions given by the Charity Commission under section 145(5) of the 2011 Act; and
- state whether particular matters have come to my attention.

Basis of independent examiner's report

My examination was carried out in accordance with the general Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the Trust and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from you as Trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a 'true and fair view' and the report is limited to those matters set out in the statement below.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

(1) which gives me reasonable cause to believe that in any material respect the requirements:

- to keep accounting records in accordance with section 386 of the Companies Act 2006; and
- to prepare accounts which accord with the accounting records, comply with the accounting requirements of section 396 of the Companies Act 2006 and with the methods and principles of the Statement of Recommended Practice: Accounting and Reporting by Charities
- to prepare financial statements in accordance with the methods and principles of the Statement of Recommended Practice for accounting and reporting by charities applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102).

have not been met; or

(2) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.



R Johnson FCCA
50 Acorn Grove, Pontprennau, Cardiff CF23 8NG

Date 20/11/24

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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STATEMENT OF FINANCIAL ACTIVITIES
(Incorporating Income and Expenditure Account)
Year ended 29 February 2024

	Restricted Funds	Un- restricted Funds	Total Funds	<i>Total Funds</i>
	2024	2024	2024	<i>2023</i>
	£	£	£	£
Income:				
Donations & legacies ^{Note 3}	68503	19196	87699	85738
Income from investments ^{Note 4}				
– Bank interest received	6082	3618	9700	1375
– Investment interest accrued	1216	724	1940	
<i>Income from charitable activities:</i> ^{Note 5}				
– Sponsorship of education/events	0	5070	5070	4170
– Income from education/events	0	9229	9229	17269
<i>Income from other trading activities</i>	0	0	0	0
<i>Other income</i>				
– Gift Aid ^{Note 6}	1637	3439	5076	5135
Total Income	77439	41275	118714	113686
Expenditure on:				
<i>Cost of raising funds</i>	0	0	0	0
<i>Expenditure on charitable activities</i> ^{Note 7}	103686	18557	122244	96967
<i>Other expenditure</i>	0	0	0	0
Total Expenditure	103686	18557	122244	96967
Net income/(expenditure)	(26248)	22718	(3530)	16719
Transfers between funds	(3013)	3013	0	0
Other recognised gains /(losses)				
<i>Gains/(losses) on reconciliation of fixed assets</i>	0	0	0	0
Net movement in funds	(29161)	25731	(3530)	16719
Reconciliation of funds				
Total funds brought forward (at 28 February 2023)	277260	138878	416138	399418
Total funds carried forward (29 February 2024)	247999	164609	412608	416138

The statement of financial activities includes all gains and losses recognised in the year.

All income and expenditure derive from continuing activities.

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BALANCE SHEET

As at 29 February 2024

	2024 £	2023 £
Fixed assets		
Tangible assets ^{Note 11}	124074	116949
Investment assets ^{Note 12}	55000	0
	<u>179074</u>	<u>116949</u>
Current assets		
Stock	0	0
Debtors ^{Note 13}	11494	2708
Cash at Bank and in hand	237756	316513
	<u>249250</u>	<u>319220</u>
Liabilities		
Creditors falling due within one year ^{Note 16}	(15715)	(20031)
Net current assets	<u>233535</u>	<u>299190</u>
Total assets less current liabilities	<u>£ 412609</u>	<u>£ 416139</u>
The net funds of the Trust: ^{Notes 18 & 19}		
Restricted – current	128538	192283
Restricted – fixed	119462	84977
Unrestricted – current	104996	106906
Unrestricted – fixed	59612	31972
	<u>£ 412608</u>	<u>£ 416138</u>

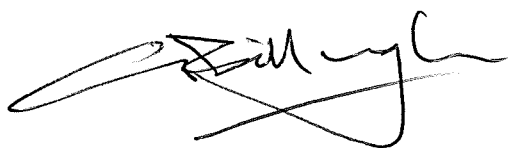
For the financial year in question the company was entitled to exemption under Section 477 of the Companies Act 2006 relating to small companies.

In preparing these financial statements:

- no members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 Companies Act 2006, and
- the directors acknowledge their responsibility for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

The accounts have been prepared for reporting in accordance with the micro-entity provisions and delivered in accordance with the provisions applicable to companies subject to the small companies regime.

These financial statements were approved and signed on the company's behalf.



Dr Colin J Billington
Trustee/Director

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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STATEMENT OF CASH FLOWS
For year ending 29 February 2024

	2024	2023
	£	£
Cash used in operating activities Note 20	(25197)	27221
Cash flows from investing activities		
Interest income – received and accrued	11640	1375
Purchase of tangible fixed assets	(10200)	(1562)
Deposit into long term investments	(55000)	0
Cash provided by (used in) investing activities	(53560)	(187)
Cash used in financing activities	0	0
(Decrease) in cash and cash equivalents in the year	(78757)	27034
 Cash and cash equivalents at the beginning of the year	 316513	 289479
Total cash and cash equivalents at the end of the year	£ 237756	£ 316513

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The notes below form part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS For the period ended 29 February 2024

The principal accounting policies adopted, judgements and key sources of estimation uncertainty in the preparation of the financial statements are as follows:

1. Accounting Policies

- a) **Basis of accounting.** The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) (effective 1 January 2015) – (Charities SORP (FRS102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) and the Companies Act 2006.
The Thames Valley & Great Western Omnibus Trust meets the definition of a public benefit entity under RFS 103. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy note(s).
- b) **Reconciliation with previous Generally Accepted Accounting Practice.** In preparing the accounts, the trustees have considered whether in applying the accounting policies required by FRS 102 and the Charities SORP FRS 102 the restatement of comparative items was required. No restatement is required as there were no differences identified.
- c) **Preparation of the accounts on a going concern basis.** The Trust reported a net cash outflow of £78757 although £55000 of this is cash invested in a 2-year term high interest account, now treated as a fixed investment not cash asset (apportioned at the year end to £34485 restricted and £20515 unrestricted/general funds). Total current reserves at the year end stand at £233535. There are no material uncertainties. The Trustees are therefore of the view that the Trust is a going concern.
- d) **Income.** Income includes donations, endowments and surpluses arising from activities. Income is recognised when the Trust has entitlement to the funds, any performance conditions attached to the item(s) of income have been met, it is probable that the income will be received and the amount can be measured reliably. Income received in advance from Supporters applicable to periods beyond the year end is deferred on a pro rata basis (see Note 16).
- e) **Donated services and facilities.** In accordance with the Charities SORP (FRS 102), the general volunteer time of Supporters and other volunteers is not recognised. The Trustees' annual report gives more information about their contribution.
- f) **Interest receivable.** Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the Trust; this is normally upon notification of the interest paid or payable by the Bank.
- g) **Fund accounting.** Unrestricted funds comprise the general funds of the Trust. General funds are available for use at the Trustees' discretion in furtherance of the general objectives of the Trust and have not been designated for other purposes. Restricted funds are funds which are to be used in accordance with specific restrictions imposed by the donors.
- h) **Expenditure and irrecoverable VAT.** Expenditure is recognised once there is a legal or constructive obligation to make a payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably. Expenditure is classified under the following activity headings:
 - Expenditure on charitable activities include event/educational activities and restoration/preservation projects from restricted funds to further the purposes of the Trust and include the associated support costs
 - Other expenditure not included above.
- i) **Allocation of support costs.** Support costs are those functions that assist the work of the Trust but do not directly undertake charitable activities. Support costs include back office costs and governance costs essential to the Trust/company existence. These costs are

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added to direct expenditure on charitable event/education activities noted above. The basis on which support costs have been defined and allocated is set out in Note 8.

- j) **Tangible fixed assets.** The Trust has heritage and preservation objectives, so fixed assets of heritage significance (Collection assets) are capitalised at cost (i.e. fair value). Where large collection objects are donated to the Trust, they are capitalised at their fair value as set by their current insurance level as a sale price cannot be determined reliably for unique items with regional interest and heritage 'value'.

The current threshold for recognising donated goods is £500 for a small object Collection item and £1000 for a large object Collection item (vehicle).

Given their long term value the depreciation rate is 0% for Collection assets. However, where external factors might be considered to impose a step change in valuation (e.g. Government policy affecting the desirability of Collection assets), a re-valuation is carried out. Computer and machinery/equipment assets are added at cost (cost of purchase or cost to refurbish to safe working order in the case of second hand equipment) and depreciated over their estimated useful economic life on a straight line basis as follows:

Asset category	Annual rate
Computer equipment	25%
Machinery/equipment	20%

- k) **Stock.** Any stock is included at the lower of cost or net realisable value. Donated items of stock (for sale) are recognised at fair value which is the amount the Trust would have been willing to pay for the items on the open market.
- l) **Debtors.** Trade and other debtors are recognised at the settlement amount due after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.
- m) **Cash at bank and in hand.** Cash at bank and cash in hand includes cash and any short term highly liquid investments with a short maturity of six months or less from the year end or other date of assessment. Longer term notice / fixed term deposits are treated as fixed investment assets.
- n) **Creditors and provisions.** Creditors and provisions are recognised where the Trust has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle obligation can be measured or estimated reliably. Creditors and provision are normally recognised at their settlement amount after allowing for any trade discounts due.
- o) **Financial instruments.** The trust only has financial assets and financial liabilities of a kind that qualify as basic financial instruments. Basic financial instruments are initially recognised at transaction value and subsequently measured at their settlement value with the exception of any bank loans which are subsequently measured at amortised cost using the effective interest method.
- p) **Pensions.** The trust has no employees and no pension obligations.
- q) **Transition to FRS 102.** No restatement of items or fund balances was required in making the transition to FRS 102. The transition date was 1 March 2014.

2. Legal Status of the Trust

The Trust is a company limited by guarantee and does not have share capital. In the event of the Trust being wound up, the liability in respect of the guarantee is limited to £10 per member of the Trust (where members are those Directors/Trustees who are subscribers to the memorandum and articles of association of the company/charity).

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3. Donations and legacies

The income from donations includes £19196 to unrestricted funds (2022-23: £20018) and £68503 (2022-23: £65720) to restricted funds. Of the restricted fund donations:

- £60,000 was gifted from profits by Helacol Limited (a company owned by trustees Colin Billington and Helen Bolt) for expenditure by the Trust on restoration and event/educational activity related to the West Country loan vehicles (RF1);
- £110 relates to an individuals' donations to sponsor the use of West Country loan vehicles (RF1) at public events;
- £433 relates to ongoing donations for the care of the Thames Valley Bristol K 446 acquired by the Trust as a result of a funding appeal (RF3) including £133 from Trustee David Sheppard;
- £580 was contributed to the ongoing care and use of Reading VR No. 38 as the result of a modest funding appeal (RF4);
- £300 relates to the Thames Valley Tilling-Stevens No. 152 to complete essential maintenance and use at events for public education and enjoyment (RF5);
- £100 relates to Southern National Bristol K No. 1852 to prepare for its restoration (RF6); and
- £660 was further donations in response to the earlier appeals to purchase, restore and run Thames Valley Bristol LL 556 (RF7) for public benefit.

Trustees' donations contributed £3023 (2022-23: £2235) to the aforementioned unrestricted funds total. Where they have been entitled to and received travel and subsistence expenses in relation to the governance of the Trust (trustee meetings or educational events for public benefit), the Trustees have previously elected to make a donation of similar value to the Trust and the Trust has claimed Gift Aid on these donations. The amounts donated to unrestricted funds by each Trustee in the period (before Gift Aid was added) were as follows (2022-23: £2235):

	£
Dr C J Billington	1110
Dr H M Bolt	1004
P M Delaney	26
G G Green	30
D T Sheppard	355
P Snowden	509
MJ Williams	31
	3023

Annual donations from the growing number of registered Supporters received in the period have been apportioned between financial years (the Supporters' year runs June to May) and contribute £10393 (2022-23: £9977) to the unrestricted funds in the period with a further £2680 (2022-23: £2548) carried forward to 2024-25.

Other ad hoc donations to unrestricted funds in the year total £8802 (2022-23: £10041) net of £163 electronic payment charges (2022-2023: £261).

The Trust benefits greatly from the involvement and enthusiastic support of its many volunteers and registered Supporters, details of which are given in our annual report. In accordance with FRS102 and the Charities SORP (FRS 102), the economic contribution of general volunteer effort is not recognised in the accounts.

4. Investment income

The Trust's investment income of £11640 (2022-23: £1375) arises in part from money held in an instant access interest bearing deposit account with Lloyds Bank plc but through 2022-23

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returns failed to keep up with increasing interest rates. Towards the year end, the Trust therefore applied to the Flagstone Group Ltd for access to its portfolio of FSCS protected instant access, notice and fixed term products offering significantly higher interest rate returns. The Trust's application for a charity account with Flagstone based on the requisite £250000 initial investment was approved in early 2023. The first transfers were initiated on 15 February 2023 immediately prior to the previous year end and moved to maximise returns in the 2023-24 year. Interest generated from short term deposits and interest accrued on longer-term deposits for the period is shown separately but allocated in year.

5. Income from charitable activities

The income from charitable activities to the unrestricted funds is £14299 (2022-23: £21439). This is less than in 2022-23 when a series of event marked the 90th anniversary of VCS with a commemorative book published by the Trust generating exceptional (£5502) income. In addition, a planned Thames Valley Traction Co. centenary event had to be cancelled and bad weather suppressed visitor numbers at the Kingsbridge event in 2023-24.

6. Gift Aid

Gift Aid is claimed on donations from tax payers where appropriate. Gift Aid receipts are accounted for in the financial year to which the donations relate. Gift Aid contributions for the period total £5076 (2022-23: £5135), with £1637 added to restricted funds (2022-23: £1215) where taxpayer donations have been made in relation to a specific restricted fund activity or appeal, and £3439 to unrestricted funds (2022-23: £3920).

7. Charitable Activities

Expenditure on charitable activities was £122244 (2022-23: £96967) of which £18557 was from unrestricted (2022-23: £21586) and £103686 from restricted funds (2022-23: £75381). The reduction in unrestricted expenditure reflects the reduced activity described in Note 5. Restricted funds were used more extensively, in part to fund workshop activity (vehicle lifts, fire safety equipment, workshop staging, ladders, heating and miscellaneous supplies) to improve the safety and efficiency of maintenance and restoration required to further Trust objectives.

The table shows the cost of the main charitable activities and the sources of income (restricted or unrestricted funds) to finance these activities. The figures include governance and support costs as defined and apportioned in Note 8 below.

	Restricted Funds 2024	Unrestricted Funds 2024	Total Funds 2024	<i>Total Funds 2023</i>
	£	£	£	£
Restoration/preservation projects (tangible assets and loan collection)	102634	0	102634	<i>70894</i>
Education / event activity	1052	18557	19609	<i>26073</i>
	103686	18557	122243	<i>96967</i>

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8. Analysis of governance and support costs

The Trust identifies the costs of its support functions. It then identifies those of these costs which relate to the governance function (which by law or good governance practice are necessary irrespective of the level of charitable activities carried out). The governance and remaining support costs are apportioned between the key charitable activities undertaken in the year, accounting for commitments within vehicle loan agreements to cover certain base costs from restricted funds. General governance and support costs to be covered by unrestricted funds of £11813 (2022-23: £8721) are apportioned in full to the principal charitable activity of education and events. Support costs covered by restricted funds of £10692 (2022-23: £6217) under the loan agreements are allocated to the charitable activity associated with restoration and preservation.

	Restricted Funds 2024 £	Unrestricted Funds 2024 £	Total Funds 2024 £	Total Funds 2023 £
Governance costs				
Accountancy	0	0	0	0
Bank charges *	0	504	504	507
Travel & subsistence for trustee & business meetings	0	1039	1039	247
Insurance (liability)	0	2104	2104	1731
Professional fees	0	0	0	0
Co Hse filing fee / charges	0	13	13	13
Subscriptions (NARTM/AiM/NCVO)	0	275	275	80
Total Governance:	0	3935	3935	2578
Other support costs				
Website	0	391	391	115
Supporter admin costs	0	2858	2858	3489
Insurance (event vehicles)	1025	0	1025	924
Bad debt	0	0	0	0
Rent & rates	4749	0	4749	4368
Depreciation	0	3075	3075	1035
Computer running costs	0	842	842	0
Maintenance	1705	0	1705	405
Archive supplies	0	26	26	0
Workshop supplies	3213	0	3213	925
Sundry expenses (inc p&p)	0	686	686	1099
Total Other support:	10692	7878	18570	12360
	10692	11813	22505	14938

Notes:

* Bank charges include a one-off Flagstone set-up fee for Trustee due diligence. The full cost was taken in the set up year 2022-23.

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Governance and support costs have increased substantially in the year but a number of one-off or irregular costs are included as well as general increases in insurance (liability & vehicles) and rent for vehicle storage, and other reflect the necessary uprating of Trust facilities. Other points are:

- Travel and subsistence claims relating to Trust administration are generally offset by Trustee donations (which attract Gift Aid).
- Subscriptions now include the NCVO, giving Trustees access to good practice guidelines in relation to volunteers and volunteer run charities
- Website charges include on-off charges for the new Wix facility in the reporting year, incurred alongside ongoing 123-reg fees to ensure continuity.
- Depreciation is higher reflecting the purchase of vehicle lifts for safe maintenance.
- Computer running costs include purchase of facilities for improved online meeting communications which were covered by income from the Heritage Compass programme.
- In the reporting period the heritage waiting room building previously saved and rebuilt by the Trust, was repainted to maintain its weather protection and facility as a meeting room for visits to the Trust. This was funded by a Trustee benefactor via RF1.0.
- Workshop supplies include workshop heating, fire extinguishers, new staging and ladders for safe access, and transport of the new vehicle lifts all funded by a Trustee benefactor via RF1.0.

9. Trustees' Expenses

No salary or remuneration is paid or payable directly or indirectly out of the funds of the Trust to any trustee or to any person known to be connected with any of them for the administration of the Trust. Travel & subsistence costs and event costs incurred by Trustees in support of the charitable activities £1175 (2022-23: £364) were reimbursed at cost and matched by equivalent Trustee donations to the general unrestricted funds of the Trust. Trustee donations to unrestricted funds in the year totalled £3023 (2022-23: £2235) (see Note 3) to which £742 Gift Aid was added (2022-23: £559) in year.

For transparency, costs paid by Trustees for expediency on behalf of the Trust (which does not have a credit card) but which otherwise would be covered directly by the Trust are noted but do not constitute out-of-pocket 'expenses'. Such costs totalling £8637 (2022-23: £13119) were reimbursed at cost. Of these, costs of £1272 (2022-23: £1656) were covered by unrestricted funds (companies house filing fee, website fees, stationery and postage), £60 (2022-23: £1618) were event costs covered by event income to unrestricted funds; £624 (2022-23: £353) were costs covered by Supporter donations (including software licenses for event publications); £1170 (2022-23: £1992) were event/education costs covered by 80% donations and associated Gift Aid; and £5511 (2022-23: £7136) of restoration base workshop and event/education costs associated with Trust owned and loan vehicles were covered by prior donations held in restricted funds.

10. Related party transactions

Out of pocket expenses paid to Trustees and donations from Trustees to the restricted and unrestricted funds of the Trust are covered in Notes 9 and 3.

Related party transactions have provided the Trust with cost-effective, convenient and expert services to further its charitable objectives as set out below. The arrangements are scrutinised and subject to approval by independent Trustees each year and the decisions are formally documented. In all cases it was deemed the quality of services could not have been achieved on more favourable terms on the open market. For the purposes of transparency details of the transactions are provided below.

Donation income from profits of Helacol Limited of which Drs Billington and Bolt are the owners and directors is set out in Note 3. Much of the charity's restoration and public access is at

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properties owned by Drs Billington and Bolt. No charge is made for the facilities or the time involved. The archive office at Fifield is subject to a formal lease with peppercorn rent. A number of Trust vehicles either owned or on loan are housed in buildings owned by Helacol Limited. The space would otherwise be let commercially to private owners of vehicles at £31 per week from 1 April 2023 (previously in 2022-2023: £29). As such space is in demand, Helacol Ltd must charge for the use of the space/loss of other income but without the directors deriving undue personal benefit. The Trustees have therefore agreed that a favourable rent of £23/week (2022-23: £21) is charged for storing vehicles owned by, or on loan from unrelated parties to, the Trust. The storage costs incurred and sources of Trust income to cover the expenditure in the current year are as follows:

Vehicle	Date storage commenced	2024 £	2023 £	Funding
Thames Valley Bristol K type 446 – Trust owned	19 Oct 2014	1187	1092	Restricted fund RF3
Reading VR 38 – Trust owned from January 2017	1 Jan 2017	1187	1092	Restricted fund RF4 from 1 Mar 2019 supplemented by unrestricted fund and income from related educational events
Thames Valley Tilling- Stevens 152 – loan vehicle until Trust owned from May 2017	8 Mar 2015	1187	1092	Restricted fund RF5 supplemented by unrestricted fund and income from related educational events
Thames Valley Bristol LL 556 – Trust owned from July 2020	1 July 2020	1187	1092	Restricted fund RF7 to be supplemented by unrestricted fund and income from related educational events post restoration
Total		4749	4368	

High quality reprographic, finishing and binding machines owned by Helacol Services Limited (a consultancy company of which Drs Billington and Bolt are owners and directors) have been used on site by the Trust to produce fundraising leaflets and Supporter correspondence for those without email as well as posters and information packs for crews participating in public events. No charge is made for their time and copies are charged at cost. These services provide flexibility for multiple variants of documents which would be impractical with an external printer. In line with HMRC rules, production of publicity material is charged without VAT but general printing is charged with VAT. Total charges of £216 (2022-23: £237) relate to annual Supporter renewal correspondence, crew packs and publicity posters for public events and a short run publication (Penzance, Royal Blue Run, South Midland anniversary coach run and Kingsbridge).

The specialist mechanical engineering services of Graham Green Commercial Vehicle Engineers have been used by the Trust since inception. He has unrivalled expertise in the design and operation of the early vehicles in the Trust's care and is able to work at the Trust's facilities when required without the overhead and transportation issues associated with reliance on other fixed premises. As a respected preservationist and historian he is a Trustee, as of March 2019, but it is essential for the ongoing care of the Trust's Collection that his services remain available. Trustees scrutinised alternatives but deemed it was in the Trust's interest to continue the work already underway on Trust vehicles and furthermore no other similar expertise, or commercial terms from third parties could be identified. In the year £10213 was paid to Graham Green Commercial Vehicle Engineers for work on Trust owned/loan vehicles (2022-23: £4336) ranging from minor repairs, and roadworthiness inspections to engine rebuilds and restoration projects as follows:

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	Source***	£
Western National FS 1967	RF1	155
National Omnibus & Transport Co. 2407	RF1	4874
Royal Blue Reliance 3615	RF1	142
Thames Valley Bristol K 446	RF3	2724
Thames Valley Tilling-Stevens 152	RF5	526
Thames Valley Bristol LL 556	RF7	284
Royal Blue LS 1286	RF1	1257
Western National Bristol FLF 2065	RF1	251
		<u>10213</u>

*** In the cases of RF3, RF5 and RF7 relating to Trust owned vehicles, a 10% discount was applied by Graham Green in comparison with his standard commercial rates.

11. Tangible fixed assets

	Machinery/ equipment (Note 12) £	Collection (Note 13) £	Total £
Cost			
At 28 February 2023	12018	114977	126995
Additions	10200	0	10200
At 29 February 2024	<u>22218</u>	<u>114977</u>	<u>137195</u>
Depreciation			
At 28 February 2023	10045	0	10045
Charge for the year	3075	0	3075
At 29 February 2024	<u>13120</u>	<u>0</u>	<u>13120</u>
Net book value			
At 28 February 2023	1973	114977	116950
At 29 February 2024	<u>9098</u>	<u>114977</u>	<u>124075</u>

12. Investment fixed assets

Initial deposits on the Flagstone Group platform (Note 4) in the final days of the previous period (February 2023) were placed in relatively high yield secure instant access accounts as interest rates rose. Trustees reviewed the available rates and accounts in May 2023 and, in light of cash flow requirements, re-positioned cash in hand proportioned as follows to balance liquidity with good but secure rates of return.

7.3%	High Street bank (Lloyds)
34.9%	Flagstone instant access (HSBC & Santander)
16.6%	Flagstone 12-month term (Sainsbury)
15.0%	Flagstone 120-day notice (Oak North)
8.0%	Flagstone 31-day notice (Cambridge & Counties)
18.3%	Flagstone 2-year term (Aldermore)

The allocation has been kept under regular review as terms expire, available products / rates change and in light of Trust cash requirements but the above is indicative of the mix achieved. At the end of the period 2023-24 only the final (Aldermore) investment had a term greater than six months to run. The capital sum invested (£55000) is therefore treated as a fixed investment asset. Monies in all other accounts are treated as current assets (cash).

13. Machinery & Equipment fixed assets

The Trust's maintenance and restoration of vehicles in preparation for public use has benefitted from redundant vehicle lifts donated at the end of their useful life by a commercial bus operator. Despite third party maintenance their condition has deteriorated having been left outside with

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water ingress. A replacement set (relatively new and certified but now surplus to the owner's requirements) was purchased for £10200 on the Trust's behalf with the associated transport costs also covered from Restricted Fund RF1.0. The Donor agreed to redirect the funds / asset to the general fund pool and the capital sum is included in the fixed assets. The lifts will be put into service once suitable indoor working space can be established. Depreciation is applied at 20% as new given the level of usage anticipated.

14. Collection fixed assets

Collection fixed assets (large objects – vehicles) at the start of the year consisted of a 1946 Thames Valley double deck bus acquired following a public appeal for funding and a group of First World War vintage chassis, body frames and parts for restoration of three vehicles. The collection also includes Southern National Bristol KSW (LTA995) No. 1852, Thames Valley Bristol LL (FMO938) No. 556, Reading VR (NDP38R) No. 38, Thames Valley Tilling-Stevens (MO9324) No 152, Royal Blue Bristol (LTA893) No. 1264 and Exeter Corporation (Western National) Guy Arab (974AFJ) No. 274, the care of the last being wholly funded by a benefactor. Small collection items include a hand-built model, original Great Western Road Motors brass cap badges and tickets. All items are now on secure display for visitors to the collection. They were purchased using funding from an expendable endowment. There were no additions in the period.

The valuations have been set at the purchase prices or insurance values in the case of donation items in accordance with Policy 1(j) in the notes to these accounts. Restricted funds have been established to ring-fence donations to specific collection items and to clarify related expenditure on their restoration and ongoing upkeep and preservation.

15. Debtors

	2024 £	2023 £
Donations committed prior to, but received after, the year end (general fund)	388	1489
Donations committed prior to, but received after, the year end (restricted fund)	0	0
Gift Aid eligible but received after the year end (general fund)	877	427
Gift Aid eligible but received after the year end (restricted fund)	133	50
Public event income committed prior to, but received after, the year end (general fund)	195	742
Accrued interest notified on Flagstone deposits		
(Restricted)	6232	0
(General)	3708	0
	11494	2708

16. Creditors: amounts falling due within one year

	2024 £	2023 £
Creditors (restricted fund)	10162	5695
Creditors (general fund) ^{Note 17}	5553	5838
Accruals	15715	11533

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17. Deferred income

Deferred income comprises advance donations from the growing number of registered Supporters where the activity year and associated costs runs from June to May. Income has been deferred and is shown within creditors on a prorata basis (£2680 2023-24 creditor 2022-23: £2548) leaving £10393 income in 2023-24 (2022-23: £9977).

18. Analysis of charitable fund balances

	Restricted Funds 2024 £	Unrestricted Funds 2024 £	Total Funds 2024 £	Total Funds 2023 £
Tangible fixed assets	84977	39097	124074	116949
Investment fixed assets	34485	20515	55000	0
Current assets	138700	110549	249249	319220
Current liabilities	(10162)	(5553)	(15715)	(20031)
	248000	164608	412608	416138

19. Analysis of charitable fund movements

Analysis of movements in unrestricted funds – current and previous year. All unrestricted funds are free reserves within the general fund, there being no designated funds.

Unrestricted funds – General fund	Opening balance £	Income £	Expenditure £	Transfers £	Funds at year end £
28 February 2023 - 29 February 2024 + #	138877	41276	18557	3013	164609
28 February 2022 - 28 February 2023	119418	46751	21586	-5706	138877

+ indicates a transfer was made from a restricted fund to the general unrestricted fund at the behest of the donor to fund the capital purchase of workshop equipment.

indicates a transfer was made from unrestricted funds in the period to cover expenditure not directly covered by donations to the restricted fund

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Analysis of movements in restricted funds

Restricted fund	Opening balance £ 28 Feb 2023	Income £	Expenditure £	Transfers £ #	Funds at year end £ 28 Feb 2024
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection) +	251269	67263	93604	-10200	214728
RF3 – Thames Valley Bristol K Type 446 #	25517	552	4734	3674	25009
RF4 – Reading Transport VR 38 #	0	725	1324	599	0
RF5 - Thames Valley Tilling-Stevens 152 #	0	381	2018	1637	0
RF6 – Southern National K type 1852	475	125	68	0	532
RF7 – Thames Valley Bristol LL 556	0	660	1938	1278	0
RF8 – AiM Poster project	0	1348	0	0	1348
RF9 – Cine film digitisation project	0	6384	0	0	6384
Total	277260	77438	103686	-3013	248000

+ indicates a transfer was made from a restricted fund to the general unrestricted fund at the behest of the donor to fund the capital purchase of workshop equipment.

indicates a transfer was made from unrestricted funds in the period to cover expenditure not directly covered by donations to the restricted fund

Analysis of movements in restricted funds - previous year

Restricted fund	Opening balance £ 28 Feb 2022	Income £	Expenditure £	Transfers £ #	Funds at year end £ 28 Feb 2023
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	245031	55450	49212	0	251269
RF3 – Thames Valley Bristol K Type 446	32055	375	6913	0	25517
RF4 – Reading Transport VR 38 #	0	932	1391	459	0
RF5 - Thames Valley Tilling-Stevens 152 #	0	769	4460	3691	0
RF6 – Southern National K type 1852	245	287	57	0	475
RF7 – Thames Valley Bristol LL 556	2670	9122	13348	1556	0
Total	280000	66935	75381	5706	277260

indicates a transfer was made from unrestricted funds in the period to cover expenditure not directly covered by donations to the restricted fund

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Name of restricted fund	Description, nature and purposes of the fund
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	To fund long term access to West Country vehicles from Dr Billington's collection to further the Trust's education and preservation objectives and to secure for the Trust's collection significant heritage objects relevant to the history of bus and coach operations in the Thames Valley and Great Western corridor.
RF 2	Fund closed
RF3 – Thames Valley Bristol K Type 446	Established in September 2014 to fund the purchase, maintenance and public access to this iconic Thames Valley vehicle in furtherance of the Trust's charitable objectives.
RF4 – Reading Transport VR 38	38 was donated to the Trust in excellent condition in November 2016 and the fund was established in 2017-18 to contribute to the ongoing maintenance, storage and running costs so the condition is preserved and to ensure 38 can play a full part in public events in the area.
RF5 – Thames Valley Tilling-Stevens 152	152 was donated to the Trust in April 2017. The fund was established to enable essential repairs to the gearbox and upgrading of the electrical system and continues to ring-fence donations for the ongoing maintenance to enable safe operation of the vehicle for public education and enjoyment.
RF6 – Southern National Bristol KSW 1852	The fund was established following a successful bid in October 2017 to acquire 1852 upon disposal by the Haynes Motor Museum, firstly to secure the vehicle and then to establish a restoration project with a significant educational / skills transfer element to redress the damage caused by years of external storage. This is to be the focus of a major appeal and restoration in 2025/2026 showcasing the skills involved and returning the bus to the road for public education and enjoyment.
RF7 – Thames Valley Bristol LL 556	The fund was set up to hold monies to purchase and restore 556 which had previously been on loan to the Trust. This proceeded through 2020/2021 with 556 joining the operational fleet in 2022 after a complete external bodywork restoration. The fund ringfences donations to support the running costs for participation in public events and to enable internal fit-out and mechanical upgrades to be carried out.
RF8 – AiM Poster project	The fund ringfences grant monies awarded by the Association of Independent Museums in 2024 to purchase materials and develop an exhibition of poster artwork held in the Trust's archive collection.
RF9 – Cine film digitisation project	The fund was established following a successful digitisation pilot project funded from RF1 and is dedicated to the professional digitisation of a collection of good quality cine films from the late Mike Stephens which provide insight to bus and coach operations and local scenes across a wide area. The purpose is to share the content more widely and use it as a catalyst for capturing memories not otherwise recorded.

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20. Reconciliation of net movement in funds to net cash flow from operating activities

	2024 £	2023 £
Net movement in funds	(3530)	16719
Add back depreciation charge	3075	1035
Deduct interest income shown in investing activities	(11640)	(1375)
Decrease (increase) in stock	0	0
Decrease (increase) in debtors	(8786)	2344
Increase (decrease) in creditors	(4316)	8498
Net cash used in operating activities	£ (25197)	£ 27221

21. Corporation Taxation

The Trust is exempt from tax on income and gains falling within section 505 of the Taxes Act 1988 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects.

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England & Wales - Charity number 1125980

Accounts

Company Registration Number: 05035702
Registered Charity Number: 1125980

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

**TRUSTEES' REPORT AND FINANCIAL STATEMENTS
UNAUDITED**

**FOR THE YEAR ENDED
28 FEBRUARY 2023**

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

(A Company Limited by Guarantee)

COMPANY INFORMATION – TRUSTEES, DIRECTORS and PROFESSIONAL ADVISORS

Year ended 28 February 2023

Directors / Trustees	Dr C J Billington Dr H M Bolt P M Delaney G G Green D T Sheppard P Snowden M J Williams
Company Secretary	Dr H M Bolt
Company Number	05035702
Charity Number	1125980
Principal/ Registered Office	Ledger Farm Forest Green Road, Fifield Maidenhead SL6 2NR
Bankers:	Lloyds Bank plc Lloyds Commercial National Clubs & Charities Centre PO Box 1000 BX1 1LT Flagstone Group Limited (investment platform) Clareville House 26-27 Oxendon Street London SW1Y 4EL
Insurance Brokers:	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
Independent Examiner:	T W Bennett CALIBF 16 Manor Close Bradford Abbas Sherborne Dorset DT9 6RN

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TRUSTEES' ANNUAL REPORT

Year ended 28 February 2023

STRUCTURE, GOVERNANCE AND MANAGEMENT

The Trustees are pleased to present their annual directors' report together with the financial statements of the Trust for the year ending 28 February 2023 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 Report 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. A fourth Director joined the Board on 13 February 2013 and a fifth on 21 March 2019. As subscribers to the memorandum, both also became members. Two of the first Trustees & Directors remain in post. The third's appointment was terminated as required by the Articles of Association and he ceased being a member, Trustee or Director on 27 June 2020.

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. One new Trustee & Director was appointed on 4 December 2020 with two further appointments on 23 January 2022. At the end of the period, the Trust therefore had seven Trustees & Directors, two of whom are first subscribers and two others are also members. With the increasing scale of charitable activity, the Board intends to appoint additional Trustees & Directors as suitable persons are identified.

The Trust's Articles of Association were formally modified on 13 and 23 November 2022 and approved by Companies House and the Charity Commission. The first changes permit virtual and hybrid meeting formats, if required, and the second provide for proxy representation and voting at meetings.

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 (TV&GWOT/the Trust) is:

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- 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
- 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.
- MO9324 – a 1927 Thames Valley Traction Co. Tilling-Stevens B9 single deck bus No. 152.
- LTA995 – a 1953 Southern National Omnibus Co. Bristol KSW6B double deck bus No. 1852.
- FMO938 – a 1950 Thames Valley Traction Co. Bristol LL6B single deck bus No. 556.
- LTA893 – a 1951 Royal Blue Bristol LL6B coach No. 1264.

An additional vehicle was donated to the Trust on 13 June 2022 by a Trust Supporter. It was accepted on the basis that all its restoration, maintenance and storage costs will be covered under a formal agreement with a benefactor who came forward to sponsor the acquisition.

- 974AFJ – a 1960 Exeter Corporation Guy Arab IV double deck bus No. 74 which later passed to Devon General and in 1971 to Western National Omnibus Co. as No. 274.

At the start of the year the Trust had on long-term loan from Trust Chairman, Dr Colin Billington, eleven significant historic vehicles relevant to the Thames Valley and Great Western region. The standard terms of loan agreements mean the owner remains responsible for funding storage, insurance, restoration and general operational costs. The loan vehicles comprise:

- 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, extended for a further 10 Year term until October 2029).

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- VW203, 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, extended for a further 10 Year term until October 2029).
- 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, extended for a further 10 Year term until November 2031).
- FTA634 – a 1941 Western National Omnibus Co. Bristol K5G double deck bus No. 345 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- JUO992 – a 1947 Southern National Omnibus Co. Leyland PD1A double deck bus No. 2932 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- BOD25C – a 1965 Western National Omnibus Co. Bristol FLF6B double deck bus No. 2065 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- MOD973 – a 1952 Royal Blue Bristol LS6G coach No. 1286 (on loan 15 November 2015 for 10 Year term)
- EDV555D – a 1966 Southern/Western National Bristol SUL4A single deck bus No. 692 (on loan from 12 November 2016 for 10 Year term)
- 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).
- LTA748 – a 1950 Royal Blue Bedford OB coach No. 1409 (on loan 9 November 2019 for 10 Year term).

An additional vehicle was put on loan by the Trust Chairman in October 2022:

- 519BTA – a 1960 Western National Omnibus Co. Bristol FS6G double deck bus No. 1967 (on loan from 1 October 2022 for a 10 Year term).

The majority of the loan collection vehicles are under active restoration enabling the range of skills involved at various stages to be demonstrated to visitors. Two of these are projects being led by volunteer working groups. Four are on the road and have been used to give passenger rides at a variety of public events and been on display throughout the year.

As a collection, the vehicles span the Trust's region of operation and a 57-year period of manufacture from 1912 to 1979. 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. During the year volunteer opportunities for restoration involved vehicles from the 1920s through to the 1960s (VW203, RU8805, FTA634, JUO992, LTA748, BOD25C, 519BTA). In addition to public access to the workshops as work progresses, the acquisition of restored and operational vehicles by the Trust (DBL154, NDP38R, MO9324 and FMO938), the completion of restoration of vehicles on long term loan (YF714, MOD973, EDV555D) and the availability of operational vehicles also on long term loan (OTA290G, FDV790V) has enabled the Trust to develop an intensive programme of appearances at its own and others' public historic road transport events across the region.

Other support underpinning 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

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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 for volunteer activity and to host public visits.

With the pandemic restrictions on movement and gatherings receding and the confidence of individuals to mix and organisations to plan activities returning, the Trust approached the 2022-23 year with optimism. Trustees recognised the importance of re-engaging Supporters to enthuse them and to enlist their energy to undertake the many tasks that keep the organisation running and able to educate the public in the history of Thames Valley, Great Western and successor companies.

To this end Supporters were invited to a series of **Supporter Open Days** at the Trust's Devon and Berkshire premises on **5 March and 26 & 27 March** respectively. Some 108 Supporters participated over the three days and were brought up to date with archive, vehicle, administration and event activities and opportunities for involvement as they were taken on tours around the premises. The days included lunch and the chance for Supporters to catch up with one another as well as a trip out on Trust vehicles over Gara Bridge in Devon and through Windsor and the Great Park in Berkshire. There was the opportunity to review the archive cine film recently digitised from Mike Stephens's collection. Each day concluded with a group discussion where Supporters were able to contribute ideas and suggestions as to how the Trust can expand and strengthen its work.

The **Supporters' Group** has continued to flourish with 34 new Supporters coming on board through the 2022-23 year. This is a significant inflow with many joining at events and/or seeking access to Trust publications like *To and fro* (including back numbers).

Engagement of Trust Supporters as volunteers in **vehicle restoration and maintenance working groups** is growing, with an expanded cohort and twice-weekly sessions in Berkshire. Similarly the **archive working groups** are making significant progress.

The archive and small object collections of the Trust are held at locations in Devon and Berkshire, with any duplicate items held at both sites for security and ease of access for researchers. The work to identify, sort and catalogue additions to the archives is undertaken by volunteer teams of supporters. Archive activity in Berkshire was set back at the start of the 2022-23 year because of structural repairs to the archive office (necessitated by damage in storm Eunice on 18 February) precluded on-site work until mid-Summer.

In the year under review, six people took part in the work in Devon, which has met monthly, a total of 273 volunteer hours, whilst in Berkshire there are 10 in the team, who have met three-weekly, a total of 608 hours on site. Not all of the team are able to attend on every occasion, so some volunteers also undertake work off site, amounting to some 900 additional volunteer hours in the year concerned. The supporter teams cover a range of expertise (including a professional librarian) and specialist knowledge which is used to help in the detailed work.

Further donations have been received by the Trust at both locations, whilst work also continues to catalogue some of the larger collections received during the pandemic period. These include photographs, documents (including those that were public issue and those used internally by the originating companies), manufacturer's service manuals, various journals, newsletters and periodicals, etc), books and artefacts.

The archive collection is also becoming more widely known, and researchers are encouraged to make use of the collections by means of a personal visit or, for those for whom that is not practical, by means of questions to the relevant team. The resources available are also frequently used to assist in preparing the Trust's publications.

The Trust's registration on **The National Archives ARCHON database** (Code 3565) is an important step in raising its profile and accessibility. In addition Trustees have attended National Archives' seminars on the use of their Manage Your Collections facility in Discovery as a readily accessible starting point for third party online access.

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External enquiries have come through for example from a researcher interested in a specific collection he knew to be held in the Trust's Berkshire archive and in Devon from a Councillor interested in drawings and photographs of Kingsbridge Bus Station from which to develop a historical display of the quayside site from the 1930s to the present day. Four graphic panels were designed by TV&GWOT giving historical detail and were installed on the bus shelter in January 2023 attracting positive local and national transport industry press coverage.

A key element of accessibility is the recording and cataloguing of the collection in a manner that is consistent across the Trust locations and in line with Sector standards for accreditation. Policy and procedure development and systems to utilise secure, centralised digital storage has progressed further and remains a priority in the 2023-24 period.

If the Trust receives material that is surplus to requirements - either because it already holds copies at both sites, or because the items fall outside the Trust's remit – with the donor's agreement they can be offered for sale to raise funds towards the purchase of archival quality storage and preservation materials, or where appropriate, other archive items. The team in Devon has a particular expertise in cataloguing, listing and preparing for sale surplus donated models, and during the period under review these raised £947 from sales at the events in Penzance, Didcot, Taunton, Kingsbridge, Victoria Coach Station and Showbus described below.

A full programme of events took place through the 2022 summer season. There were some challenges due to competing events (not just within the transport heritage sector) as many individuals and organisations tried to reinstate plans thwarted for two years by the pandemic. The significant increase in fuel prices combined with the rising cost of living have been a matter of concern, but the Trust has been encouraged by the enthusiasm and generosity of owners to bring their vehicles considerable distances at their own expense to participate in events and similarly for enthusiasts and the wider public to come along.

In addition to its normal **vintage bus day events giving public rides**, the Trust took on a major programme of activities with **Victoria Coach Station to mark its 90th anniversary**. An official event to mark the anniversary, a running day, a static display and the production of a book to chart the history to date have placed significant additional demand on Trustees but have raised the Trust's profile with new audiences. With new publications and surplus material from the archive supplementing the Trust's sales stock, opportunities have been taken to attend third party events with a sales stand, widening awareness of the Trust in other regions.

The **chronology of Trust events and events attended by the Trust** through the year is as follows:

- **Friday 10th March 2022** marked 90 years to the day since the Grand Opening of Victoria Coach Station (VCS) and TfL officials, VCS staff and representatives of the principal coach operators using VCS, gathered to reflect on the hundreds of millions of people who have passed through the nation's coaching hub over the decades whether as passengers, coach drivers or staff keeping VCS operational day and night, 365 days a year. TV&GWOT organised an accompanying display of heritage coaches from the 1950s, including Trust Chairman's Royal Blue Bristol LL No. 1250, which were positioned alongside National Express's most modern Scania Caetano Levante 3 coach. Andy Byford (as Transport for London Commissioner) addressed the assembled crowd launching the **VCS90 year of celebrations**, accompanied by Andy Lord (Chief Operating Officer), Liam Wilson (Coach Station Manager) and Louise Cheeseman (Director of Buses).
- The **Penzance running day on Sunday 17th April 2022** returned to a passenger-carrying format after the fly-by adopted in 2021 to comply with COVID restrictions. 30 buses and coaches were entered and together provided 5268 free passenger journeys to local residents, enthusiasts and visitors staying in the area for the Easter weekend. The event, organised jointly with the Cornwall Bus Preservation Society, had a souvenir programme with an 18-page feature charting changes in buses and coaches around West Cornwall

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over 100 and more years as depicted in postcards since the turn of the 19th century. It also provided an account of the CBPS restoration of a Bedford YRQ to represent the local Grenville Motors fleet and included an original Modern Cornish Bus Driver's Song by Gray Lightfoot, an amusing take on Gilbert & Sullivan's Pirates of Penzance. Bus, rail and other local businesses supported the event with advertising providing encouragement for the renewed viability of these activities. TV&GWOT Trustees and Supporters took eight vehicles from the Trust's Devon base. Trust Supporters took advantage of the holiday weekend to join TV&GWOT and CBPS on a tour of the West Cornwall peninsula on the former Service 300 route.

- Given the importance of recognising the Thames Valley Traction Co. Ltd centenary which fell during the pandemic, and with the major part of restoration of the Trust's Thames Valley vehicles complete, the Trust entered all three of its Thames Valley vehicles for the **HCVS London to Brighton Run on 8th May 2022**. The vehicles parked together at the beginning and end of the day and travelled in succession making an impactful display for photographers and bystanders of the Thames Valley heritage and TV&GWOT's preservation achievements. This was the first outing for the newly restored Bristol LL6B No. 556 to which Supporters had contributed financially and with substantial volunteer effort, and some 40 Supporters joined the iconic London-Brighton run.
- On **Sunday 15th May 2022**, Trust Chairman's Western National Bristol FLF No. 1969 took a party of Supporters from South Devon to the **Taunton Vintage Bus Running Day** organised by Trustee Peter Snowden. 1969 ran services between the event base at Sheppy's Cider to both Wellington and Bishops Lydeard (the inland terminus of the West Somerset Railway), in total carrying some 284 passengers while a sales stand generated a useful level of income (until the rain came).
- Joint working with the Great Western Society, a feature of pre-pandemic operations, resumed for the **Didcot Transport Rally and Vintage Bus Running Day on 22nd May 2022**. Trust Supporter, Jonathan Radley, led the organisation and coordination of 22 buses and coaches which combined a static display with free passenger carrying services on former GWR Road Motors' routes to Wallingford, Wantage, Upton & Blewbury and Abingdon. In addition a shuttle service was operated between the station and heritage railway entrance and the rally site in Ladygrove Park so that in total some 2990 passenger journeys were given. The souvenir programme included a feature illustrated with photographs and postcards depicting GWR Road Motors' vehicles across TV&GWOT's principal territories demonstrating the links between GWR and the Trust's scope, focusing particularly in on the GWR Guy No. 1268 on long-term loan to the Trust's collection. This was the first outing in passenger carrying service for the Trust's trio of Thames Valley vehicles (Tilling Stevens No. 152, Bristol K6A 446 and Bristol LL6B 556). They were accompanied by Trust owned Reading Bristol VRT No. 38, Royal Blue LS6G No. 1286 on long-term loan, and Trust Chairman's Western National Duple 425 No. 2240, with Supporters also entering their own vehicles.
- The **Royal Blue Run from Friday 17th to Sunday 19th June 2022** commenced with a Grand Departure from Victoria Coach Station as a feature of the VCS90 celebrations. Some 16 coaches with 60 or more people travelling as passengers or crew, participated in some or all of the 3-day event which reached compass points from London in the East, Birmingham in the North, Gloucester in the East and Portsmouth in the South. The run was an intricate combination of joint Royal Blue/ Greyhound, Associated Motorways, Elliott Bros era, and Tourist (later Royal Blue) routes. Remarkably only short stretches had been covered in any of the 20 previous runs underlining just how extensive the coaching network once was. On Friday the run ended just short of Birmingham and on the second day went into the city passing Digbeth Coach Station, the home of National Express celebrating 50 years of 'white' National coaches in 2022. The fleet of coaches stopped at Gloucester's

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Historic Docks for a mid-day break and the run concluded on Sunday at Fawley Hill near Henley-on-Thames, home to the steam railway and memorabilia accumulated for posterity by the late Sir William McAlpine, courtesy of Lady Judy and the Fawley Hill Railway Society. Many photographers captured the vintage coaching scene along the way, sharing images online via social media amplifying the public engagement.

- On **Sunday 26th June 2022**, TV&GWOT contributed to the vintage bus display at **Reading Buses' Open Day** taking its former preserved VRT No. 38 which was new to Reading Buses in 1979 as well as Thames Valley LL No. 556 to showcase the restoration work undertaken by the Trust. The event raised funds for local homeless charity *New Beginnings*. Eight Supporters travelled to the event from TV&GWOT's base but many tens more were at the event and congregated at the Trust's sales stand, which provided an important local opportunity for keeping in touch as well as recruiting new Supporters and distributing educational material.
- **The Thames Valley Traction Co. (TVTCo.) centenary celebration** was thwarted by COVID restrictions in 2020 and then again a year on in 2021. Sadly plans for a large-scale event in Maidenhead for the Centenary+2 also had to be withdrawn when it became clear that there were insufficient visiting vehicles (given so many competing demands at the time) for confidence that the level of service available would be adequate to match demand. The disappointment was assuaged to an extent by a tour for Supporters of former Thames Valley depots using Bristol K6A 446 and LL6B 556. Some 42 Supporters took up the invitation with others adopting important photographer roles at picturesque points along the route. The Fifield archive team drew on its resources to chart authentic routes and extract former Thames Valley depot records for the accompanying souvenir publication. Articles by Thames Valley historian and Trust Supporter, Paul Lacey, documented the route network as it existed when Thames Valley Traction Co. operations began in 1920 and tabulated its evolution through to 1970. A leaflet produced in-house for passengers was later developed into a booklet publication to provide a permanent record with additional content recording the work to restore and maintain the Trust's Thames Valley vehicles. This booklet was professionally printed bringing revenue in on the Trust stand and via sales online.
- A **VCS90 running day** operated on **Sunday 24th July 2022** with a mix of vintage coaches (co-ordinated by TV&GWOT) operating west from VCS to Hammersmith Broadway alongside more modern Airbus service vehicles and RT and RM buses plying between VCS and the Aldwych for the London Transport Museum (co-ordinated by London Bus Museum with whom TV&GWOT worked in cooperation). The focus was on an authentic VCS experience for passengers and crews and the event was extremely successful and resulted in extensive social media coverage across diverse groups. All but one of the vintage coaches (a 1951 East Kent Leyland) were supplied by TV&GWOT Trustees and Supporters. The Trust also had a marquee and sales stand within VCS for the launch of the new book authored by TV&GWOT Chairman, Colin Billington – *VCS90 – A Celebration*. As well as the history of the coach station depicted in pictures from the London Coastal Coaches Collection held by the Bus Archive and reproduced with permission, the book included photographs of the scene in 1962 and associated with rail strikes in 1982 taken by a former employee. In addition, specific TV&GWOT themes such as the development of Express Services between the Thames Valley and London VCS and the changing colours and shape of coaches serving the West Country over the decades were featured. Popular on the day, the book has gone on to be well reviewed and has continued to raise income for the Trust at events and through online sales through the year. By the end of the year to 28 February 2023, some 342 copies had been sold.
- On **Saturday 20th August 2022** LT Routemaster buses made their annual pilgrimage to **Imber**, a village on Salisbury Plain abandoned by decree during World War II and taken

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over by the military for essential wartime purposes. Remarkably the event proceeded despite the obstacle of a rail strike facing visitors who normally arrive via Warminster station. TV&GWOT was consulted as part of the organisers' efforts to secure long-distance coach feeder services instead, although not having an Operator's license meant the Trust could not participate in a commercial service. The Trust was however invited to take Royal Blue LS No. 1286 across the Plain to Imber, a first for a preserved coach, carrying Trust Supporters. This was a fascinating excursion and gave the opportunity for the Trust to have a sales stand while also benefitting from a generous charitable donation from the organisers from this one-off format for the event.

- The **Kingsbridge Vintage Bus Running Day on 17th September 2022** saw the town return to a bustling hub for some 37 buses and coaches providing free services to locals and visitors to coast and country villages across the South Hams. 6112 passenger journeys almost reached pre-pandemic levels with a record 129 dogs carried. The souvenir programme, so popular it sold out on the day, included a 23-page feature about the Bristol-marque buses operated by the local bus & coach company Tally Ho through its history. The many photographs give glimpses of the local scene across the decades. Collaborations were renewed with the owners of Loddiswell Station who sold refreshments in aid of the local Explorer Scout Unit and with the Coleridge Community Bus, an independent service connecting remote residents to the East of Kingsbridge Estuary with the town, to which a donation was made. The event benefits from dedicated support from volunteers preparing vehicles over many days in the run-up to the event and an excursion on the Sunday to Dartmouth by bus & coach included a trip on the Kingswear ferry and Dart Valley Steam Railway so they could relax and reflect on the success of their efforts promoting the Trust and generating revenue for its wider programme of preservation and restoration.
- A **static display of vintage coaches at VCS on Saturday 24th September** was the culmination of the VCS90 celebrations. The spectacle of coaches drawn from across England, Scotland and Wales filled four of the principal running bays at VCS enabling visitors to admire the vehicles at close quarters and marvel at the lavish interiors conjuring memories of bygone travel. The event followed just days after the funeral of the Late Queen Elizabeth which had necessitated an unprecedented closure of the coach station due to road closures and relocation of services to satellite hubs. Despite this onerous recent workload on staff, the static display was accommodated with their usual hospitality ensuring the public and many retired staff, who travelled to the event from across the country to enjoy the day of nostalgia, were not disappointed. TV&GWOT organised 15 coaches to attend dating from 1947 to 1988, liaising with TfL's coach station staff and producing an event brochure sold alongside the Trust's commemorative VCS90 book. Within the display was Royal Blue Bristol LS No. 1286 on long-term loan to the Trust alongside Trust Chairman Colin Billington's Royal Blue Bristol LL No. 1250 and National Express Rapide Western National Duple 425, No. 2240.
- **Sunday 25th September 2022** was the 50th **Showbus** gathering and was held at the Hertfordshire County Showground. Traditionally the largest gathering of vintage buses and coaches in the country, the organisers were particularly keen for vehicles seen at the earliest shows to return. The Trust therefore took Thames Valley Bristol K6A No. 446 as it made regular appearances when originally in the custody of Ward Jones, now a Trust Supporter and from whom TV&GWOT acquired the vehicle. Given the nationwide participation, the Trust also had a stand in the commercial area and advertised within the programme drawing attention to the Trust and the new VCS90 book which was sold alongside surplus archive stock and memorabilia.
- **Sunday 30th October 2022** was the final Flowers Hill Depot Open Day for the year organised by the **Bristol Vintage Bus Group** many members of which also support TV&GWOT with vehicles and event preparation. The Trust reciprocated its support taking

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a sales stand for the indoor market area. The dual focus was to keep the Trust's profile in the eye of those with allied bus and coach interests while also promoting the VCS90 book

Metrics to measure success in pre-pandemic years can be re-examined in 2022-3. In terms of: (a) **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events – 16,927 in 2022-23 compares with 24,758 in 2019-20; (b) for the number of **(vehicle) days** Trust and Trustees' vehicles participating in TV&GWOT events were on the road on public display - 236 vehicle days in 2022-23 compares with 262 in 2019-20; and (c) the associated **mileage** covered – 18,285 miles in 2022-23 compares with 19,731 miles in 2019-20. The differing nature and number of events in the two periods accounts for the differences.

Other measures include the sale of some 1,150 **programmes** (at £4-6) at Penzance, Didcot, and Kingsbridge events containing articles of historic interest compared with over 1,700 in 2019-20 (when there was an additional Tavistock event) and some 342 sales (£15) of the TV&GWOT **VCS90 book**, where 250 copies of TV&GWOT's Reading Motorbus centenary **book** (£12.95) were sold in 2019-20. Sales of the latter are ongoing including 19 in the 2022-23 year indicating a continuing modest ongoing revenue stream from Trust publications.

While measures through 2022-23 were not at the levels seen pre-pandemic, this reflects a degree of caution on the Trustees part, in the extent of print runs and the level of event promotion to ensure arrangements remained manageable and COVID safe. By the year end, however, the Trustees were confident that the 2022-23 performance gave a sound basis for future growth and evidenced the resurgence in public interest in TV&GWOT activity post-pandemic.

Vehicle restoration work continued throughout the 2022-23 year as described below:

- MO9324 – 1927 Thames Valley Traction Co. Tilling-Stevens B9 No. 152 – Starting/running issues were investigated and tackled with some work on the Autovac and attention to a carburettor defect. Packing of selector springs in the gearbox stabilised issues with reverse gear. Fan belt adjustments and work on spark plugs improved running / reducing mis-firing. Work to improve seat fixing and floor covering/mouldings was undertaken. A larger steering wheel, as probably fitted originally, was sourced and installed to improve driver control.
- RU8805 – 1929 AEC Reliance No. 3615 – A support system for rear of the engine and clutch housing was developed. A new driver's seat was manufactured. Roof opening vent gear, roof cove panels and air vents progressed.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – Advertising boards were sign written, exterior painting completed and internal timber finishers installed. Cracks in the cylinder head and block were repaired and heat treated in preparation for the engine to be re-assembled.
- BOD25C – 1965 Bristol FLF6B No. 2065 – An opportunity arose to obtain new tyres, tubes and flaps to fit to the vehicle.
- LTA748 – 1950 Bedford OB No. 1409 – Extensive work undertaken by volunteers includes:
 - Preparation and painting of the chassis, rear axle, rear springs and front bulkhead as well as the engine, gearbox, water pump, fan, exhaust manifold and prop-shaft and refitting as required.
 - Fuel pump overhauled and refitted to engine.
 - Dynamo, starter motor and carburettor overhauled, tested and refitted.
 - Full overhaul, refitting and testing of rear wheel hubs and hydraulic braking system.
 - Fuel tank painted and new fuel sender unit fitted. Tank bolted to chassis.
 - New tyres, inner-tubes and flaps assembled.

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- FMO938 – 1950 Bristol LL6B No. 556 – The exterior restoration was completed early in the 2022-23 period with signwriting comprising fleet names and numbers, and legal lettering. Curved seat back panels were formed and the seats were re-trimmed and fitted.
- DBL154 – 1946 Bristol K6A No. 446 – Starting issues were resolved by refurbishing the starter motor. The front nearside body pillar showing signs of distress was removed and replaced with a completely new pillar. Repairs were made to the upper deck front dome and all affected areas were reinstated and repainted using stocks of the original matching paint.
- MOD973 – 1952 Bristol LS No. 1286 – Minor repairs (e.g. wiper motor) undertaken.
- EDV555D – 1966 Bristol SUL4A No. 692 – Electrical charging issues have been addressed with re-wiring and replacement dynamo.
- FDV790V – 1979 Bristol LHS6L No. 1560 - New front tyres fitted
- FTA634 – 1941 Bristol K5G No. 345 – Now the Trust's principal Devon-based major project involving volunteers, restoration was re-started in 2022.
- 519BTA – 1960 Bristol FS6G No. 1967 – Prepared mechanically for safe transfer to restoration workshops in Buckinghamshire and electrical systems assessed. Bodywork restoration commenced in November 2022, stripping the vehicle down and rebuilding the cab/saloon interior where the vehicle had been re-purposed as a training bus in later service life.
- 974AFJ – 1960 Guy Arab IV No. 74 – Inspected prior to acquisition and found to be in good mechanical order although some bodywork repairs / improvements and repainting required for it to be used to carry passengers at public events. Work commenced in January 2023 with replacement / rebuilding of the rear platform and repairs to the front dome.

Ahead of the Trust events and other outings through 2022 and 2023, all participating vehicles were required to have MoTs or roadworthiness inspections (as appropriate to their age / taxation class). This applied equally to Trust loan vehicles and Trustee-owned vehicles made available for use. Commercial inspection services and those of suitably qualified Supporters, particularly Trustee Graham Green, were deployed with defects and any resulting rectification required being recorded. Necessary remediation was carried out before vehicles were used on passenger service. This was a major task, particularly so since some vehicles were seeing first use since COVID restrictions had limited their use.

Despite the pandemic disruption, the Trust recovered well and continued to be **well resourced financially** underpinned by its prudent reserves policy through the 2022-23 year. The Trustees were able to limit the Trust's expenditure through the pandemic period in anticipation of unpredictable and limited opportunities to generate income while also diversifying its funding sources. As a result, although growth was set back, the Trust did not suffer financial harm from the pandemic constraints. The return to a full programme of activity in 2022-23 as described in this report introduced new ventures such as books and sale of surplus materials being pursued to ensure a broader range of income streams involving a wider range of donors / purchasers.

Generous **funding of the Trust** by its increasing number of Supporters continued, particularly with annual renewal donations in June/July 2022, which contribute to the Trust's standing and overhead costs.

The original appeal to purchase and undertake the bodywork restoration of 556 and contributions to the "*556 – The Final Push*" appeal were generally made as lump sums or monthly instalments. Those monthly contributions completed their term in 2022-23 but it is gratifying that some contributors have opted to continue their regular donations. Others are enquiring about future opportunities to provide project support and, to this end, preparatory work began to plan the

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restoration of 1953 Southern National Bristol KSW6B No. 1852 (LTA995) which the Trust purchased from Haynes Motor Museum in 2017. Now the Trust has a strong track-record in successful vehicle restorations and project execution, the aim is to augment Supporter donations with matching grant funding and work to scope the requirements and identify funding sources commenced with a view to a appeal and other funding applications in 2024.

The continuation of the revival of support from the major transport companies in the reporting year 2022-23 has been a significant contributor to the Trust's programme of events enabling public benefit to be prioritised. Further work to develop messaging that is effective in associating the pleasures of a vintage bus day out with the economic and environmental benefits of increased bus usage in daily life is underway. In turn it is hoped this will ensure relationships with the transport companies can flourish. The advertising from other local businesses around events is also valuable and new ideas are being explored to match products and services to event audiences thereby encouraging increased advertising revenue.

Other opportunities for grant funding are also being identified and pursued. A presentation of the archive cine-films digitised in the 2021-22 reporting year to a visiting group has led to promise of a donation of £2,500 from the Omnibus Society from a related legacy to help fund the digitisation, preservation and public access to other films in the collection.

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 2022-23 year the number of Supporters rose substantially from 263 at the start to 293 at the year end. This strong position reflects an almost complete renewal by existing Supporters in May 2022 and a significant influx of new Supporters throughout the year.

During the period, the Trust produced four editions of its **quarterly Supporters' magazine, *To and fro***. The magazine comprises a mix of Trust news, reports on activities and original, high quality articles on historical topics within the Trust's scope which are produced by Supporters, some of them regular correspondents. With the organisation of the Trust's archives ever improving, a growing number of *To and fro* authors draw directly on them for research and illustration purposes. This has not only enriched the scope and depth of articles within the period but has also enhanced the magazine's role as a means of public access to our collections. The result is a high quality publication which inspires and furthers interest in our core topics, exploits and showcases the Trust's collections and has a lasting and cumulative value to Supporters. The skills and dedication of Trustee David Sheppard as Editor and Supporter Luke Farley leading design and production are acknowledged with gratitude.

The total published *To and fro* content for the period comprised 172 pages, 23 original articles (2021-22: 32) and 338 images (2021-22: 278). In summary the content covered:

- Issue 28 (published April 2022) – The Chairman's opening Trust Traffic Notices reflect on the success of recent open days at Trust sites in Devon and Berkshire, introduce new Trustees Peter Delaney and Peter Snowden, and set the scene for Victoria Coach Station 90th anniversary celebrations alongside a full programme of Trust events in the year ahead. Erstwhile District Manager for Southern National, Martin Curtis recalls the starring role of a Western National Leyland National bus in the BBC drama Knockback set in the 1970s. From the Valleys to the 'Valley documents the extensive transfer of buses from South Wales to the Thames Valley in the late 1960s. Cornish adventures from 1990 are shared in the photographs by Supporter Nik Anthony, re-creating the scene anticipated at the heritage bus day in April 2022. The first of a pair of articles introduces the serious purpose and eye-catching poster designs produced by Royal Blue to drum up express service passengers over the years. Finally attention turns to bus tickets and the significant role of the Williamson company thanks to Peter Snowden.
- Issue 29 (June 2022) – In complementary articles with extensive illustrations recreating the vintage scene, Supporters Robert Hawken, John Howden and James Freeman,

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respectively, show West Country vehicles in Penzance for Easter, Thames Valley on the London to Brighton run in May, and a unique view from behind the wheel of the Trust's Royal Blue LS on the Royal Blue run in June. Supporter Richard Delahoy recalls new lives for three of Plymouth City Transport's unloved Leyland Nationals across the country in Essex in the early 1970s. The second part of Trustee Peter Delaney's articles 'Expressing it on a poster' follows designs through to the 1970s linking coach travel and design fashions. On the vehicle side, 'Norths star' rebuilds the history and fortunes of a former Western National Bristol SU espied in a scrap yard. Paul Lacey closes with a Stranger in the (Thames Valley) camp, the first of a series on interloping vehicles, this one from Brighton, Hove & District

- Issue 30 (November 2022) – the Chairman's Trust Traffic Notices give an express ride through the VCS celebrations, the Trust's Kingsbridge event with free passenger journeys, public engagement at Imber-bus and Reading Buses, and Trust visits hosted for historical societies and even town criers. The Trust Thames Valley Tour to mark the centenary of the Thames Valley Traction Co. had a dedicated feature. James Freeman gives his unique perspective as a driver at the Trust's Kingsbridge event in September. Route and Branch by Paul Lacey reminds readers of the ancillary work of tree-lopper vehicles for buses in the Thames Valley. Martin Curits remembers Old Friends, in the form of Bristol VRTs which he recalls from his youth growing up in Brislington near the Bristol Commercial Vehicles' works. Peter Delaney turns attention to one of a small express service operators, Link Safety Coaches, whose short-lived operations (1926-1933) ran from Bournemouth. Peter Snowden's photographs reveal the considerable extent of Alexander-bodied buses in the Southern National fleet. A round-up of anniversaries for bus operations in the Thames Valley area demonstrates the significant steps taken many decades ago.
- Finally in the period, Issue 31 (December 2022) Trust Traffic Notices include a focus on funding and also give insight to the extensive repairs to the front near-side pillar of Trust-owned Bristol K No. 446. Paul Green extends the Issue 30 feature on Bristol VRs to cover their service nearly 40 years later at Torpoint – cut away at the front and rear to give additional clearance when embarking or dis-embarking the ferry. Martin Curtis shares a remarkable coincidence as a chance view of a photograph took him back some 55 years to the formative days in the life of an industry professional (and enthusiast). The SU involved provides a link to a pair of Bristol SUL coaches operated by United Welsh, much rarer than their West Country counterparts. To fit with tradition of booking holidays at the turn of the year, Peter Delaney reviews the brochures Royal Blue produced to entice passengers. Lessons from history come from Paul Lacey's article on the Thames Valley Gas Cars of World War 2 – early hybrid vehicles.

Back numbers of *To and fro* are sold at modest cost and as 'taster bundles' on the Trust's sales stand at events as well as online via the 'Shop' facility on the Trust's website with some editions now being out of print. Sales not only generate useful revenue but also encourage wider engagement with the Trust and extend the access to material in Trust archives.

In his role as Deputy Chairman of the **National Association of Road Transport Museums (NARTM)**, Trust Chairman Colin Billington has continued involvement in the work investigating skills development and the potential for an apprenticeship scheme in light of the seven-figure legacy vested in NARTM. This work has significant relevance to TV&GWOT alongside the NARTM objectives. Detailed discussions proceeded with the Heritage Skills Academy towards establishing an apprenticeship scheme appropriate to buses and coaches and other large commercial vehicles in collaboration with the London Bus Museum (Brooklands) and London Transport Museum (Covent Garden and Acton). In addition, discussions were held with S & B Automotive Academy regarding heavy vehicle mechanical and electrical engineering apprenticeships.

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Heritage sector links have been maintained, for example with the Heritage Alliance, South West Museum Development, Digital Heritage, Charity Digital etc where training and information about resources and funding are provided through Newsletters and online courses.

The Trust continues to strive to achieve best practices in governance and operations and, to this end, applied in November 2022 to the **Heritage Compass business support programme** funded by the National Lottery Heritage Fund (NLHF) and the Department for Digital, Culture, Media and Sport (DCMS). The overall programme aim is “to create a better connected, informed and resilient heritage landscape across England”. Skills in business planning, audience development, leadership and change management are delivered via a range of training, mentoring and peer learning. The Trust’s application was successful and Trustees Helen Bolt and David Sheppard were inspired by parallel sessions at the opening Symposium in Coventry on 26 January 2023. With participation fully funded, online access for all Trustees, a grant for audio-visual equipment, and access to experienced professionals from across the heritage, cultural and associated business sectors, this offers a very important opportunity for the Trust to expand its horizons and build resilience over the year ahead. The target outcomes selected in the Trust’s application were:

- A developed / re-invigorated audience development plan;
- A developed / re-invigorated income generation strategy;
- A process to manage internal culture change.

Broadening the Trust’s advisory network and grant opportunities further, the Trust joined the Association of Independent Museums at the end of January 2023. **AIM** exists to represent, connect and strengthen the UK’s independent museums, galleries and heritage organisations.

The Trust has continued to be involved with the **Land Transport Archive Network**, coordinated by The National Archives as an informal network for archivists, curators, custodians and researchers, interested in the care and use of archives relating to any aspect of any form of land transport: including vehicles, operators, personnel, passengers, manufacturers, freight and infrastructure. TV&GWOT Trustee Helen Bolt completed a survey determining archive coverage over of 93 NARTM member websites as part of the LTAN survey activity in the passenger road transport sector. Coverage was extended to design and commercial aspects, educational programmes, social media, affiliation/accreditation etc with the findings presented to TV&GWOT Trustees to help guide best practice.

The **website** is vital for the Trust to maintain ‘virtual’ contact with the public (providing up to date reference material about the Trust’s objectives and constitution, activities and events, the collection and opportunities to get involved as a Supporter as well as access to educational materials through the online shop facility). Shortly before the year end, the Trust registered with GoogleAnalytics4 to provide website monitoring data. The baseline will be established through 2023-4.

The Trust’s **social media** continued to play a significant role in its public-facing communication throughout the period, connecting both with our existing audience base and new audiences who are discovering, consuming and benefitting from our work through socials.

During the period, the Trust’s **Facebook** page was its primary social media presence. Statistical analysis of content and page performance within the period are prevented by new ‘Meta’ measuring tools, which measure only short-term (90 day max) periods, but by all measures – ‘followers’, ‘reach’ and ‘engagement’ – the page saw further significant growth throughout the period. It remained the market leader in both the Thames Valley and West Country area among those for comparable groups and charitable Trusts by a significant margin.

Significant work on expanding the Trust’s social media offering towards the end of the period, and subsequently, has dramatically increased our reach further still. In January 2023 the Trust launched a private Facebook group for its Supporters. Designed as a forum for sharing collection material as well as operational information, its purpose was to harness enthusiasm, goodwill and activity generated by the Trust’s emergency pandemic-era newsletter Service-19, in a self-sustaining way.

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The title '**Service 23**' was chosen. It has been warmly received by Supporters, many of whom have embraced Facebook (and IT in general) for the first time in order to take part in the discussions. Since the end of the period, the private page has attracted 122 members, approximately a third of the Supporters group. It will be noted that age profile and other demographics are such that many Supporters are not willing users of digital technology and are unlikely to join. However, the needs of analogue Supporters continued to be met handsomely by the Trust's flagship magazine, *To and fro*, only available in print, which features regular round-ups of the highlights from the digital discussions.

The Trust acknowledges the skills and creativity of social media lead, Trustee David Sheppard, and the technical help of the webmaster, Supporter Gerry Tormey, which underpins the Trust's success in engaging the public in the online arena. These communication routes are maintaining and increasing awareness of the Trust and helping engage new Supporters from far afield.

Opportunities to engage a wider network of individuals and organisations continued to develop throughout 2022-23 and, despite the workload, the Trustees have responded recognising the importance of the raised profile and financial income to the Trust that such activities bring. The chronology of activities covered:

2 April 2022 – Use of **Reading Transport VR No. 38** owned by the Trust to transport members of the **British Trolleybus Society** on a tour of former trolleybus routes in Reading organised by BTS member and Trust Supporter, Dave Hall - 38 BTS members took part.

9 April 2022 – Trustee David Sheppard was the guest speaker at the **South Devon Railway Association annual dinner**, held at Birdie's Kitchen in Buckfastleigh. He addressed around fifty members of the Association, including the daughter of the late Reverend W. Awdry, creator of The Railway Series, speaking about the forthcoming 150th anniversary of the opening of the Buckfastleigh, Totnes and South Devon Railway. He gave a lively account of his own 30+ years in preservation and outlined the work of the Trust, particularly its connections with the Great Western Railway and South Devon.

Stagecoach Long Service Awards - Trustee David Sheppard compèred a series of events attended by staff, industry figures and opinion formers for different regions through the year, on each occasion including an overview of the Trust's work.

29 April 2022 – Stagecoach Yorkshire in Sheffield - c.400 staff,

14 May 2022 – Stagecoach North East in Newcastle – c. 500 staff.

18 June 2022 – Stagecoach North East in Newcastle – c. 500 staff.

26 May 2022 – Trustee Helen Bolt participated in the **Francis Clark annual seminar for charities** covering latest Charity Commission developments including legal matters, prevention of cyber-crime and fraud, and updates on accounting and VAT specific to the sector. The availability of professional advisors and other charities large and small for networking makes this a valuable forum to ensure the Trust's public benefit is delivered in a compliant manner.

5 June 2022 – Trustee David Sheppard drew the raffle for **Exmouth Museum** at the culmination of the town's celebrations for the Queen's Platinum Jubilee. He spoke about the importance of making history accessible and relevant in the future and gave an outline of the Trust's approach in this regard.

11 June 2022 – Use of newly restored **Thames Valley Bristol LL6B No. 556** to transport principal donors and special guests to **Alexander Devine Children's Hospice** in Maidenhead from remote parking for their 15th anniversary 'thank you' event. Some 90 passengers were carried on return trips through the day.

6 July 2022 - Trustee David Sheppard gave an informal tour of the Trust's South Devon base to retiring **Showbus** organiser, Martin Isles, and former **BBC Spotlight** Editor, Ed Goodridge, both enthusiastic followers of the Trust's work and keen to find out more about the collections.

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16 July 2022 - 24 people from the **Kingston Historical Society** visited the Trust's Devon base for a talk by the Trust Chairman, Colin Billington, about local transport history and the activities of the Trust, a tour of the archive and workshops and a trip on Trust Chairman's Bristol SUS (Western National No. 600) through the Avon Valley area of outstanding natural beauty.

22 July 2022 – the Trust's Devon facilities provided the base for 25 **town criers** from the UK and overseas to travel to Plymouth for an international competition in the City Hall and at the recently opened Box Plymouth and South & West Devon Archive. Trust Chairman, Colin Billington, used his Western National Bristol L No. 1218 to transport the town criers and consorts in their finery to and from Plymouth and between venues.

23 July 2022 – the Trust hosted the **Provincial History Research Group of the Omnibus Society** at its Berkshire base for their AGM. Trustee Peter Delaney gave a talk about the Trust's archive collection in the former Maidenhead passenger shelter now owned by the Trust and re-erected on its Berkshire site showing interesting artefacts held in the collection. The digitisation of the late Mike Stephens cine films by the Trust was of considerable interest as they feature OS Tours, some 50+ years ago - an online presentation to regional groups and potential funding of further work resulted.

24 July 2022 – Trustee David Sheppard performed the official opening of **Paignton Festival** on behalf of the BBC and Torbay Old Wheels Club. On display were his and his father's 1962 Bristol SUL4A coaches, former Western National Nos. 420 and 425 (270/5 KTA). They had been brought together to mark the 60th anniversary of their delivery that month, as explained in David's opening speech and the event programme.

23 September 2022 – Trustee David Sheppard drove a party of **GWR** Exeter depot managers, their partners and families on their (now) annual vintage bus outing. Around 50 participants enjoyed a free tour of the Exe estuary between Exeter and Exmouth, pausing for refreshments along the way. Given the late-autumn sunshine, open-top traction was provided FOC by Daniel Shears in the form of ex Riverlink Bristol VR "Molly" (WTU 467W).

7 October 2022 – some 20 members of the **National Transport Trust** visited TV&GWOT in Berkshire for a talk on the collection to see the workshops and take a tour of Windsor in Bristol LS Royal Blue No. 1286 (on long-term loan to the Trust). The tour ended with TV&GWOT neighbour, David Buck, who gave rides on his full scale railway steam engines over track in his grounds.

12 October 2022 – the **Berkshire group of the Vintage Motor Cycle Club** came by their own stylish mode of heritage transport to visit the Trust for a talk, tour of the facilities and trip around Windsor in Bristol LS Royal Blue No. 1286 (on long-term loan to the Trust). 18 BVMCC members took part in the event suggested by Trust Supporter Victor Youel.

18 October 2022 – a group of TV&GWOT Supporters worked with Trust Chairman Colin Billington to assist the **Great Western Society** repatriate a former **GWR Swindon Works fire tender** from the **Science Museum at Wroughton** to Didcot. Extensive planning in the months before, detailed risk assessments and provision of road transport meant the Trust was able to help the organisations achieve their heritage objectives.

25 October 2022 – the **Chartered Institute of Logistics & Transport (Central Southern Region)**, through Trust Supporter and CILT Board member Richard Mallett, invited TV&GWOT to be represented at their regular meeting as a basis for exploring how the Trust might provide interest to members and how members might use professional skills to help support the Trust. Trust Chairman, Colin Billington attended, networking with CILT members and learning from the evening with Mark Hopwood, CBE, Managing Director of GWR.

29 October 2022 – Trustee David Sheppard provided a live commentary for the annual **Twyford & District Round Table** firework display, one of the largest and best attended in the Thames Valley. His pre-display commentary promoted the Trust's local work and events and was heard

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by around 5,000 visitors. Inspiration for potential future recruitment was drawn from the Round Table volunteers.

6/7 November 2022 – Trustee David Sheppard marked the 60th anniversary month of his preserved former West Yorkshire Bristol SUL4A, SMA 5 (811 BWR), by taking it on a trip to the city of its construction. Among the locations visited were the site of the former **Bristol Commercial Vehicles** Bath Road factory in Brislington and the nearby Chatsworth Road assembly works where SMA 5 was photographed in front of the remaining buildings.

11 November 2022 - Trustee David Sheppard compèred the **Stagecoach South West** Long Service Awards at Sandy Park Stadium in Exeter, attended by c.500 staff, industry figures and opinion formers. His presentation included an overview of the Trust's work with particular emphasis on the links between the modern day Stagecoach operation and the historical Devon General, Western National and GWR operations.

8 December 2022 – Trustee David Sheppard played a/the starring role at the **Colleton School's** Christmas Fayre, held at his former primary school in Twyford. When out of role, the opportunity was taken to connect with parents and families who well remembered his bus interest and were delighted to hear about the ongoing work of the Trust in the Thames Valley.

12 December 2022 – Trustee David Sheppard resumed his annual role as host of the **Thurlestone** Christmas Carol Concert in South Devon, including the now famous switching on of the Christmas light in the telephone box. The event was attended by c.100 local people who were informed of the Trust's activities in Devon.

15 January 2023 – Trustee David Sheppard hosted an informal visit to the Trust's Devon base for **9-year old transport enthusiast** Alfie and his mother, Bryony. Ahead of the site tour, a trip on Service 164 Rail Link between Totnes and Salcombe gave a contemporary context for the historic buses that would be viewed.

20 January 2023 – Trustee David Sheppard visited the home of accomplished **bus modeller** Nigel Roberts to view his collection and to advise on several new West Country models currently in development, including a Series 2 Bristol SUL coach. Mr Roberts generously exchanged one of his beautifully made Series 1 SUL models for an unbuilt kit, and this has subsequently featured in photographs used by the Trust for publicity of its Kingsbridge Vintage Bus Day.

25 January 2023 – an online presentation was made to the **Omnibus Society South Wales & West Branch** by Trustee Helen Bolt, based on cine film recorded by the late Mike Stephens during an OS tour in 1973, now in the TV&GWOT archive and recently digitised. The presentation combined extracts from the itinerary with memories interjected by those who recalled detail of the trip and the bus operations observed.

29 January 2023 – Trustee David Sheppard hosted a quiz for the **Riley Motor Club** at the Padbrook Park Hotel in Cullompton, Devon, where he also displayed his newly restored Austin J40 pedal car. Around 150 attendees enjoyed an after-dinner speech on heritage buses, including promotion of the Trust's work, followed by a lively music quiz.

In 2022-23, post-pandemic, the Trust was fortunate that many **volunteers** returned to resume roles in vehicle and archive working parties and in helping to plan and stage public events. This voluntary effort is the backbone of the Trust's ability to deliver public benefit and preserve the collections for posterity. Aggregate figures for the current reporting year 2022-23 show 219 individuals helped with Trust activities (205 in 2021-22), contributing 13,000 volunteer hours (2021-22: 10,500) with 148 of these (2021-22: 120) involved in crewing the 91 different vehicles (2021-22: 77) which attended TV&GWOT events. Pre-pandemic comparisons for 2019-20 are 17,300 volunteer hours recorded for 246 individuals but the numbers are affected considerably by the nature of public events undertaken.

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The Supporters' group is a primary source of volunteers, providing 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. Of the **293 people registered as Supporters** at the year end, a significant proportion have been actively engaged in working groups, participating around events, contributing as advisors or research correspondents and helping fund projects. Trustees wish to thank Supporters and other volunteers for their continuing input and help in ensuring the success and future sustainability of the Trust.

ACTIVITY & PUBLIC BENEFIT IN 2023, BEYOND THE 2022-23 REPORTING YEAR END

The strong focus on Trust resilience and sustainability has continued into the 2023-24 reporting year with Trustees David Sheppard and Helen Bolt maximising the opportunities presented by the **Heritage Compass programme** by participating in full day courses on:

- Governance
- Cash Management & Forecasting
- Earned Income
- Fundraising
- Business Planning
- Audience Development

These were complemented by sessions with the Trust's 'Critical Friend' under the programme, Cath Hume CEO of the Arts Marketing Association, and 'Mentor', Mel Larsen a marketing consultant and business coach.

In related work, Trustees ran a number of sessions to develop a fresh 5-year strategy for the Trust to inform business planning in 2023-24 for future years. Whilst work in progress at the time of this report, the Trust Vision has been re-articulated to be:

*To preserve and treasure our Thames Valley & Great Western bus heritage,
connecting people, places and the past,
bringing joy and understanding of where we have been and where we are going today.*

Five strategic goals have also been developed for the Trust to:

- *Share our **collection** treasures*
- *Realise our **audience** potential*
- *Expand our **income** streams*
- *Reinforce our **resilience***
- *Protect our **interests***

In October 2023 the Trust also applied for Strategy Support under an extension to the Heritage Compass programme, specifically to guide the audience development plan. This application was again successful and the Trust has gone on to benefit from additional training and expert input to its specific plans, all fully funded by the NLHF / DCMS.

This has been an exciting and stimulating experience with the Trust and Trustees benefitting not just from the direct teaching but from the associated opportunities to network with other heritage and cultural educational charities in different regions, operating at different scales. From early in the programme fresh ideas have been applied to the Trust's public engagement with considerable success, for example with a broader appeal in social media posts through the summer of 2023 and focused interaction with families at events like Fawley Hill in August 2023, with Trustees actively learning more about visitor interests.

Developing from Heritage Compass contacts, in March 2023 the Trust applied to the **AiM Arts Scholars Brighter Day Grant Scheme** (Supported by the Arts Scholars Charitable Trust) and

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were awarded £1,650 for a project 'Art & Design on the Buses' to develop an online exhibition of the poster artwork produced to advertise bus and coach services over the decades. This brings with it further training, software and consultancy advice to enhance the Trust's digital design capability.

As part of building Trust capabilities, an application was made to the **eBay Charity Connect** programme which provides training, on-to-one help, and free provision of a shop, discounts and other facilities for 12 months. This has an equivalent monetary value of several hundred pounds and provides a new platform for the Trust to promote events and educational publications as well as fund raising.

The **Supporters' Group** has continued to thrive into the 2023-24 year. Twelve new Supporters had joined beyond the 2022-23 year end at the time of writing. The extent of renewals in June, although over 90%, was not quite as high as in previous years with a number of people citing the cost of living being the dominant factor in them cutting back. A facility to remain on the mailing list was offered and has been taken up by most ensuring a degree of access is maintained. Sadly a number of Supporters have died since the year end. In particular Michael Plunkett who had rescued and restored Thames Valley Tilling-Stevens No. 152 and passed ownership to the Trust in 2017, died in September. His contribution to the Thames Valley heritage will long be remembered. Three further editions of the **Supporters' magazine *To and fro*** with a fourth in preparation for issue before the 2023 calendar year end.

Engagement of Trust Supporters as volunteers in **vehicle restoration and maintenance working groups** continues with twice-weekly sessions in Berkshire and sessions to suit working patterns in Devon.

Archive activity in Berkshire continues with a three-weekly cycle on site and monthly working groups in Devon.

Cataloguing the collection is a principal task for the working groups ensuring the collection is defined and readily accessible. The work applies to donated and accessioned material with surplus donated models again being offered for sale at events. This has generated some £2570 income in the first eight months of the 2023-4 year, contributing to Trust funds for expenditure to improve the archive resources and standards for collection care.

A full programme of events was planned for the summer season beyond the 2022-23 year end. Not everything went to plan due to circumstances beyond the Trust's control but there were, nevertheless, considerable successes and new opportunities for the public to engage with our rich transport heritage.

The **chronology of Trust events and events attended by the Trust** since the start of the 2023-24 year (1 March 2023) until October has been as follows:

- **3rd-5th March, the National Association of Road Transport Museums (NARTM) Members' Spring Meeting weekend.** Trust Chairman, Colin Billington, is also Deputy Chairman of NARTM which consists of almost 100 member organisations and individuals' vehicle collections. These range from national museums such as the Science Museum and the National Tramway Museum at Crich, regional and city based museums such as the public sector owned (TfL) London Transport Museum and the charity Manchester Museum of Transport, regional charities with collections used at public events such as TV&GWOT and groups or individuals owning vehicle collections, the common aim being that the owners wish to make their collections accessible to the public.

The Members' Spring Meeting consisted of a weekend of activities arranged by the TV&GWOT Chairman, including a NARTM Board meeting held in the TV&GWOT archive work room in Berkshire on 3 March, the Members' Meeting held at the London Transport Museum's Acton Depot on 4 March, which included a tour of the collections located within the Depot as well as the meeting itself. There was also a visit to Victoria Coach Station on

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5 March for a “behind the scenes” tour during which the full process from arrival and passenger/luggage unloading, fuelling, running repairs and preparation for the next journey including re-provisioning, lay-over, entry to departure terminal, passenger and luggage loading and departure was followed. The tour included the control room where arrivals and departures are planned and overseen by a large array of CCTV cameras watching all parts of the coach station and surrounding streets. A mass departure of up to 40 coaches occurs every 30 minutes on the hour and half-hour. This NARTM tour was the last event in 12 months’ of celebration of the 90th Anniversary of the Grand Opening of VCS on 10 March 1932.

TV&GWOT provided all transport to and from these venues and to hotels and restaurants for delegates over the weekend using Royal Blue Bristol LL No. 1250 and Bristol LS6G No. 1286. A total of 122 passenger journeys was recorded during the weekend.

- On **16th April 2023** the **15th Penzance Vintage Bus Running Day & VR Revival** saw 31 buses and coaches running free bus services and together providing 7535 free passenger journeys to local residents, enthusiasts and visitors together with 130 dog journeys, both new records! The event, organised jointly with the Cornwall Bus Preservation Society, had a souvenir programme which celebrated the 120th anniversary of the first Great Western Railway Road Motors service, established in 1903, running from Helston to the Lizard. A 14-page feature describes the earliest days of motor bus operations in West Cornwall which became the model for motor bus operations all over the GWR railway network. The programme also provided an account of the CBPS restoration of former Truronian Dennis Dart SLF TT03TRU, which later passed to First Devon & Cornwall when Truronian was absorbed. It subsequently was repainted into GWR livery for the 110th anniversary in 2013. It also contained the rhyme “Chill out Man” by poet and bus driver Gray Lightfoot. Chill out Man pops into a bus driver’s mind in times of stupidity by holiday motorists! Bus, rail and other local businesses supported the event with advertising providing encouragement for the renewed viability of these activities. TV&GWOT Trustees and Supporters took nine vehicles from the Trust’s Devon base to run at the event.
- On **1 May 2023** the Trust took Thames Valley Bristol LL No. 556 to **Winchester for the FoKAB (Friends of King Alfred Buses) “The Original King Alfred Buses Running Day”**. It operated on two routes from Winchester to Cheriton to the east of the City (two services) and Sutton Scotney to the north (one service) both approximately 15 mile round trips. 212 passenger journeys were recorded along with 10 dogs. With an average of over 35 passengers per journey 556’s 39 seats were filled to capacity on most journeys and singing broke out on the return journey from Sutton Scotney!
- Our planned event at **Didcot on 14 May**, in partnership with Didcot Railway Centre, had to be cancelled due to the closure of the Didcot – Oxford railway line because of the need for emergency repairs to stabilise and strengthen an abutment under a bridge over the River Thames. This necessitated a major rail replacement coach service fully utilising the rail/bus interchange which normally serves as our Didcot terminus for the TV&GWOT event services. The event was replaced with an express coach tour to celebrate the **60th anniversary** of the entry into service of the **prototype Bristol/ECW RELH operated by South Midland Motor Services** between Oxford and Victoria Coach Station. An 88 mile circular tour, using the original routes was devised by Supporter Jonathan Radley from Oxford via the A40 through High Wycombe and Beaconsfield to Denham, returning via Maidenhead and Henley-on-Thames. Five coaches representing the route history and RE anniversary took part including Royal Blue LS No. 1286 on long-term loan to the Trust. This was enjoyed by some 50 passengers and advance publicity resulted in many spectators along the route, a high proportion with cameras feeding pictures onto social media almost instantaneously! This gave great publicity to the Trust but resulted in the loss of some 4,000

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passenger journeys based on our 2019 and 2022 Didcot event figures and also the greater advertising and other advanced publicity which had been planned.

A souvenir booklet was produced rapidly using previously researched photographs from the Bus Archive. Extensively illustrated, it charted some 75 years of history from the origins of South Midland in 1921, through the development of Oxford-London express services over the decades and the changing vehicle types covering the route. It highlighted the significance of the prototype Bristol RELH / ECW coach (521ABL) which joined the fleet in May 1963. The story was continued through to the late 1990s into Oxford Tube and Thames Transit eras. The publication was popular on the day and has continued to sell well at events and on-line.

- The Trust's 2023 **Royal Blue & Associated Motorways Coach Run** took place from **Friday 16th to Sunday 19th June 2023**. The Run, with 15 coaches entered started and finished at the site of the former Salisbury Coach Station. The Run left Salisbury taking the route used by non-stop Royal Blue services to the South West, using the diversion adopted on summer Saturdays to avoid traffic delays at Honiton going via Ilminster, Chard, Seaton (lunch stop at the Tramway) and the A3052 to Exeter. Coaches then followed the Exeter – Mevagissey route across Dartmoor via Princetown to Tavistock, and via Callington to Liskeard, to complete the first day. The second day was to continue along the Mevagissey route via Lostwithiel to St Austell but, due to the aftermath of a major road accident, the coaches were diverted towards Bodmin and the A30. Eventually St Austell was reached via the A391 through Bugle. From there the route followed the A390 to Truro (particularly used in the winter season), continuing on via Redruth and Camborne to Penzance. Coaches paused in the coach park opposite St Michael's Mount for lunch (proper pasties!). The run continued to Porthleven, to then follow the first part of the route which had run from there to Minehead, via Helston, Falmouth, Truro and Newquay as far as Wadebridge for the overnight stop. On the final day the Minehead route was resumed on the A39 as far as Bude and then turned east via Hatherleigh and Crediton to Exeter and taking the stopping coach route via the A30 back to the finish at Salisbury. The run covered a total distance of 454 miles and many hundreds of people came out to see and photograph/film the coaches along the route, sharing images online via social media amplifying the public engagement, with thousands more seeing the coaches as they passed by. In total the coaches covered 8121 miles including the run mileage and travelling to and from Salisbury. 236 passengers were carried over the three days of the run.

One of the Trust's Facebook posts with an amusing image combining human, animal and vehicle interest reached an audience of 160,000. A compilation video post-event was viewed by an incredible 17k people. Capitalising on this success online and translating it to further engagement with the Trust is a priority.

- On **Sunday 25th June 2023**, TV&GWOT again contributed to the vintage bus display at **Reading Buses' Open Day** taking its preserved Reading Buses Northern Counties bodied Bristol VRT No. 38 which was new to Reading Buses in 1979 as well as Royal Blue Bristol LS6G No. 1286 which dated from 1952 to showcase the range of vehicles operated by the Trust. 1286 has wind-down front windscreens which many young people enjoyed winding down and up again! The event raised funds for the Royal Berks Charity which supports the Royal Berks NHS Foundation Trust. Seven Supporters travelled to the event from TV&GWOT's base to drive the vehicles and erect and crew the sales stand but many more were at the event and visited the Trust's stand, which again provided an important local opportunity for keeping in touch as well as recruiting new Supporters and distributing educational material.
- On **15th July** the Trust again provided a free Park & Ride service for the **Alexander Devine Children's Hospice** in Maidenhead for their 2023 fund raising event using the Trust

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Chairman's venerable Royal Blue Bristol LL No. 1250. 30 donors to the Hospice's funds were transported from the parking area on a nearby office park to the Hospice and back.

- **30th July** saw 1250 on the road again to attend the **Bristol Vintage Bus Group's open day** and rally at Brislington. The objectives were to raise funds for the Trust from the sale of surplus material donated to the Trust and copies of Trust publications and photographs, and to sign up vehicle entries for Kingsbridge. The outcomes were very positive in both areas despite torrential rain.
- The Trust was invited to take a vehicle and Trust Supporters on **19th August to Imber**, the village on Salisbury Plain abandoned by decree during World War II and taken over by the military for essential wartime purposes. LT Routemaster buses make an annual pilgrimage to run vintage bus services from Warminster across the Plain to Imber and then on to Gore Cross on the A360. This year the Trust Chairman used 1250 to take a group of 24 TV&GWOT Supporters to the event. The Trust also had an information and sales stand at Imber village for which there was much interest from the large crowds who attended the event.
- Over the **25-28th August Bank Holiday weekend** TV&GWOT took part in the **National Transport Trust Fawley Hill Vintage Transport Festival** with three vehicles on display each day. Thames Valley 1927 Tilling Stevens B9A Express No. 152 and 1946 Bristol K6A No. 446 were on site throughout and Royal Blue coaches 1250 and 1286 were used on alternative days to ferry Trust personnel to and from the site, joining the display. The Trust's information and sales stand proved to be very popular and many young people received their first vintage bus ticket straight from the ticket machine and model bus to start their collection – which is where enthusiasm starts! A display of local photographs with buses drawn from the archive attracted significant attention. Trustees also surveyed the interests and motivations of visitors to the stand to inform the Trust's audience development activities.
- We had high expectations for our **Kingsbridge Vintage Bus Running Day** event on **16th September** with a record vehicle entry and record numbers of event programmes purchased prior to the event day. Sadly the forecasts of fine weather, a week before, evaporated during the preceding week and, on the day, heavy rainfall persisted without let-up. This was only the second of our sixteen Kingsbridge events to date which have suffered from significant rainfall and on the previous occasion the rain stopped by early afternoon. We estimate that some 2,500 passenger journeys were lost due to the conditions. However one bright spot was that the event achieved an all-time record in the number of dogs carried at any Trust event of 140, which was 50% of the 2023 overall total to date of 280. The total number of passenger journeys recorded was 5073.

Production of the souvenir programme was supported by a wider number of local businesses than in previous years, demonstrating the significance of the event for the community. The content included a feature on Tally Ho Coaches 100 years since its founder first began transporting passengers. 60 years since the Brent-Kingsbridge branch line closed was marked with a short history of the service and the event included trips on the parallel rail-replacement route. The main article gave further illustrations and a detailed narrative describing the history of Kingsbridge Bus Station, complementing the now permanent display panels in the bus shelters.

The John Hobbs Memorial run to Dartmouth on 17th September included a visit to the Britannia Royal Naval College for a heritage tour and museum visit enjoyed by 30 Supporters who had volunteered at the event the previous day.

At the start of November 2023 our major events for the year have taken place. Metrics for the 2023-24 year to date are as follows: (a) **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events – 13,577 (2022-23 16,927);

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(b) for the number of **(vehicle) days** Trust and Trustees' vehicles participating in TV&GWOT events were on the road on public display - 205 vehicle days in 2023-24 compares with 236 in 2022-23; and (c) the associated **mileage** covered – 17,725 miles in 2023-24 compares with 18,285 miles in 2022-23. As recorded above, two events (Didcot and Kingsbridge) were affected by adverse external factors beyond our control. Without these two factors we are confident that overall passenger numbers and other metrics would have been back at pre-pandemic levels. With the addition of two additional Trustees in 2022 we plan to further develop our events programme for 2024 to significantly expand our public benefit activities.

Opportunities to engage a wider network of individuals and organisations have proliferated beyond the year end and Trustees have responded recognising the importance of the raised profile and potential financial income to the Trust that such activities bring. In the 2023-24 year to date activities have included:

21 April 2023 – Trust Chairman Colin Billington made an online/Zoom presentation to 25 Members of the **Aldershot & District Bus Interest Group**. This covered:

- An introduction to the Trust constitution, objectives, range of events, archives and other activities and custodianship of Colin Billington's 1927 Great Western Railway Road Motors Guy FBB No. 1268, the only preserved GWR Road Motor.
- The history of GWR Road Motors over the period from inauguration of the first road motor bus service from Helston to the Lizard on 17th August 1903 until the passing of the Railway Road Transport Acts of 1928 which brought about a merger of Great Western Road Motors operations with those of other major operators in the GWR territory and with the acquisition of major (up to 50%) shareholdings in such companies.
- The history and preservation/restoration of No. 1268.

19 May 2023 – Trustee David Sheppard hosted the **Yorkshire Star awards in Sheffield**, attended by c.500 bus industry professionals and opinion formers. His presentation at the Mercure St Paul Hotel included an overview of the Trust's work.

20 May 2023 - Trustee David Sheppard hosted the **Stagecoach East Midlands** long service awards, attended by c.500 staff and opinion formers. His presentation at the Lincolnshire Showground included an overview of the Trust's work.

8 June 2023 – Trustee Helen Bolt attended the Francis Clark annual **Legal and Accounting Charity Support seminar** in Buckfastleigh taking advantage of expert advice opportunities to validate TV&GWOT's approach to accounting software, independent examination, investment of reserves, VAT registration etc while also benefiting from networking with other charity finance and governance teams.

10 June 2023 – Trustee David Sheppard joined Supporter Luke Farley in a trip to **Winkleigh Airfield Car Show** with his former Western National Mercedes 811 Minibus No. 357 (L357 VCV), where the Trust's activity was promoted. Meal break relief was provided on the site shuttle bus, operated using a former Southern Vectis Bristol VR.

24 June 2023 - Trustee David Sheppard compèred the **Stagecoach North East** Long Service Awards in Newcastle, attended by c.500 staff, industry figures and opinion formers. His presentation at the Hilton in Gateshead included an overview of the Trust's work.

17 July 2023 - Trust Chairman Colin Billington made an online/Zoom presentation to 27 Members of the **Chartered Institute of Logistics and Transport (CILT)**. This covered:

- The Thames Valley & Great Western Omnibus Trust - custodians of GWR Guy FBB No. 1268, the only preserved GWR Road Motor
- GWR Road Motors 1903-1933
 - Inauguration Helston-The Lizard 17th August 1903
 - Rapid expansion across the GWR network, initially as feeders to the railway, then providing local transport

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- Vehicle and route development
- Statutory powers to operate, formation of joint ventures and wider investment in bus companies
- 120 years on – a new focus on integration by today's GWR in partnership with local authorities and local bus operating companies and progress to date
- Restoration of 1927 Guy FBB No. 1268 (YF714)

The talk prompted lively discussion amongst the industry professionals on current public transport policy. A write-up has been included in the CILT magazine.

2 September 2023 – Trustee David Sheppard compèred the **Stagecoach East** Celebrations in Cambridge, attended by c.200 staff, industry figures and opinion formers. His presentation at The Belfry included an overview of the Trust's work.

10 September 2023 – Trustees Colin Billington and Helen Bolt attended the **Devon General Remembered** event in Newton Abbot to meet volunteers and distribute advertising leaflets to promote the TV&GWOT Kingsbridge Bus Day the following weekend.

15 September 2023 – Trustee David Sheppard compèred the **Stagecoach London Awards** at the London Transport Museum in Covent Garden, attended by c.500 staff, industry figures and opinion formers.

7 October 2023 - Trustee David Sheppard compèred the **Stagecoach South Awards** in Portsmouth, working with former First Western National Managing Director Marc Reddy, now in his new post as MD of the UK's Bus Operator of the Year, Stagecoach South.

14 October 2023 – An online/Zoom presentation to the **Friends of King Alfred Buses** by Trust Chairman Colin Billington covering:

- The circumstances and coincidences which led to his life long interest in road and rail passenger transport with the primary focus on West Country major bus and coach operators covering the period from age 6 until the acquisition of his first and second preserved vehicles (Royal Blue Bristol LL6B No. 1250 and Western National Bristol SUS4A No. 600).
- The Trust's background and purpose, what the Trust currently does and equipping it for its long term future.
- Public Transport Integration (road & rail), origins (GWR), 1928-1933 mergers and integration, 1948 railway nationalisation, 1969 formation of National(ised) Bus Company, 1980s break-up of NBC and denationalisation, formation of large bus groups, greater public sector involvement

28 October 2023 – Trust Chairman and **National Association of Road Transport Museum** (NARTM) Deputy Chairman, Colin Billington attended the Association's AGM at Kirkby which was hosted by a group with a focus on predominantly modern vehicles giving important insight to the commitment of younger enthusiasts. Important topics included the availability of insurance for heritage vehicles.

In the months beyond the 2022-23 period end **vehicle restoration work** has continued:

- MO9324 – 1927 Thames Valley Traction Co. Tilling-Stevens B9 No. 152 – A fuel leak on the autovac tap was repaired. Starting/running issues were further investigated as the battery was found to be self-discharging due to a short in the offside internal lighting circuit. This was repaired and 152 completed the return journey to Fawley Hill without any issues.
- RU8805 – 1929 AEC Reliance No. 3615 – Very good progress has been made on building the engine using parts from several engine relics. The roof mounted luggage container walls and surrounding fairings have been fabricated and duck boarding to keep luggage above potential rain water levels has been constructed and painted. More work has been undertaken on the sunshine roof mechanism and the side drainage channels have been recovered from storage and are being refurbished.

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- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – Now that the vehicle chassis and bodywork are complete, painted and fitted out, the original registration (VW203) has been confirmed by the DVLA with the issue of a new V5 registration document. Rebuilding of the engine is progressing well and we are working towards completion for the 2024 season. Remaining tasks include installation of roof mounted goods and luggage rack, seats, roof access ladder on rear of body and saloon lights plus signwriting of fleetnames, legal lettering and body lining-out.
- LTA748 – 1950 Bedford OB No. 1409 – Extensive work undertaken by volunteers includes: repair of front step, preparation of the body exterior for coach painting, front wings and bonnet panels painting, interior lighting re-wiring work
- FMO938 – 1950 Bristol LL6B No. 556 - After use on several events during the summer the engine oil pressure reduced at higher running speeds from 40 to around 18psi. This is being investigated. Replacement of electrical cabling is planned.
- MOD973 – 1952 Bristol LS No. 1286 – Steering box seals were replaced to eliminate leaks which entailed complete box removal and reinstatement of panels post-repair. As 1286 is one of the most frequently used vehicles in our Thames Valley area activities it has full inspections several times a year.
- LTA995 – 1953 Bristol KSW6B No.1852 – Preparation has commenced for a major restoration of this Trust- owned vehicle which has been in dry storage since being acquired from Haynes Motor Museum. Trustees Colin Billington, Graham Green, Peter Delaney and David Sheppard, and Supporters Alan Neale and Lionel Tancock have inspected the vehicle and tested electrical and mechanical systems. A costed restoration plan and identification of potential funding sources will be completed early in the 2024 New Year and a funding appeal will be launched in the first quarter and funding proposals are being prepared to both national and regional funding bodies
- FTA634 – 1941 Bristol K5G No. 345 – Major bodywork led by Supporters in Devon has involved removal of deteriorated panels (revealing wartime re-purposing of panels when bomb damage had been repaired). Replacement Zintec side panels, wing and corner sections have been manufactured and are now being fitted.
- 519BTA – 1960 Bristol FS6G No. 1967 – Major bodywork restoration continued with the reconstruction of the cab / saloon structure and relocation of controls to reinstate the in-service condition. Extensive repanelling is complete and the refurbished radiator re-installed. Preparation is underway for painting and internal lining.
- 974AFJ – 1960 Guy Arab IV No. 74 – Panel and other bodywork repairs have continued.

Ahead of Trust events and other outings, all participating vehicles are required to have MoTs or documented roadworthiness inspections (as appropriate to their age / taxation class). This applied equally to Trust loan vehicles and Trustee-owned vehicles made available for use as well as third party owned vehicles. Commercial inspection services and those of suitably qualified Supporters, particularly Trustee Graham Green, were deployed with defects and any resulting rectification required being recorded. Necessary remediation was carried out before vehicles were used in passenger service.

The former **Thames Valley Waiting Room and Passenger Shelter** was treated to a complete exterior repaint to retain its smart appearance as a meeting room for group visits to the Trust's Berkshire site while also ensuring the timber structure and cladding are fully weather protected.

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The Trust's **online activity** has had increasing focus beyond the 2022-23 year end. Google Analytics data has confirmed the vital role the website plays in the run up to events in terms of publicity, advance programme sales, providing event details. Ensuring clear and succinct web communication is the focus for the 2024 events programme.

The Trust's social media activity has also continued to develop beyond the reporting period. The Trust's **Facebook following** has grown to 2,898 (+12% year on year), though engagement has grown significantly following the implementation of a 'family focus' in posts reflecting insight from our Heritage Compass training. As noted above, Royal Blue Run coverage resulted in the Trust's most-viewed social media post of all-time, depicting Trustee Mel Williams holding a Cornish pasty in front of a coach with a seagull on its roof, which reached more than 76k users and received almost 1500 reactions. The themes of local identity, characters and comedy were identified as key. The increased audience stayed to view content across the weekend, and videos of the coaches were watched more than 17k times.

Trust launched its **Twitter (now X)** presence as a tool for business (and particularly archive) networking and also to communicate information. This was launched ahead of our 2023 Royal Blue Run and offered operational updates throughout (such as route diversions and timing guidance) which complemented our more creative offerings on Facebook. A modest following of 78 has been achieved, but the use of X is likely to accelerate as the Trust implements its new audience plans in 2024. Individual Trustees have also been making more extensive use of **LinkedIn** for Trust networking purposes.

It will be noted that, in common with most comparable organisations, the Trust's virtual following far exceeds the number actually subscribing as Supporters. During the period, several initiatives were launched (and are ongoing) to translate virtual interest into volunteering and financial support, including the use of 'teaser' content to promote opportunities to help or spend. However, the Trust recognises that a major appeal for many social media users is the ability to engage free-of-charge and without commitment, and therefore material growth in this area is not unlimited. The Trust is therefore content to continue serving this sizable audience primarily as a means of enhancing access to our collections and therefore public benefit.

RISKS

The Trustees of The Thames Valley & Great Western Omnibus Trust are fully aware of and implement policies to address any/all risks as appropriate. 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.

With growing inflation and rising interest rates in the 2022-23 year, Trustees explored different investment instruments other than high street banks to limit the risk of reserves being devalued by interest rates significantly below inflation. The approach is cautious balancing the need for capital protection under the Financial Services Authority scheme and access to funds to spend on the Trust's charitable work, with good rates of return on term investments. Advice from specialist financial advisers has been obtained as this is not an area of Trustee expertise. At the end of the

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period, the Trust/Trustees went through a due diligence process to move reserves to Flagstone Group, a cash deposit platform providing seamless access to a large number of banks/products with competitive interest rate returns. The Trust's investment policy ensures there is no exposure to equity risks or poorly rated banks, while significantly reducing the risk of reserves being eroded by poor returns.

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 those offering free passenger rides follow best practice guidelines such as those issued by the National Association of Road Transport Museums. It is recognised that safe and professional conduct of such events is also critical to managing reputational risk and measures are therefore addressed in earnest. Although the Trust does not expressly deal with children or vulnerable adults directly, safeguarding is addressed as a priority with focus increasing as the scope and audience for Trust educational activities are broadened.

The principal risk identified by the Trustees for ensuring the level of activity for public benefit is sustainable remains the potential for some Trustees to become over-burdened. Spreading the workload more widely is a continuing priority and more achievable with the expansion of the Board to seven Trustees at the end of the previous reporting year (2021-22). Recruiting additional Trustees to bring specific skill sets and oversee initiatives related to their expertise remains a priority. The Supporters group was established expressly to provide a pool of volunteers willing to help in a variety of ways. There has been considerable success with help at events and with regular working groups established at both Devon and Berkshire bases to work on archives and on vehicles. Team Leaders are being identified to take responsibility for organising the Trust's work in specific areas which is a deliberate policy to manage risks and over-dependence on individual Trustees. Direct approaches to Supporters to help in specific (administrative) areas are also being made to broaden the available expertise and remove the risks of dependence on individuals. Allied to this are measures to expand and diversify the Supporter base, particularly identifying where younger people feel they have a role, in order to ensure the extent and vigour of Trust activity is sustainable.

The Covid pandemic, war in Ukraine (particularly affecting fuel prices), increasing restrictions on diesel vehicles for environmental reasons, cuts to culture funding, the cost of living crisis, and digital developments (e.g. cyber security and artificial intelligence) are all examples of unforeseen threats and impacts which together represent external risks for the Trust's future operations. While their emergence cannot be controlled measures to protect the Trust and mitigate the consequences can, and the Trust's new Strategy developing at and beyond the 2022-23 year end includes a goal to be proactive in understanding risks, influencing debate, and anticipating controls.

Most risks whether directly or indirectly have a financial consequence. It is therefore essential that the reserves policy provides adequate cover. The policy, together with Trustee actions, protect the Trust and the level of necessary reserves has been set accordingly. The complement to this is to ensure Trust income can be maintained and an explicit priority in the strategy emerging at the 2022-23 year end is to extend and diversify the Trust's fund-raising and income generation activities.

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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: the public benefit requirement (PB1)', 'Public benefit: running a charity (PB2)' and in preparing this report 'Public benefit: reporting (PB3)'. Due consideration has been given to both 'benefit' and 'public' aspects.

The Trust provides diverse opportunities in-person, at home and online for a wide range of people to **benefit** from the educational insights to the Thames Valley & Great Western road transport heritage that underpins so much of passenger transport today. Through our risk management controls, potential harm (e.g. to persons or the environment) is minimised such that the benefits clearly outweigh any potential for resulting detriment.

There are no restrictions on who can benefit from the Trust's activities and the different formats through which educational insights and experiences are offered ensure widespread **public** access. The Trust's activities do not give rise to personal benefit to any party, including to Trustees none of whom receive remuneration in that capacity. Where services are provided by related parties as permitted by the Trust's governing documents, independent Trustee decision making is transparent, regularly reviewed in the Trust's interests, and fully reported in notes to the statutory accounts.

The Trustees have reviewed the objects, goals, services and objectives of the Trust in this light and can confirm that, as set out in this report, The Thames Valley & Great Western Omnibus Trust continues to deliver public benefit in compliance with Charity Commission guidance.

Trustees & Directors

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

Dr C J Billington
Dr H M Bolt
P M Delaney
G G Green
D T Sheppard
P Snowden
M J Williams

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POLICIES

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 in respect of their responsibilities as Directors and Trustees. Details of Directors' expenses and related party transactions are disclosed in Notes 9 and 10 to the accounts.

The Trust has no employees. Work carried out by volunteers and Supporters is done without charge.

Investment policy

The Trustees have adopted a cautious policy on investment, and available funds (restricted and unrestricted) have historically been held in an interest-bearing account with Lloyds Bank plc. The investment policy and security of reserves is under regular review by Trustees and a proportion of the reserves were placed on a 30-day money market deposit via Lloyds Bank to secure a better rate of interest in May 2018. Alongside this an automatic sweep between instant access current and deposit accounts maintained free cash liquidity for the remaining funds while maximising deposit interest. The sweep facility was removed by Lloyds for all account holders in 2021. Due to wider economic circumstances in that period deposit rates were depressed but that same uncertainty undermined confidence in other financial instruments, so alternatives were not pursued.

Into the 2022-23 reporting year, inflation driven by international and domestic factors, has not been matched in the interest rates of return offered by the high street banks and, in consultation with professional financial advisers, the Trustees have pursued alternative platforms providing access to better interest-bearing accounts which still offer the security and flexibility required for the Trust reserves. Funds adopted on the Flagstone Group Ltd platform are restricted to those offering FSCS protection and no account has more than the guaranteed £85,000 amount invested. The distribution across instant access, notice and fixed term accounts reflects the pattern of expenditure in previous years, coupled with risks no greater than judged by Fitch A or BBB credit ratings.

Reserves policy and going concern

The cumulative current reserve funds at the end of the 2022-23 period are £192,283 (2021-22: £195,023) in the Restricted Funds and £106,906 (2021-22: £87,973) Unrestricted Funds. The Trust's policy had been 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; (c) to build up reserves to provide match funding as required by grant making bodies for future projects; and (d) sufficient to cover standing Trust costs (insurance) including for Trust-owned vehicles (e.g. storage, routine maintenance) if benefactor funding ceased. Previous vehicle acquisitions (e.g. Southern National Bristol KSW 1852) and future potential underline the need for significant reserves to be held to address (c) in particular. The Trustees had therefore considered that the appropriate level of reserves should be at least £50,000 when major projects are in the offing particularly in view of high levels of current inflation. The prudence of this policy has been confirmed with the Covid pandemic when restrictions on activity from March 2020 meant that all the Trust's public events and gatherings (the principal mechanism for delivering public benefit and raising funds) for the 2020-21 financial year had to be cancelled and were only slowly restarted in 2021-22 finally recovering through 2022-23. The reserve funds mean the Trust is able to cover its standing support costs and develop new ways to engage the public and generate fresh revenue streams whilst also progressing the Trust's objects with advance funding held in restricted funds for this purpose.

In view of the ongoing uncertainty about Covid and the potential emergence of other similar pandemics, as well as the impact on the economy and uncertainty over future charitable giving and leisure practices for the general public with the cost of living crisis, plus inflation impacting future costs, the Trustees now consider reserves of at least £80,000 should be maintained and built on

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where possible for the foreseeable future. The policy will continue to be reviewed annually with a view to reducing the reserve level once funding risks reduce and reserves are committed to projects with public benefit.

Five of the seven restricted funds have zero or positive balances at the year end. In the case of RF1.0 for work on loan vehicles, the positive balance is supported by formal commitments from benefactors to provide financial support sufficient to cover all outgoings on restoration projects and associated educational/event activity. The purpose for RF2 has expired and the fund closed with zero balance.

Funds RF3 to RF7 relate to Trust-owned vehicles. The policy is to secure donations to fund the ongoing care and maintenance of these important vehicles but where there is a shortfall beyond the asset value for this to be funded by a transfer from general unrestricted funds. RF3 ring-fences funding for Thames Valley No. 446. The fund has a positive balance but reserves were depleted in the 2022-23 year to fund essential structural repairs to make it safe for continued use for public benefit. Remaining reserves and anticipated income will not cover the full standing costs for the coming year and a contribution from general unrestricted funds will be required. In the cases of RF4 (Reading VR No. 38), RF5 (Thames Valley No. 152) and RF7 (Thames Valley No. 556) shortfalls in direct funding to the restricted funds have been offset in 2022-23 by such contributions from general unrestricted funds. RF6 (Southern National No. 1852) has a small negative cash balance but has a notional fixed asset value of £1,000 (reflecting its purchase price). RF7, relating to Thames Valley No. 556, has a negative cash balance but again equivalent to its (conservative) capital valuation based on purchase price (£5,000) and funding pledges to cover the restoration costs beyond the year end, more than offset the shortfall. These fund movements are reflected in the out-turn figures stated at the start of this section.

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 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 firm view that the Trust is a going concern.

This report was approved by the board on 25 November 2023 and signed on its behalf.



Dr C J Billington
Director

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Statement of Trustees' Responsibilities in relation to the financial statements

The Trust Trustees (who are also directors of The Thames Valley and Great Western Omnibus Trust company for the purposes of company law) are responsible for preparing the Trustees' Report and the financial statements in accordance with applicable law and UK Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trust Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resources, including the income and expenditure, of the Trust for that period. In preparing those financial statements, the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Trust will continue its operations.

The Trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the Trust and to enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the Trust and hence for taking reasonable steps for the prevention and detection of fraud or other irregularities.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Statement as to disclosure

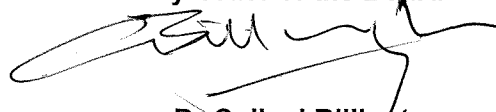
In so far as the Trustees are aware at the time of approving our Trustees' annual report:

- There is no relevant information, being information needed by the Independent Examiner in connection with preparing the report of which the Independent Examiner is unaware, and
- The Trustees, having made enquiries of fellow directors, have each taken all steps that he/she is obliged to take as a director in order to make themselves aware of any information relevant to the independent examination and to establish that the independent examiner is aware of that information.

Preparation of the Financial Statements

This report has been prepared in accordance with SORP (FRS 102) (effective 1 January 2015) and the special provisions of Part 15 of the Companies Act 2006 relating to small companies.

By Order of the Board



Dr Colin J Billington
Trustee/Director

25 November 2023

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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Independent Examiner's Report

I report on the accounts of The Thames Valley & Great Western Omnibus Trust for the year ended 28th February 2023 which are set out on pages 34 to 47.

Respective Responsibilities of Trustees and Examiner

The trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts. The trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and that an independent examination is needed.

Having satisfied myself that the Trust is not subject to audit under company law and is eligible for independent examination, it is my responsibility to:

- examine the accounts under section 145 of the 2011 Act;
- follow the procedures laid down in the general Directions given by the Charity Commission under section 145(5) of the 2011 Act; and
- state whether particular matters have come to my attention.

Basis of independent examiner's report

My examination was carried out in accordance with the general Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the Trust and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from you as trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a 'true and fair view' and the report is limited to those matters set out in the statement below.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

(1) which gives me reasonable cause to believe that in any material respect the requirements:

- to keep accounting records in accordance with section 386 of the Companies Act 2006; and
- to prepare accounts which accord with the accounting records, comply with the accounting requirements of section 396 of the Companies Act 2006 and with the methods and principles of the Statement of Recommended Practice: Accounting and Reporting by Charities

have not been met; or

(2) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.

T W Bennett (formerly MIAB / CALIBF – retired)
16 Manor Close
Bradford Abbas
Sherborne
Dorset DT9 6RN



Date 16/11/23

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STATEMENT OF FINANCIAL ACTIVITIES
(Incorporating Income and Expenditure Account)
Year ended 28 February 2023

	Restricted Funds	Un- restricted Funds	Total Funds	Total Funds
	2023	2023	2023	2022
	£	£	£	£
Income:				
Donations & legacies ^{Note 3}	65720	20018	85738	99136
Income from investments ^{Note 4}				
– Bank interest received	0	1375	1375	69
<i>Income from charitable activities:</i> ^{Note 5}				
– Sponsorship of education/events	0	4170	4170	1970
– Income from education/events	0	17269	17269	3875
<i>Income from other trading activities</i>	0	0	0	0
<i>Other income</i>				
– Gift Aid ^{Note 6}	1215	3920	5135	8450
Total Income	66935	46751	113686	113500
Expenditure on:				
<i>Cost of raising funds</i>	0	0	0	0
<i>Expenditure on charitable activities</i> ^{Note 7}	75381	21586	96967	90177
<i>Other expenditure</i>	0	0	0	0
Total Expenditure	75381	21586	96967	90177
Net income/(expenditure)	(8446)	25165	16719	23323
Transfers between funds	5706	(5706)	0	0
Other recognised gains /(losses)				
<i>Gains/(losses) on reconciliation of fixed assets</i>	0	0	0	0
Net movement in funds	(2741)	19460	16719	23323
Reconciliation of funds				
Total funds brought forward (at 28 February 2022)	280000	119418	399418	376096
Total funds carried forward (28 February 2023)	277260	138878	416138	399418

The statement of financial activities includes all gains and losses recognised in the year.

All income and expenditure derive from continuing activities.

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BALANCE SHEET
As at 28 February 2023

	2023 £	2022 £
Fixed assets		
Tangible assets ^{Note 11}	116949	116422
Current assets		
Stock	0	0
Debtors ^{Note 14}	2708	5052
Cash at Bank and in hand	316513	289479
	<u>319220</u>	<u>294531</u>
Liabilities		
Creditors falling due within one year ^{Note 15}	(20031)	(11533)
Net current assets	<u>299190</u>	<u>282998</u>
Total assets less current liabilities	<u>£ 416139</u>	<u>£ 399420</u>
The net funds of the Trust: ^{Notes 17 & 18}		
Restricted – current	192283	195023
Restricted – fixed	84977	84977
Unrestricted – current	106906	87973
Unrestricted – fixed	31972	31445
	<u>£ 416138</u>	<u>£ 399418</u>

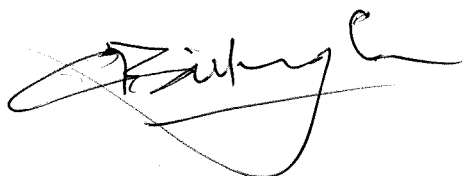
For the financial year in question the company was entitled to exemption under Section 477 of the Companies Act 2006 relating to small companies.

In preparing these financial statements:

- no members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 Companies Act 2006, and
- the directors acknowledge their responsibility for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

The accounts have been prepared for reporting in accordance with the micro-entity provisions and delivered in accordance with the provisions applicable to companies subject to the small companies regime

These financial statements were approved and signed on the company's behalf.



Dr Colin J Billington
Trustee/Director

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STATEMENT OF CASH FLOWS
For year ending 28 February 2023

	2023 £	2022 £
Cash used in operating activities Note 19	27221	12386
Cash flows from investing activities		
Interest income (bank)	1375	69
Purchase of tangible fixed assets	(1562)	0
Cash provided by (used in) investing activities	(187)	69
Cash used in financing activities	0	0
(Decrease) in cash and cash equivalents in the year	27034	12455
 Cash and cash equivalents at the beginning of the year	 289479	 277024
Total cash and cash equivalents at the end of the year	£ 316513	£ 289479

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The notes below form part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS For the period ended 28 February 2023

The principal accounting policies adopted, judgements and key sources of estimation uncertainty in the preparation of the financial statements are as follows:

1. Accounting Policies

- a) **Basis of accounting.** The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) (effective 1 January 2015) – (Charities SORP (FRS102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) and the Companies Act 2006.
The Thames Valley & Great Western Omnibus Trust meets the definition of a public benefit entity under RFS 103. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy note(s).
- b) **Reconciliation with previous Generally Accepted Accounting Practice.** In preparing the accounts, the trustees have considered whether in applying the accounting policies required by FRS 102 and the Charities SORP FRS 102 the restatement of comparative items was required. No restatement is required as there were no differences identified.
- c) **Preparation of the accounts on a going concern basis.** The Trust reported a net cash inflow of £27034 for the year arising from endowments and donations to restricted funds exceeding in year expenditure and donations to the general funds supporting the Trust's charitable objectives. The Trustees are therefore of the view that the Trust is a going concern.
- d) **Income.** Income includes donations, endowments and surpluses arising from activities. Income is recognised when the Trust has entitlement to the funds, any performance conditions attached to the item(s) of income have been met, it is probable that the income will be received and the amount can be measured reliably. Income received in advance from Supporters applicable to periods beyond the year end is deferred on a pro rata basis (see Note 16).
- e) **Donated services and facilities.** In accordance with the Charities SORP (FRS 102), the general volunteer time of Supporters and other volunteers is not recognised. The trustees' annual report gives more information about their contribution.
- f) **Interest receivable.** Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the Trust; this is normally upon notification of the interest paid or payable by the Bank.
- g) **Fund accounting.** Unrestricted funds comprise the general funds of the Trust. General funds are available for use at the Trustees' discretion in furtherance of the general objectives of the Trust and have not been designated for other purposes. Restricted funds are funds which are to be used in accordance with specific restrictions imposed by the donors.
- h) **Expenditure and irrecoverable VAT.** Expenditure is recognised once there is a legal or constructive obligation to make a payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably. Expenditure is classified under the following activity headings:
 - Expenditure on charitable activities include event/educational activities (where they have been possible) and restoration/preservation projects from restricted funds to further the purposes of the Trust and include the associated support costs
 - Other expenditure not included above.
- i) **Allocation of support costs.** Support costs are those functions that assist the work of the Trust but do not directly undertake charitable activities. Support costs include back office costs and governance costs essential to the Trust/company existence. These costs are added to direct expenditure on charitable event/education activities noted above. The basis on which support costs have been defined and allocated is set out in Note 8.

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- j) **Tangible fixed assets.** The Trust has heritage and preservation objectives so fixed assets of heritage significance (Collection assets) are capitalised at cost (i.e. fair value). Where large collection objects are donated to the Trust, they are capitalised at their fair value as set by their current insurance level as a sale price cannot be determined reliably for unique items with regional interest and heritage 'value'.

The current threshold for recognising donated goods is £500 for a small object Collection item and £1000 for a large object Collection item (vehicle).

Given their long term value the depreciation rate is 0% for Collection assets. However, where external factors might be considered to impose a step change in valuation (e.g. impact of the pandemic or Government policy affecting the desirability of Collection assets), a re-valuation is carried out. Computer and machinery/equipment assets are added at cost (cost of purchase or cost to refurbish to safe working order in the case of second hand equipment) and depreciated over their estimated useful economic life on a straight line basis as follows:

Asset category	Annual rate
Computer equipment	25%
Machinery/equipment	20%

- k) **Stock.** Any stock is included at the lower of cost or net realisable value. Donated items of stock (for sale) are recognised at fair value which is the amount the Trust would have been willing to pay for the items on the open market.
- l) **Debtors.** Trade and other debtors are recognised at the settlement amount due after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.
- m) **Cash at bank and in hand.** Cash at bank and cash in hand includes cash and any short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.
- n) **Creditors and provisions.** Creditors and provisions are recognised where the Trust has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle obligation can be measured or estimated reliably. Creditors and provision are normally recognised at their settlement amount after allowing for any trade discounts due.
- o) **Financial instruments.** The trust only has financial assets and financial liabilities of a kind that qualify as basic financial instruments. Basic financial instruments are initially recognised at transaction value and subsequently measured at their settlement value with the exception of any bank loans which are subsequently measured at amortised cost using the effective interest method.
- p) **Pensions.** The trust has no employees and no pension obligations.
- q) **Transition to FRS 102.** No restatement of items or fund balances was required in making the transition to FRS 102. The transition date was 1 March 2014.

2. Legal Status of the Trust

The Trust is a company limited by guarantee and does not have share capital. In the event of the Trust being wound up, the liability in respect of the guarantee is limited to £10 per member of the Trust (where members are those Directors/Trustees who are subscribers to the memorandum and articles of association of the company/charity).

3. Donations and legacies

The income from donations includes £20018 to unrestricted funds (2022: £16348) and £65720 (2022: £82788) to restricted funds. Of the restricted fund donations:

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- £60,000 was gifted from profits by Helacol Limited (a company owned by trustees Colin Billington and Helen Bolt) for expenditure by the Trust on restoration and event/educational activity related to the West Country loan vehicles (RF1 - £55,166) and the Thames Valley Bristol LL 556 final push appeal (RF7 - £4,834);
- £284 relates to an individuals' donations to sponsor the use of West Country loan vehicles (RF1) at public events;
- £375 relates to ongoing donations for the care of the Thames Valley Bristol K 446 acquired by the Trust as a result of a funding appeal (RF3);
- £933 was contributed to the ongoing care and use of Reading VR No. 38 as the result of a modest funding appeal (RF4);
- £769 relates to the Thames Valley Tilling-Stevens No. 152 to complete essential maintenance and use at events for public education and enjoyment (RF5); and
- £4,288 was further donations in response to the earlier appeals to purchase, restore and run Thames Valley Bristol LL 556 (RF7) for public benefit including donations from Trustees Colin Billington (£420), Helen Bolt (£420) and David Sheppard (£320 – 2020-21 £480).

Trustees' donations contributed £2235 (2022: £976) to the aforementioned unrestricted funds total. Where they have been entitled to and received travel and subsistence expenses in relation to the governance of the Trust (trustee meetings or educational events for public benefit), the Trustees have previously elected to make a donation of similar value to the Trust and the Trust has claimed Gift Aid on these donations. The amounts donated to unrestricted funds by each Trustee in the period (before Gift Aid was added) were as follows (2021-22: £976):

	£
Dr C J Billington	1005
Dr H M Bolt	1118
P M Delaney	26
G G Green	30
D T Sheppard	0
P Snowden	30
MJ Williams	26
	2235

Annual donations from the growing number of registered Supporters received in the period have been apportioned between financial years (the Supporters' year runs June to May) and contribute £9977 (2022: £9184) to the unrestricted funds in the period with a further £2548 (2021-22: £2453) carried forward to 2022-23.

Other ad hoc donations to unrestricted funds in the year total £10041 (2021-22: £7164) net of £261 electronic payment charges (2021-2022: £152).

The Trust benefits greatly from the involvement and enthusiastic support of its many volunteers and registered Supporters, details of which are given in our annual report. In accordance with FRS102 and the Charities SORP (FRS 102), the economic contribution of general volunteer effort is not recognised in the accounts.

4. Investment income

The Trust's investment income of £1375 (2022: £69) arises in part from money held in an instant access interest bearing deposit account and a longer term deposit account set up in May 2018 directly with Lloyds Bank plc to improve the level of investment return but through 2022-23 returns failed to keep up with increasing interest rates. The Trust therefore applied in late 2022 to the Flagstone Group Ltd which enables agile investment with FSCS protected banks for

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instant access, notice and fixed term products offering significantly higher interest rate returns. The Trust's application for a charity account with Flagstone was approved in early 2023. The Lloyds deposit account was closed on 3 January 2023 and £250,000 was transferred to the Flagstone platform and continues to generate significantly better net returns than offered by high street banks..

5. Income from charitable activities

The income from charitable activities to the unrestricted funds is £21439 (2021-22: £5845). The increment is a direct result of being able to run a full programmes of public events post-pandemic in particular the 90th anniversary events at VCS for which a commemorative book was published by the Trust generating £5502 income and the Kingsbridge vintage bus day which brought in £6138.

6. Gift Aid

Gift Aid is claimed on donations from tax payers where appropriate. Gift Aid receipts are accounted for in the financial year to which the donations relate. Gift Aid contributions for the period total £5135 (2021-22: £8450), with £1215 added to restricted funds (2021-22: £5445) where taxpayer donations have been made in relation to a specific restricted fund activity or appeal, and £3920 to unrestricted funds (2021-22: £3005).

7. Charitable Activities

Expenditure on charitable activities was £96967 (2021-22: £90177) of which £21586 was from unrestricted (2021-22: £9457) and £75381 from restricted funds (2021-22: £80720). The changes reflect the return to a full programme of public events in 2022-23 and an intensive restoration project on Trust-owned Thames Valley bus No. 556 in 2021-22.

The table shows the cost of the main charitable activities and the sources of income (restricted or unrestricted funds) to finance these activities. The figures include governance and support costs as defined and apportioned in Note 8 below.

	Restricted Funds 2023 £	Unrestricted Funds 2023 £	Total Funds 2023 £	<i>Total Funds 2022 £</i>
Restoration/preservation projects (tangible assets and loan collection)	70894	0	70894	64559
Education / event activity	4487	21586	26073	25618
	75381	21586	96967	90177

8. Analysis of governance and support costs

The Trust identifies the costs of its support functions. It then identifies those of these costs which relate to the governance function (which by law or good governance practice are necessary irrespective of the level of charitable activities carried out). The governance and remaining support costs are apportioned between the key charitable activities undertaken in the year, accounting for commitments within vehicle loan agreements to cover certain base costs from restricted funds. General governance and support costs to be covered by unrestricted funds of £8721 (2021-22: £5720) are apportioned in full to the principal charitable activity of education and events. Support costs covered by restricted funds of £6217 (2021-22: £6618) under the loan agreements are allocated to the charitable activity associated with restoration and preservation.

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	Restricted Funds 2023 £	Unrestricted Funds 2023 £	Total Funds 2023 £	Total Funds 2022 £
Governance costs				
Accountancy	0	0	0	0
Bank charges *	0	507	507	0
Travel & subsistence for trustee & business meetings	0	247	247	0
Insurance (liability)	0	1731	1731	153
Professional fees	0	0	0	0
Co Hse filing fee / charges	0	13	13	13
Subscriptions (NARTM/AiM)	0	80	80	25
Total Governance:	0	2578	2578	1570
Other support costs				
Website	0	115	115	86
Supporter admin costs	0	3489	3489	3101
Insurance (event vehicles)	924	0	924	804
Bad debt	0	0	0	0
Rent & rates **	4368	0	4368	3395
Depreciation	0	1035	1035	722
Computer running costs	0	0	0	0
Maintenance	0	405	405	0
Archive supplies	0	0	0	1268
Workshop supplies	925	0	925	1153
Sundry expenses (inc p&p)	0	1099	1099	241
Total Other support:	6217	6143	12360	10769
	6217	8721	14938	12339

Notes:

* Bank charges include a one-off Flagstone set-up fee for Trustee due diligence. The full cost has been taken in the set up year 2022-23.

** The lower rent and rates in 2021-22 are because the landlord applied a rent reduction in view of the pandemic limiting the Trust's income generating activities – see also Note 10.

9. Trustees' Expenses

No salary or remuneration is paid or payable directly or indirectly out of the funds of the Trust to any trustee or to any person known to be connected with any of them for the administration of the Trust. Costs paid by Trustees on behalf of the Trust (which does not have a credit card) totalling £13119 (2021-22: £5644) were reimbursed at cost.

Of these, costs of £1656 (2021-22: £589) were covered by unrestricted funds (companies house filing fee, website fees, stationery and postage), £1618 (2021-22: £1111) were event costs covered by specific Supporter donation income to unrestricted funds; £353 (2021-22: £288) were costs covered by Supporter donations (software licenses for event publications);

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£1992 (2021-22: £603) were event/education costs covered by 80% donations and associated Gift Aid; and £7136 (2021-22: £2782) of restoration costs and event/education costs associated with loan vehicles were covered by prior donations held in restricted funds. Travel & subsistence costs and event costs incurred by Trustees in support of the charitable activities £364 (2021-22: £271) were reimbursed at cost and matched by equivalent Trustee donations to the general unrestricted funds of the Trust. Trustee donations to unrestricted funds in the year totalled £2235 (2021-22: £976) (see Note 3) to which £559 Gift Aid was added (2021-22: £244) in year.

10. Related party transactions

Out of pocket expenses paid to Trustees and donations from Trustees to the restricted and unrestricted funds of the Trust are covered in Notes 9 and 3.

Related party transactions have provided the Trust with cost-effective, convenient and expert services to further its charitable objectives as set out below. The arrangements are scrutinised and subject to approval by independent Trustees each year and the decisions are formally documented. In all cases it was deemed the quality of services could not have been achieved on more favourable terms on the open market. For the purposes of transparency details of the transactions are provided below.

Donation income from profits of Helacol Limited of which Drs Billington and Bolt are the owners and directors is set out in Note 3. Much of the charity's restoration and public access is at properties owned by Drs Billington and Bolt. No charge is made for the facilities or the time involved. The archive office at Fifield is subject to a formal lease with peppercorn rent. A number of Trust vehicles either owned or on loan are housed in buildings owned by Helacol Limited. The space would otherwise be let commercially to private owners of vehicles at £29 per week from 1 January 2022 (previously in 2021-2022: £28). As such space is in demand, Helacol Ltd must charge for the use of the space/loss of other income but without the directors deriving undue personal benefit. The Trustees have therefore agreed that a favourable rent of £21/week (2021-22: £20) is charged for storing vehicles owned by, or on loan from unrelated parties to, the Trust. During the pandemic the Helacol Ltd landlords levied a reduced rent in light of the Trust's limited ability to raise funds and further did not charge for the space reserved for 556 when it was away for restoration. The storage costs incurred and sources of Trust income to cover the expenditure in the current year are as follows:

Vehicle	Date storage commenced	2023 £	2022 £	Funding
Thames Valley Bristol K type 446 – Trust owned	19 Oct 2014	1092	1049	Restricted fund RF3
Reading VR 38 – Trust owned from January 2017	1 Jan 2017	1092	962	Restricted fund RF4 from 1 Mar 2019 supplemented by unrestricted fund and income from related educational events
Thames Valley Tilling-Stevens 152 – loan vehicle until Trust owned from May 2017	8 Mar 2015	1092	962	Restricted fund RF5 supplemented by unrestricted fund and income from related educational events
Thames Valley Bristol LL 556 – Trust owned from July 2020	1 July 2020	1092	422	Restricted fund RF7 to be supplemented by unrestricted fund and income from related educational events post restoration
Total		4368	3395	

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High quality reprographic, finishing and binding machines owned by Helacol Services Limited (a consultancy company of which Drs Billington and Bolt are owners and directors) have been used on site by the Trust to produce fundraising leaflets and Supporter correspondence for those without email as well as posters and information packs for crews participating in public events. No charge is made for their time and copies are charged at cost. These services provide flexibility for multiple variants of documents which would be impractical with an external printer. In line with HMRC rules, production of publicity material is charged without VAT but general printing is charged with VAT. Total charges of £237 (2021-22: £533) relate to annual Supporter renewal correspondence, crew packs and publicity posters for public events (Didcot, Royal Blue Run, Thames Valley 100 and Kingsbridge).

The specialist mechanical engineering services of Graham Green Commercial Vehicle Engineers have been used by the Trust since inception. He has unrivalled expertise in the design and operation of the early vehicles in the Trust's care and is able to work at the Trust's facilities when required without the overhead and transportation issues associated with reliance on other fixed premises. As a respected preservationist and historian he is a Trustee, as of March 2019, but it is essential for the ongoing care of the Trust's Collection that his services remain available. Trustees scrutinised alternatives but deemed it was in the Trust's interest to continue the work already underway on Trust vehicles and furthermore no other similar expertise, or commercial terms from third parties could be identified. In the year £4336 was paid to Graham Green Commercial Vehicle Engineers for work on Trust owned/loan vehicles (2021-22: £7609) ranging from minor repairs, and roadworthiness inspections to engine rebuilds and restoration projects as follows:

	Source***	£
Western National FS 1967	RF1	2243
National Omnibus & Transport Co. 2407	RF1	365
Royal Blue OB 1409	RF1	35
Royal Blue Reliance 3615	RF1	217
Multi vehicle supplies	RF1	44
Thames Valley Bristol K 446	RF3	265
Thames Valley Tilling-Stevens 152	RF5	863
Thames Valley Bristol LL 556	RF7	304
		4336

*** In the cases of RF3, RF5 and RF7 relating to Trust owned vehicles, a 10% discount was applied by Graham Green in comparison with his standard commercial rates.

11. Tangible fixed assets

	Machinery/ equipment (Note 12) £	Collection (Note 13) £	Total £
Cost			
At 28 February 2022	10456	114977	125433
Additions	1562	0	1562
At 28 February 2023	12018	114977	126995
Depreciation			
At 28 February 2022	9010	0	9010
Charge for the year	723	0	723
At 28 February 2023	10045	0	10045
Net book value			
At 28 February 2022	1445	114977	116422
At 28 February 2023	1973	114977	116950

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12. Machinery & Equipment fixed assets

A battery pack was purchased for Trust as vital use on vehicles (on site and at events) to supplement personally-owned equipment borrowed frequently by the Trust. Depreciation at 25% is applied recognising time limited battery recharge life

13. Collection fixed assets

Collection fixed assets (large objects – vehicles) at the start of the year consisted of a 1946 Thames Valley double deck bus acquired following a public appeal for funding and a group of First World War vintage chassis, body frames and parts for restoration of three vehicles. The collection also includes Southern National Bristol KSW (LTA995) No. 1852, Thames Valley Bristol LL (FMO938) No. 556, Reading VR (NDP38R) No. 38, Thames Valley Tilling-Stevens (MO9324) No 152 and Royal Blue Bristol (LTA893) No. 1264. Exeter Corporation (Western National) Guy Arab (974AFJ) No. 274 was acquired during the 2022-23 year. Small collection items include a hand built model, original Great Western Road Motors brass cap badges and tickets. All items are now on secure display for visitors to the collection. They were purchased using funding from an expendable endowment.

The valuations have been set at the purchase prices or insurance values in the case of donation items in accordance with Policy 1(j) in the notes to these accounts. Restricted funds have been established to ring-fence donations to specific collection items and to clarify related expenditure on their restoration and ongoing upkeep and preservation. During the period Exeter Guy (974AFJ) Western National No. 274 was offered to the Trust by a Supporter. The donation was accepted on the basis that a benefactor undertook to cover the required restoration and future overhead and running costs (covered under RF1.0).

14. Debtors

	2023	2022
	£	£
Donations committed prior to, but received after, the year end (general fund)	1489	854
Donations committed prior to, but received after, the year end (restricted fund)	0	0
Gift Aid eligible but received after the year end (general fund)	427	696
Gift Aid eligible but received after the year end (restricted fund)	50	3502
Public event income committed prior to, but received after, the year end (general fund)	742	0
	2708	5052

15. Creditors: amounts falling due within one year

	2023	2022
	£	£
Creditors (restricted fund)	13579	5695
Creditors (general fund) ^{Note 16}	6452	5838
Accruals	20031	11533

16. Deferred income

Deferred income comprises advance donations from the growing number of registered Supporters where the activity year and associated costs runs from June to May. Income has

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been deferred and is shown within creditors on a prorata basis (£2548 2022-23 creditor (2021-22: £2453)) leaving £9977 income in 2022-23 (2021-22: £9154).

17. Analysis of charitable fund balances

	Restricted Funds 2023	Unrestricted Funds 2023	Total Funds 2023	<i>Total Funds 2022</i>
	£	£	£	£
Fixed assets	84977	31972	116949	116422
Current assets	205863	113357	319220	294529
Current liabilities	(13579)	(6452)	(20031)	(11533)
	277261	138877	416138	399418

18. Analysis of charitable fund movements

Analysis of movements in unrestricted funds – current and previous year. All unrestricted funds are free reserves within the general fund, there being no designated funds.

	Opening balance	Income	Expenditure	Transfers	Funds at year end
	£	£	£	£	£
Unrestricted funds – General fund					
28 February 2022-28 February 2023	119418	46751	21586	-5706	138877
28 February 2020-21 February 2022	104921	25267	9458	-1313	119418

Analysis of movements in restricted funds

	Opening balance	Income	Expenditure	Transfers	Funds at year end
	£	£	£	£	£
Restricted fund	28 Feb 2022			#	28 Feb 2023
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	245031	55450	49212	0	251269
RF3 – Thames Valley Bristol K Type 446	32055	375	6913	0	25517
RF4 – Reading Transport VR 38 #	0	932	1391	459	0
RF5 - Thames Valley Tilling-Stevens 152 #	0	769	4460	3691	0
RF6 – Southern National K type 1852	245	287	57	0	475
RF7 – Thames Valley Bristol LL 556	2670	9122	13348	1556	0
Total	280000	66935	75381	5706	277260

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Analysis of movements in restricted funds - previous year

	Opening balance £	Income £	Expenditure £	Transfers £	Funds at year end £
Restricted fund	28 Feb 2021				28 Feb 2022
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	234793	53105	42866	0	245031
RF3 – Thames Valley Bristol K Type 446	33016	375	1336	0	32055
RF4 – Reading Transport VR 38 #	0	750	1125	375	0
RF5 - Thames Valley Tilling-Stevens 152 #	0	1050	1988	938	0
RF6 – Southern National K type 1852	302	0	57	0	245
RF7 – Thames Valley Bristol LL 556	3066	32953	33348	0	2670
Total	271175	88233	80720	1313	280000

Name of restricted fund	Description, nature and purposes of the fund
--------------------------------	---

RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	To fund long term access to West Country vehicles from Dr Billington's collection to further the Trust's education and preservation objectives and to secure for the Trust's collection significant heritage objects relevant to the history of bus and coach operations in the Thames Valley and Great Western corridor.
RF 2	Fund closed
RF3 – Thames Valley Bristol K Type 446	Established in September 2014 to fund the purchase, maintenance and public access to this iconic Thames Valley vehicle in furtherance of the Trust's charitable objectives.
RF4 – Reading Transport VR 38	38 was donated to the Trust in excellent condition in November 2016 and the fund was established in 2017-18 to contribute to the ongoing maintenance, storage and running costs so the condition is preserved and to ensure 38 can play a full part in public events in the area. <i># A transfer from unrestricted funds was made to cover expenditure to date not directly covered by donations to the restricted fund.</i>

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Name of restricted fund	Description, nature and purposes of the fund
RF5 – Thames Valley Tilling-Stevens 152	152 was donated to the Trust in April 2017. The fund was established to enable essential repairs to the gearbox and upgrading of the electrical system to enable safe operation of the vehicle for public education and enjoyment. <i># A transfer from unrestricted funds was made to cover expenditure not directly covered by donations to the restricted fund.</i>
RF6 – Southern National Bristol KSW 1852	The fund was established following a successful bid in October 2017 to acquire 1852 upon disposal by the Haynes Motor Museum, firstly to secure the vehicle and then to establish a restoration project with a significant educational / skills transfer element to redress the damage caused by years of external storage.
RF7 – Thames Valley Bristol LL 556	The fund was set up to hold monies to purchase and restore 556 once an agreement had been reached with the previous owner for the Trust to acquire the vehicle which had previously been on loan. A successful appeal to fund the purchase of the vehicle and its restoration to show condition for the Thames Valley Traction Co. Centenary celebrations was launched in July 2020 enabling the acquisition and progress of a major restoration. A 'Final Push' appeal was launched in August 2021 to expand the scope to include the interior restoration building on the initial success. 556 joined the operational fleet in 2022 incurring event / running and maintenance costs. <i># A transfer from unrestricted funds was made to cover expenditure not directly covered by donations to the restricted fund.</i>

19. Reconciliation of net movement in funds to net cash flow from operating activities

	2023 £	2022 £
Net movement in funds	16719	23323
Add back depreciation charge	1035	722
Deduct interest income shown in investing activities	(1375)	(69)
Decrease (increase) in stock	0	0
Decrease (increase) in debtors	2344	(2907)
Increase (decrease) in creditors	8498	(8683)
Net cash used in operating activities	£ 27221	£ 12386

20. Corporation Taxation

The Trust is exempt from tax on income and gains falling within section 505 of the Taxes Act 1988 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects.

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

England & Wales - Charity number 1125980

Accounts

Company Registration Number: 05035702
Registered Charity Number: 1125980

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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

**TRUSTEES' REPORT AND FINANCIAL STATEMENTS
UNAUDITED**

**FOR THE YEAR ENDED
28 FEBRUARY 2022**

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

(A Company Limited by Guarantee)

COMPANY INFORMATION – TRUSTEES, DIRECTORS and PROFESSIONAL ADVISORS

Year ended 28 February 2022

Directors / Trustees	Dr C J Billington Dr H M Bolt P M Delaney (appointed 23 January 2022) G G Green D T Sheppard P Snowden (appointed 23 January 2022) M J Williams
Company Secretary	Dr H M Bolt
Company Number	05035702
Charity Number	1125980
Principal/ Registered Office	Ledger Farm Forest Green Road, Fifield Maidenhead SL6 2NR
Bankers:	Lloyds Bank plc Lloyds Commercial National Clubs & Charities Centre PO Box 1000 BX1 1LT
Insurance Brokers:	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
Independent Examiner:	T W Bennett CALIBF 16 Manor Close Bradford Abbas Sherborne Dorset DT9 6RN

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TRUSTEES' ANNUAL REPORT

Year ended 28 February 2022

STRUCTURE, GOVERNANCE AND MANAGEMENT

The trustees are pleased to present their annual directors' report together with the financial statements of the Trust for the year ending 28 February 2022 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. A fourth Director joined the Board on 13 February 2013 and a fifth on 21 March 2019. As subscribers to the memorandum, both also became members. Two of the first Trustees & Directors remain in post. The third's appointment was terminated as required by the Articles of Association and he ceased being a member, Trustee or Director on 27 June 2020.

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. One new Trustee & Director was appointed on 4 December 2020 with two further appointments on 23 January 2022 within the current reporting year. At the end of the period, the Trust therefore had seven Trustees & Directors, two of whom are first subscribers and two others are also members. With the increasing scale of charitable activity, the Board intends to appoint additional Trustees & Directors as suitable persons are identified.

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 (TV&GWOT/the 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

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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
- 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.
- MO9324 – a 1927 Thames Valley Traction Co. Tilling-Stevens B9 single deck bus No. 152.
- LTA995 – a 1953 Southern National Omnibus Co. Bristol KSW6B double deck bus No. 1852.
- FMO938 – a 1950 Thames Valley Traction Co. Bristol LL6B single deck bus No. 556.
- LTA893 – a 1951 Royal Blue Bristol LL6B coach No. 1264.

At the start of the year the Trust had on long-term loan from Trust Chairman, Dr Colin Billington, eleven significant historic vehicles relevant to the Thames Valley and Great Western region. The standard terms of loan agreements mean the owner remains responsible for funding storage, insurance, restoration and general operational costs. The loan vehicles comprise:

- 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, extended for a further 10 Year term until October 2029).
- VW203, 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, extended for a further 10 Year term until October 2029).
- 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, extended for a further 10 Year term until November 2031).
- FTA634 – a 1941 Western National Omnibus Co. Bristol K5G double deck bus No. 345 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).

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- JUO992 – a 1947 Southern National Omnibus Co. Leyland PD1A double deck bus No. 2932 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- BOD25C – a 1965 Western National Omnibus Co. Bristol FLF6B double deck bus No. 2065 (on loan 1 November 2011 for 10 Year term, extended for a further 10 Year term until November 2031).
- MOD973 – a 1952 Royal Blue Bristol LS6G coach No. 1286 (on loan 15 November 2015 for 10 Year term)
- EDV555D – a 1966 Southern/Western National Bristol SUL4A single deck bus No. 692 (on loan from 12 November 2016 for 10 Year term)
- 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).
- LTA748 – a 1950 Royal Blue Bedford OB coach No. 1409 (on loan 9 November 2019 for 10 Year term).

There were no additions or removals from the collection during the period. The loan term of four vehicles was extended for a further 10 years to November 2031 as noted above. All four vehicles are under active restoration as part of the Trust's restoration activity with the different facets on display to visitors.

As a collection, the vehicles span the Trust's region of operation and a 57-year period of manufacture from 1912 to 1979. 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. During the year volunteer opportunities for restoration involved vehicles from the 1920s through to 1960s (VW203, RU8805, FTA634, JUO992, LTA748, BOD25C). In addition to public access to the workshops as work progresses, the acquisition of restored and operational vehicles by the Trust (DBL154, NDP38R, MO9324 and FMO938), the completion of restoration of vehicles on long term loan (YF714, MOD973, EDV555D) and the availability of operational vehicles also on long term loan (OTA290G, FDV790V) has enabled the Trust to develop an intensive programme of appearances at its own and others' public historic road transport events when conditions allow across the region.

Other support underpinning 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 for volunteer activity and to host public visits when circumstances allow.

The ongoing impact of the COVID pandemic was such that at the start of the year (1 March 2021) the country still faced restrictions in the form of a 'road map' which charted the nature (indoor / outdoor), scale, and associated precautions (masks / sanitisation) for gatherings with progressive relaxations through to mid-summer 2021 subject to an ongoing decline in infections.

It is important that these circumstances are recalled as the restrictions and uncertainty pervaded planning for all aspects of Trust activity in the year, whether working groups in the vehicle workshops or archives, Trustee and Supporter meetings/gatherings and the public participation events across the country which in normal times attract thousands of people and are a primary source of Trust income. The impacts of COVID affecting people's confidence to go out and participate in group activities through 2021 and 2022 also need to be recognised.

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Having had to cancel important centenary celebrations in 2020-21, the Trust had approached the 2021 calendar year with optimism, planning a sequence of public events to its former timetable, celebrating centenary+1 anniversaries where appropriate. However, road map limits affecting the size of gatherings and conditions in enclosed spaces disrupted these plans. As in 2020-21, success cannot therefore be measured meaningfully using traditional metrics such as passenger numbers, volume of programme sales etc but instead the Trust has maintained a constructive presence focussed on what can be done.

Engagement of Trust Supporters as volunteers in archive and vehicle restoration and maintenance **working groups** was **gradually restarted** as permitted by the Government's COVID road-map having been stopped for several months in 2020-21. By the end of 2021, three-weekly and monthly archive days were in full flow in Berkshire and Devon respectively, and twice weekly vehicle working groups with multiple work fronts in Berkshire. Vehicle restoration in Devon has necessarily been ad hoc to fit with volunteers' shift work patterns.

Trustees continued to 'meet' remotely or with a hybrid remote/in-person mix. The availability of on-line Zoom or MS Teams systems offers useful flexibility for geographically dispersed officers. As permitted by the Charity Commission in October 2021 the Trust's Annual General Meeting was held in hybrid form.

The Trust's **archive and small object collection** is held at its bases in Berkshire and in Devon, with volunteer teams at both locations who meet on a regular basis to identify, sort and catalogue material donated to the Trust in order to make it accessible for public study. Following the restrictions necessary due to the pandemic, which meant that the teams could not meet 'in person' for several months, the Devon team have met monthly, whilst that in Berkshire have done so every three weeks, and in addition, some work has taken place off-site in between times, to, for example, make use of specialist skills to scan photographic slides. For the Berkshire team, this has amounted to about 1360 volunteer hours in the year under review and in Devon a further 232 volunteer hours have been devoted to this activity.

During the period, a number of large collections have been donated to the Trust, some from former industry employees or enthusiasts who have bequeathed material to the Trust. Whilst a large proportion of these are photographs, there is a wide range of material, both in terms of time period (from the 19th century to the 21st), geographical area, or category – not just 'paper-based', but artefacts relating to the operation of public road transport. Arrangements were developed through the period to transfer any duplicate items to the other of the Trust's sites, to facilitate research there, but also for security.

A major project was initiated to digitise 8mm cine film taken by the late Mike Stephens from the 1960s onwards and donated to the Trust. Specialist skills were engaged to clean, retine and recolour films to create archive quality and viewing copies for posterity so the risks of running fragile film through rare obsolete equipment are avoided. Work commence on material where annotations clearly show an association with the Trust's main areas of focus as this will be a particular draw for future audiences.

The resources in the Trust archive are also available to researchers. In the reporting year this was principally from Trust Supporters and has resulted in articles not only in the Trust's own publications, but also in those available to the wider public. The archive teams at both locations include people with a range of specialist knowledge, which not only facilitates the indexing of material, but also enables the Trust to answer enquiries received from those not able to visit the archive in person.

The configuration of laptops procured in 2021 as the pandemic hit, has progressed with ten full Microsoft suite licenses obtained by the Trust with zero charge following approval on the

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corporation's not-for-profit scheme. The accompanying cloud-based storage will provide the basis for shared access to resources with centralised secure storage of Trust files and archive and other data over which access can be enabled and controlled.

Right at the end of the period (18 February 2022) Storm Eunice brought a tree down on overhead power cables attached to the wall of the Trust's Berkshire Archive office ripping the end wall from the building. No persons were in the vicinity and all archive material was safe in the back store but the archive room was out of use for the remainder of the reporting year and into 2022-23 while the landlord's insurers reinstated the structure and made safe the incoming services. The former Maidenhead waiting room and ticket office also on the site, provided an alternative venue for archive work to continue minimising the interruption.

The Trust's **annual programme of events** is central to its delivery of public benefit giving people the opportunity to experience bygone travel, learn more about the heritage vehicles and the social history they represent. As pandemic restrictions eased, the Trust responded with a programme of events that could proceed in some form, even if the format had to be modified to limit close contacts.

- The normal passenger-carrying **Penzance running day on Sunday 18th April 2021** was transformed into a fly-by for locally based vehicles as overnight stays were banned. Trustee Melvyl Williams, also chairman of the Cornwall Bus Preservation Society, scheduled a rolling display of vintage buses which travelled without passengers between Penzance, St Just, Hayle, Helston and Marazion culminating in a cavalcade grand finale of the 22 participating vehicles through the town. The spectacle entertained people in the vicinity as well as through the extensive real-time online coverage shared on the Trust's Facebook page as noted in the Social Media reporting below. TV&GWOT Trustees and Supporters took five vehicles in a day trip from the Trust's Devon base.
- The **Royal Blue Run from Thursday 17th to Monday 21st June 2021** marked the centenary (+1) of the registration of the National Omnibus & Transport Company (NOTC) and 140 (+1) years from the origins of Royal Blue. It was also the 20th such Royal Blue and Associated Motorways Run re-creating the experience of bygone coach travel using traditional vehicles on authentic routes and, appropriately, involved 20 preserved coaches. The route linked National depots from their origins in Chelmsford with the home of Royal Blue in Bournemouth and area depots throughout the West Country in Dorset, Devon, Cornwall, Somerset, Wiltshire and Gloucestershire. Despite horrendous weather, parties being limited to six persons, accommodation restrictions, and an epic 750 mile route, the vehicles and their crews triumphed – testament to the owners' care and commitment. Heads were turned across the country and live footage was posted online on the Trust's facebook page with a very successful post-event compilation video as described in the social media reporting below.
- **The Thames Valley Traction Co. (TVTCo.) centenary(+1) celebration targetted for 10th July 2021**, proved difficult to plan for given scepticism and uncertainty around the Government's road-map. The announcement to extend bans on large gatherings ruled the event out so instead Trustees took Thames Valley 446 on a symbolic tour beginning at the site of the TVTCo. headquarters established in 1920 in Maidenhead (now Waitrose), passing the former bus station (to be pictured with a modern Thames Valley-branded vehicle) and touring key locations through Bray and into Windsor passing the former Windsor & Eton Central station terminus, the Castle and Guildhall. Coverage on the Trust website and on Facebook drew positive responses and interest in a potential Centenary+2 event for 2022-3.
- Based on considered consultation with local councils, bus operators, and local information centres, it was decided to proceed with the **Kingsbridge Vintage Bus Running Day on 18th September 2021**. The interest and life it brings to the local community was a primary

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motivator. Special risk assessments and COVID-specific measures for passengers were introduced and scheduling avoided narrow routes congested with stay-cationers and also ensured frequent departures minimised crowds in the bus station hub. 34 vehicles ran in service giving 3835 well-spaced passenger journeys with 100 accompanying dog journeys. At the request of Tally Ho Coaches, the running day was combined with a launch of their new integrated Transport service (funded by Devon County Council and Great Western Railway) connecting Salcombe to Totnes via Kingsbridge by bus with the national rail network. Anthony Mangnall MP and mayors from Salcombe and Kingsbridge plus company officials and invited guests, visited the Trust's museum for the launch before travelling in the oldest participating vehicle driven by Trust Chairman Colin Billington so their arrival at the bus station signalled the start of the Running Day.

The Kingsbridge event also marked **SU60+1** with eight SUs, almost matching Kingsbridge's maximum allocation, parking between services at the former Western National depot and participating in an SU cavalcade around the town as a grand finale to the day. The accompanying souvenir programme included specially produced articles on West County SUs (by Trustee David Sheppard) and on the history of Totnes-Kingsbridge-Salcombe bus services (by Trustee Colin Billington and Supporter Bryan Gibson) putting the activities of the day in heritage context.

In addition to Trust events, participation in third party activities resumed, particularly enabling ideas to be shared to benefit Trust events.

- On 11 April 2021, Royal Blue LS 1286 took part in the London Bus Museum Preservation Trust Route 65 Ealing to Leatherhead flyby which proved viability for ideas subsequently rolled out at Penzance.
- On 5 September – Western National LWL 1613 with a TV&GWOT Trustee crew participated in the Devon General Society's Devon General Remembered event at Tiverton, running amongst all Devon General vehicles and representing Western National on what was once a jointly operated service 217 to Bampton. This was the first passenger carrying experience since the start of the pandemic and helped inform good practice guidance provided to crews at Kingsbridge two weeks later.

In previous years event success was measured in terms of (a) **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events (24,758 in 2019-20), (b) the number of **(vehicle) days** Trust and Trustees' vehicles participating in TV&GWOT events were on the road on public display (262 vehicle days in 2019-20), and (c) the associated **mileage** covered (19,692 miles in 2019-20). Such metrics remain meaningless in 2021-22 conditions for comparison with pre-pandemic years. However, vehicles were out on the road and seen by the public in the reporting year with passengers starting to be carried towards the year end. These metrics will therefore be revisited in future years.

Other measures in 2019-20 were the sale of over 1,700 **programmes** (at £4-6) at Penzance, Didcot, Tavistock and Kingsbridge events containing articles of historic interest and some 250 sales (£12.95) of the TV&GWOT **book** written for the Reading Motorbus centenary event. Similarly **advertising** opportunities in event programmes drew revenue from the major transport companies and a range of local businesses in 2019-20. Losing this with the absence of public events in the early part of the reporting year again impacted the Trust's 2021-22 income albeit to a lesser extent than in 2020-21. A further knock-on effect without events was the loss of a catalyst for local and regional press and broadcasters to engage, as they normally would, publicising the charitable activities. The indirect benefits, encouraging greater public interest and involvement in the Trust more generally, were also lost. There were signs of recovery with the success of the COVID-safe Kingsbridge event in September 2021 so these metrics will be revisited in future years.

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Vehicle Restoration work continued through the reporting year, accelerating when volunteer working groups were able to re-commence as pandemic restrictions eased. In Berkshire some 747 Supporter hours were recorded contributing to restoration efforts with a further 160 hours expended in Devon. Vehicle-specific activities included:

- MO9324 – 1927 Thames Valley Traction Co. Tilling-Stevens B9 No. 152 – the vehicle was run to test all the engineering repairs and improvements funded by the appeal, undertaken in 2020-21. A roadworthiness inspection showed new front tyres were advisable so these were supplied and fitted.
- RU8805 – 1929 AEC Reliance No. 3615 – bodywork restoration involved fitting louvre and destination panels, making patterns for the luggage bay and trials of the sunshine roof winding mechanism and completing the cab frame, door and rear panels. Radiator mouldings and adjacent corner panel, the front destination box and opening panel were fitted. Plans for the engine installation were drawn up and components retrieved from store.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – once painted the windows were re-installed and the varnished internal timber finishers fitted. On the engineering front the dynamo has been overhauled due to seized brush carrier and bolts. The extent of cracking in the engine block and head has been further investigated with specialist repair and reinstatement with recut/remade studs. Progress on the head and rocker gear mechanisms was made.
- FTA634 – 1941 Bristol K5G No. 345 – the engine was removed and sent away for refurbishment giving volunteers ready access to clean and paint the engine bay and main chassis members.
- LTA748 – 1950 Bedford OB No. 1409 – chassis cleaning and refurbishment of components progressed but volunteer working parties turned attention to the completion of TV LL 556 (returning to 1409 in 2022-23).
- FMO938 – 1950 Bristol LL6B No. 556 – body work restoration at Martin James's works continued with the fitting of new mouldings, removal of windows and stripping of window pans in readiness for painting, complete remake and fitting of boot doors, and wing repairs. A panelling specialist repaired some and manufactured other new rear corner panels all of which were fitted. The bus was completely repainted with under and top coats before being driven back to the Trust's workshops where the windows were refitted with new window rubbers in October 2021. Following a 'final push' appeal to also tackle the interior, seat frames of the correct design were modified to give the narrow configuration and volunteers prepared and installed them. Moquette of the original design was donated which, with some additional funding, ensured the complete and authentic restoration of 556 externally and internally could be completed in 2022-23. Parallel engineering work had thoroughly refurbished the brake systems.
- OTA290G – 1969 Bristol VRT/SL6G No. 1056 – the re-trimmed seats were fitted in 1056 and after roadworthiness checks it was driven to Devon by Supporters so it could take part in the vintage bus running day in Kingsbridge in September.
- MOD973 – 1952 Bristol LS No. 1286 – some minor repairs were made prior to the Royal Blue Run (adjusting the drag link end, rethreading boot door hinge fixings and re-securing the entrance grab-rail). At the end of a successful run, an issue was audible which was traced to problems with the dynamo positioning / saddles. This was dismantled and reinstalled correctly to solve the problem.

Ahead of the Kingsbridge event in September, all participating vehicles were required to have MoTs or roadworthiness inspections (as appropriate to their age / taxation class). This applied equally to Trust loan vehicles and Trustee-owned vehicles made available for the event. Commercial inspection services and those of suitably qualified Supporters were deployed with defects and any resulting rectification required being recorded. Necessary remediation was carried out before

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vehicles were used on passenger service. This was a major task after such a period of inactivity to ensure events could be held safely.

A significant contribution to the trust's public profile, comes from the hard work of Supporters who volunteer time in the run up to events and excursions to clean and polish vehicles inside and out, and assist with vehicle maintenance checks, lubrication, fuelling etc.

Delivery was also taken of sets of destination blinds made to Trust specification by Tearne's, a long-standing original maker of linen blinds whose business closed in 2021. Trustees Colin Billington and David Sheppard spent considerable time ensuring the design and layout were historically accurate and covered destinations frequented in Trust Running Days. Deploying these around participating vehicles will add to the authenticity of Trust running days, and particularly in the scenes captured by photographers.

Generous **funding of the Trust** by Supporters continued in the reporting year, particularly through annual renewal donations which contribute to the Trust's standing and overhead costs. Additional costs of producing an additional newsletter, *Service-19*, were also covered by donations.

The original appeal to purchase and undertake the bodywork restoration of 556 was fully subscribed within a few weeks in the course of the 2020-21 reporting year and work proceeded as described above. Although showcasing the newly painted bus for the TVTCo+1 centenary was within reach, plans were thwarted by the Government's delay to the COVID road-map which meant public gatherings exceeding 30 people were still banned on the intended event date. The disappointment was turned to an opportunity to include refurbishment of the interior in the project before the next occasion for its public unveiling. A new "556 – *The Final Push*" appeal was therefore launched in August 2021 with a leaflet illustrating the quality of the bodywork restoration and seeking funds for seat frames of the correct design to be modified for the narrow 556 configuration, and for timber seat bases to be manufactured and upholstered with moquette to the original specification. Early responses enabled work to commence and, with the donation of the required moquette, a successful outcome was anticipated.

The Trust has also pursued grants and was awarded £400 by the Royal Borough of Windsor & Maidenhead from its voluntary organisations funding scheme to raise awareness within the local communities of the significance of Maidenhead to the origins of the TVTCo. a century (+1 year) ago and to the links to sustainable public transport today with the 'Thames Valley' name resurrected for services in the Maidenhead, Windsor and surrounding areas.

Further grant funding opportunities were pursued by the Trust to open new income streams but without success in the reporting year but these efforts have continued with more success in 2022-23 (see below). The Trust registered with Amazon Smile and began receiving spin-off charitable donations. It further set up a contactless payment device to remove reliance on cash at events and this brought significant revenue that otherwise would have been lost if reliance remained on just cash transactions.

Support from the major transport companies returned in the form of advertising in the Kingsbridge event programme in September 2021. Support from Tally Ho Coaches, Go South West (Plymouth Citybus) and Stagecoach was augmented by Great Western Railway in relation to the integrated transport initiatives. Other local advertisers have also returned encouraging the Trust to include this pre-pandemic funding model for events in future years

Despite the pandemic disruption, the Trust continued to be **well resourced financially** benefitting from its prudent reserves policy. The Trustees have been able to limit the Trust's expenditure in anticipation of unpredictable and limited opportunities to generate income while also diversifying its

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funding sources as described above. The landlord of vehicle storage facilities also gave a rebate in light of COVID challenges facing the Trust.

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 2021-22 year the number of Supporters rose substantially from 238 at the start to 263 at the year end despite the absence of public events which normally present recruiting opportunities. This strong position reflects an almost complete renewal by existing Supporters in May 2021 and a steady influx of new Supporters throughout the year.

During the period, the Trust produced four editions of its **quarterly Supporters' magazine, *To and fro***. The magazine comprises a mix of Trust news, reports on activities and original, high quality articles on historical topics within the Trust's scope. The latter are produced by Supporters, some of them regular correspondents, who are able to make full use of the Trust's collections and their own material to research and illustrate the topics. The result is a high quality publication which inspires and furthers interest in our core topics, exploits and showcases the Trust's collections and has a lasting and cumulative value to Supporters.

With the organisation of the Trust's archives ever improving, a growing number of *To and fro* authors draw directly on them for research and illustration purposes. This has not only enriched the scope and depth of articles within the period, but has also enhanced the magazine's role as a means of public access to our collections.

The enforced interruption in Trust events during the pandemic, then limited participation as activities resumed, continued to give editorial challenges during the period. Fortunately increased input from Supporters on historical matters has compensated for the lack of event reports and the increased average length of *To and fro* delivered in 2020-21 has continued (at around 44 pages) with a 'bumper edition' running to 52 pages in the Summer of 2021. Through the reporting year the content, contributing to the public education in the history of the Thames Valley & Great Western and successor companies, was as follows:

- Issue 24 (published April 2021) opened with the Chairman's Trust Traffic notices setting out expectations for the Trust's principal events in 2021 (Penzance, Royal Blue Run, Maidenhead and Kingsbridge) complying with the Covid-release roadmap while ensuring significant '+1' anniversaries would be celebrated. A roundup of other Trust activities and plans on restoration and archive fronts sought to inspire renewed Supporter engagement. Sadly obituaries for Supporters Graham Geoghegan and Mike Stevens were included, both gentlemen having contributed significantly to recording public transport history within and beyond TV&GWOT territories and whose collections have been left to enrich the Trust's archive. A unique Insight into life at 'the works' (Thames Valley Central Works, 1961-1966) explained the grounding for Trustee Graham Green's career in mechanical engineering from which the Trust benefits so significantly. Regular contributor Paul Lacey revealed the after-life of Thames Valley buses as gritters with Berkshire County Council. Soon-to-be Trustees Peter Snowden and Peter Delaney respectively revealed the final throes of West Country Lodekkas in photographs of the various cover-ups and modifications made in the latter years of operations, and presented a study of express coach services between London and Oxford, in contrast to the more usual services across the TV&GWOT area from the South West to London or the Midlands. Finally, the 5th and final instalment of a 1980 West Country Tour reached East Devon and Dorset.
- Issue 25 (July 2021) - With events restarting, of a fashion, the CBPS/TV&GWOT vintage bus fly-by around Penzance in April 2021 was shared in observers' spectacular photographs. A Driver's eye account of the Trust's Summer 2021 Royal Blue Run brought the epic journey alive for readers in lieu of the normal passenger experience. To

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complement the piece, the original services that took Royal Blue, with other operators, beyond its traditional boundaries in north Kent, Essex and East Anglia were described. The role of Thames Valley promoting and serving the 1951 Festival of Britain event 70 years on was illustrated and a remarkable tale of a much travelled Thames Valley Bellgraphic bus ticket secreted in a preserved vehicle for over 70 years was told. North Devon as witnessed in the 1960s was presented, then reminiscences of day trips from Plymouth into Cornwall in June 1971 by 'Travel Anywhere Bus Ticket' were recalled. History created at the turn of 1982/3 as WNOC made its final journey in Weymouth was captured. Readers were challenged to identify vehicles by their interiors in a pictorial quiz.

- Issue 26 (October 2021) - The nearly normal Kingsbridge Running Day 2021 was celebrated in the sheer joy of the driver's view from the cab of Beadle-Bedford HOD66. The event marked 60(+1) years of the Bristol SU and a companion to the West Country article in the event programme celebrated SUs in the Thames Valley. Earlier challenges for Thames Valley were described with the transfer of 15 buses and coaches from the GWR. An alarming tale of passenger road transport and criminal activity in the 1930s was told referencing evidence from the TV&GWOT archive. The role of Mercedes Minibuses as breadwinners for Western National, demonstrated them worthy of preservation. The mysteries of the Thames Valley saloons posed in 025 were resolved.
- Finally in the period, Issue 27 (December 2021) gave a fascinating insight to the evolution of licensing schemes for buses and coaches from an 1847 Act through to deregulation in the 1980s. The fate of the crew and passengers in a Western National OB attempting to cross Exmoor when a blizzard struck in 1937 was an appropriately wintry tale. Photographs from Guildford in 1972 gave a festive display of reds and greens as Aldershot & District transitioned to the Alder Valley 'wine' era with the recent NBC corporate identity also in evidence. Illustrations of vehicles transferred *from the 'Valley to the Valleys* (Thames Valley to United Welsh) provided an important record. Pictures also provided the basis for the record of the twilight years of Lodekkas in and around Taunton in the 1970s and early 1980s.

The content throughout is original and provides an important historical record from authors' research. Together the magazines issued in the current reporting year contained 32 original and exclusive features (2020-21: 40), of which 22 were historical articles (2020-21: 23). They featured and interpreted 278 images (2020-21: 246), of which 200 (2020-21: 186) were historic and/or from the Trust's archives.

Back numbers of *To and fro* are normally sold at modest cost on the Trust's sales stand at events but the 'Shop' facility on the Trust's website proved so popular during the year that some editions are now out of print. Sales not only generate useful revenue but also encourage wider engagement with the Trust and extend the access to material in Trust archives.

Charitable accounts have been established on eBay, Paypal and Square to diversify the routes for the Trust to secure payments with minimal charges as the providers offer favourable terms to not-for-profits / charities.

When the pandemic hit (in 2020-21), the Trust recognised communication with Supporters was a priority as they provide the foundation for the Trust's future. In addition to the flagship magazine *To and fro*, an informal Newsletter (**Service-19**) was produced to keep Supporters in touch while normal opportunities to meet and advance Trust interests were on hold. Running to as many as 24-pages, articles, comments and curios from Supporters' were compiled in conversational style to elicit feedback and interaction between Supporters. It was extremely popular and successful so in the current reporting year (2021-22) 9th and 10th editions were circulated by email (or in hard copy for those without internet) in March and May of 2021 with a final (11th) edition rounding off the initiative at the turn of the calendar year by way of festive treat.

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Service-19 served a valuable purpose in the barren days of the pandemic but with the resumption of in-person events attracting swathes of the wider public as 2021 progressed, it was recognised that without significant additional resource the Newsletter with its limited circulation was not sustainable nor did the same need persist. The letters section in *To and fro* will however be expanded to accommodate more dialogue between Supporters and, beyond the year end, consideration has been given to a novel online forum to give a contemporary and sustainable twist to facilitate the interaction.

TV&GWOT Chairman, Colin Billington, is also Deputy Chairman of the **National Association of Road Transport Museums** (NARTM). 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. Activity in the 2021-22 year included addressing concerns about the use of ageing tyres on heritage vehicles and the introduction of tyre safety management procedures.

Within the period NARTM received a significant, seven-figure, legacy and TV&GWOT Chairman in his NARTM capacity was heavily involved dealing with legal and investment aspects as well as strategy for future expenditure to benefit the road transport museum movement. A principal aspect has been in relation to skills development and the potential for an apprenticeship scheme. This work has involved extensive liaison with other heritage / transport bodies and networking which has significant benefits to TV&GWOT alongside the NARTM objectives.

Heritage sector links have been maintained, for example with the **Archives and Records Association**, which have produced a variety of webinars and online training courses which Trustees have participated in to advance skills and knowledge required for the Trust. Government funded initiatives such as **Heritage Digital** and **Learning Through Data** have provided specific guidance through webinars and online workshops related to an online presence which Trustees have participated in and now subscribe to newsletter style policy updates. The Trust has continued to be involved with the **Land Transport Archive Network**, coordinated by The National Archives as an informal network for archivists, curators, custodians and researchers, interested in the care and use of archives relating to any aspect of any form of land transport: including vehicles, operators, personnel, passengers, manufacturers, freight and infrastructure. TV&GWOT Trustee Helen Bolt is progressing the LTAN survey activity in the passenger road transport sector into the scope of archive holdings.

The **website** is vital for the Trust to maintain 'virtual' contact with the public (providing up to date reference material about the Trust's objectives and constitution, activities and events, the collection and opportunities to get involved as a Supporter as well as access to educational materials through the online shop facility) and is complemented by the **Facebook** page (providing real time updates on Trust activities).

The Trust's **social media** continued to play a significant role in achieving public benefit throughout the period, particularly during ongoing challenges resulting from the pandemic. Social Media gave an outstanding opportunity to enhance the Trust's visibility, promote interest in its work and collections and to increase both its virtual and real world supporter base, particularly when in-person participation was limited.

The Trust's Facebook page is its primary social media presence. Its overall success may be measured by an aggregate number of 'followers' (encompassing all who subscribe to updates), though individual posts may travel way beyond that audience to achieve a higher 'reach' (the

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number of users who encounter the post) and 'engagement' (the number who react in some way). Highlights from the 2021-22 year include:

- In April 2021 the **Penzance Flyby event** was designed as a visual spectacle for locals with social media coverage to the wider world at the heart of the concept. Collectively, our coverage reached more than **5,900 users and attracted 466 comments, reactions and shares**.
- The Trust's cumulative coverage of the **Royal Blue Run 2021 was seen by a record 12,000+ Facebook** users with the **highest post-reach of the period being 6,597** for a 2021 Royal Blue Run update. A further innovation was to include a trial of Facebook's "Premiere" feature, in which followers were invited to 'attend' a virtual launch-screening of our 2021 Royal Blue Run **highlights video**. Around one hundred did, and gave the video sufficient traction to reach over 1,400 users in total.
- In September our **Kingsbridge Running Day** highlights reached **10,800 users**, another record and a video of our SU60 display generated the **highest post engagement for the year – 1,590**.

By all measures the page saw further significant growth throughout the period and remains the market leader in both the Thames Valley and West Country areas, among those for comparable groups and charitable Trusts, by a significant margin.

Since the end of the period, the Trust's **Facebook following has grown to 2,570 (+14% year on year)**. Many more users receive the Trust's content virally as a result of both organic and strategic sharing of our posts resulting in the levels of reach and engagement recorded above.

In common with most comparable organisations, the Trust's virtual following far exceeds the number actually subscribing as Supporters. During the period, several initiatives were launched (and are ongoing) to translate virtual interest into volunteering and financial support, including the use of 'teaser' content to promote opportunities to help or spend. However, the Trust recognises that a major appeal for many social media users is the ability to engage free-of-charge and without commitment, and therefore material growth in this area is not unlimited. The Trust is therefore content to continue serving this sizeable audience primarily as a means of attracting the public to attend events, as well as enhancing access to our collections thereby delivering public benefit.

The Trust acknowledges the skills and creativity of social media lead, Trustee David Sheppard, and the technical help of the webmaster, Supporter Gerry Tormey, which underpins the Trust's success in engaging the public in the online arena. These communication routes are maintaining and increasing awareness of the Trust and helping engage new Supporters from far afield.

Where opportunities to **network with other organisations**, whether by making presentations or hosting visits, were eliminated by the pandemic in 2020-21, such activity resumed in the current reporting year. Group visits, which normally form part of their annual programmes, were slower to resume given the lead time for them to be organised but are once again features of the Trust's outreach activity beyond the year end. Activities within the period included:

18 September 2021 - At the request of Tally Ho Coaches, the Trust's Kingsbridge running day was combined with a launch of their new Integrated Transport Service (funded by Devon County Council and Great Western Railway) connecting Salcombe to Totnes via Kingsbridge by bus with the trains to and from the Capital. **Anthony Mangnall MP and mayors from Salcombe and Kingsbridge plus GWR and Tally Ho company officials** and invited guests, visited the Trust's Devon museum for the launch.

30 September 2021 - Trustee David Sheppard gave an informal tour of the Trust's South Devon base to **long serving Stagecoach East Midlands employees** Richard and Lynn Hill. Lynn works as PA to the company Directors and Richard has latterly served as a Driving Instructor after a

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successful career as a Driver. Richard is also a keen preservationist having taken a lead role in preserving the company's 1961 Bristol SC4LK bus, and was keen to visit the Trust's base to further his knowledge and understanding of the type's successor, the Bristol SU.

Stagecoach Long Service Awards - Trustee David Sheppard compèred a series of events attended by staff, industry figures and opinion formers for different regions through the year, on each occasion including an overview of the Trust's work.

9 October 2021 – Stagecoach East in Cambridge - c.400 staff,

30 October 2021- Stagecoach East Midlands, Lincoln – c.500 staff and delivered alongside the company's heritage vehicle a 1961 former Lincolnshire Road Car Bristol SC4LK

19 February 2022 – Stagecoach North East, Newcastle – c. 600 staff.

22 October 2021 - Trustee David Sheppard gave an informal tour of the Trust's South Devon base to **BBC Home Affairs Correspondent** Ben Woolvin and his party of ten. Ben and his family are regular attendees at the Trust's Kingsbridge Vintage Bus Running Day and have been keen to encourage a growing interest in buses among the children.

14 December 2021 – Trustee Colin Billington gave a talk to the **Great Western Society's** Bristol Branch on Great Western Road Motors. The talk drew extensively on records from the Trust archives and covered the GWR Guy bus (Fleet No. 1268) on long-term loan to the Trust.

The pandemic restrictions meant that **the volunteer effort** in relation to archive and vehicle working groups and preparing for and running public events was necessarily suspended in 2020-21. While Trustees, the webmaster and some members of the Berkshire archive team were active from home the activity fell significantly short of the 17,300 volunteer hours recorded for 246 individuals in 2019-20. The road map in place at the start of the reporting year (March 2021) provided the basis for activities to resume, albeit with precautions, and the Trust was fortunate that Supporters returned eager to get back involved. This voluntary effort is the backbone of the Trust's ability to deliver public benefit and preserve the collections for posterity. Aggregate figures for the current reporting year 2021-22 show 205 individuals helped with Trust activities, **contributing 10,500 volunteer hours**, with 120 of these volunteers (2019-20; 210) involved in crewing the 77 different vehicles (2019-20: 121) which attended TV&GWOT events.

The Supporters' group is a primary source of volunteers, providing 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. Of the **264 people registered as Supporters** at the year end, a significant proportion have been actively engaged in working groups, participating around events, contributing as advisors or research correspondents and helping fund projects. Trustees wish to thank Supporters and other volunteers for their continuing input and help in ensuring the success and future sustainability of the Trust.

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ACTIVITY & PUBLIC BENEFIT IN 2022, BEYOND THE 2021-22 REPORTING YEAR END

With the pandemic restrictions on movement and gatherings receding and the confidence of individuals to mix and organisations to plan activities returning, the Trust approached the 2022-23 year with optimism. Trustees recognised the importance of re-engaging Supporters to enthuse them and to enlist their energy to undertake the many tasks that keep the organisation running and able to educate the public in the history of Thames Valley, Great Western and successor companies.

To this end Supporters were invited to a series of **Supporter Open Days** at the Trust's Devon and Berkshire premises on **5 March and 26 & 27 March** respectively. Some 108 Supporters participated over the three days and were brought up to date with archive, vehicle, administration and event activities and opportunities for involvement as they were taken on tours around the premises. The days included lunch and the chance for Supporters to catch up with one another as well as a trip out on Trust vehicles over Gara Bridge in Devon and through Windsor and the Great Park in Berkshire. There was the opportunity to review the archive cine film recently digitised from Mike Stephens's collection. Each day concluded with a group discussion where Supporters were able to contribute ideas and suggestions as to how the Trust can expand and strengthen its work.

The **Supporters' Group** has continued to flourish with 28 new Supporters coming on board in the seven months beyond the year end. This is a significant inflow with many joining at events and/or seeking access to Trust publications like *To and fro* (including back numbers). Three further editions of the **Supporters' magazine *To and fro*** have been produced containing a further 18 original and exclusive features, of which 13 were historical articles. They featured and interpreted 205 images, of which 142 were historic and/or from the Trust's archives.

Engagement of Trust Supporters as volunteers in vehicle restoration and maintenance **working groups** is flourishing, with an expanded cohort and twice-weekly sessions in Berkshire. Archive activity in Berkshire was set back at the start of the 2022-23 year because of the repairs to the archive office necessitated by damage in storm Eunice on 18 February. By mid-summer the archive team was back to three-weekly sessions with additional work being done by Supporters in their own homes and complemented by a monthly gathering of the archive working group in Devon.

The Trust's **archive and small object collection** has continued to receive significant donations as collectors and people who formerly worked in the industry are increasingly recognising the Trust as a dependable custodian of materials related to the Thames Valley and Great Western/National Omnibus & Transport companies and successors. The resources available in the Trust archive are also being made available to researchers and the use and availability of materials further encourages donors. To this end the Trust's registration on **The National Archives ARCHON database** (Code 3565) is an important step in raising its profile and accessibility. The archive teams at both locations include people with a range of specialist knowledge, which not only facilitates the indexing of material, but also to answer enquiries received from those not able to visit the archive in person. In previous periods enquiries have mainly come from Trust Supporters and have resulted in articles not only in the Trust's own publications, but also in those available to the wider public. Beyond the year end external enquiries have also come through for example from a researcher interested in a specific collection he knows to be held in the Trust's Berkshire archive and in Devon from a Councillor interested in drawings and photographs of Kingsbridge Bus Station from which to develop a historical display of the quayside site from the 1930s to the present day.

A key element of accessibility is the recording and cataloguing of the collection in a manner that is consistent across the Trust locations and in line with Sector standards for accreditation. Policy and procedure development and systems to utilise secure, centralised digital storage from Trust-owned laptops has progressed further and remains a priority in the 2022-23 period. In addition Trustees have attended National Archives' seminars on the use of their Manage Your Collections facility in Discovery as a readily accessible starting point for third party online access.

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A spin-off of improved archive practices is the ability to identify duplicate materials. In the first instance duplicate items are relocated to the other of the Trust's sites, to facilitate research there and give back-up security. Beyond that copies surplus to requirements can, subject to the donor's explicit permission, be offered for sale to raise funds towards the purchase of archival quality storage and preservation materials. The necessary systems to process this have developed beyond the 2021-22 year end with archive revenue being generated in this way on sales stands in the summer of 2022.

A full programme of events has taken place for the summer season beyond the year end.

There have been some challenges due to competing events (not just within the transport heritage sector) as many individuals and organisations have tried to reinstate plans thwarted for two years by the pandemic. The significant increase in fuel prices combined with the rising cost of living have been a matter of concern, but the Trust has been encouraged by the enthusiasm and generosity of owners to bring their vehicles considerable distances at their own expense to participate in events and similarly for enthusiasts and the wider public to come along.

In addition to its normal **vintage bus running day events**, the Trust took on a major programme of activities with **Victoria Coach Station to mark its 90th anniversary**. An official event to mark the anniversary, a running day, a static display and the production of a book to chart the history to date have placed significant additional demand on Trustees but have raised the Trust's profile with new audiences. With new publications and surplus material from the archive supplementing the Trust's sales stock, opportunities have been taken to attend third party events with a sales stand, widening awareness of the Trust in other regions.

The **chronology of Trust events and events attended by the Trust** since the start of the 2022-23 year until October is as follows:

- **Friday 10th March 2022** marked 90 years to the day since the Grand Opening of Victoria Coach Station (VCS) and TfL officials, VCS staff and representatives of the principal coach operators using VCS, gathered to reflect on the hundreds of millions of people who have passed through the nation's coaching hub over the decades whether as passengers, coach drivers or staff keeping VCS operational day and night, 365 days a year. TV&GWOT organised an accompanying display of heritage coaches from the 1950s, including Trust Chairman's Royal Blue LL No. 1250, which were positioned alongside National Express's most modern Scania Caetano Levante 3 coach. Andy Byford (as Transport for London Commissioner) addressed the assembled crowd launching the **VCS90 year of celebrations**, accompanied by Andy Lord (Chief Operating Officer), Liam Wilson (Coach Station Manager) and Louise Cheeseman (Director of Buses).
- The **Penzance running day on Sunday 17th April 2022** returned to a passenger-carrying format after the fly-by adopted in 2021 to comply with COVID restrictions. 30 buses and coaches were entered and together provided 5268 free passenger journeys to local residents, enthusiasts and visitors staying in the area for the Easter weekend. The event, organised jointly with the Cornwall Bus Preservation Society, had a souvenir programme with an 18-page feature charting changes in buses and coaches around West Cornwall over 100 and more years as depicted in postcards since the turn of the 19th century. It also provided an account of the CBPS restoration of a Bedford YRQ to represent the local Grenville Motors fleet and included an original Modern Cornish Bus Driver's Song by Gray Lightfoot, an amusing take on Gilbert & Sullivan's Pirates of Penzance. Bus, rail and other local businesses supported the event with advertising providing encouragement for the renewed viability of these activities. TV&GWOT Trustees and Supporters took eight vehicles from the Trust's Devon base. Trust Supporters took advantage of the holiday weekend to join TV&GWOT and CBPS on a tour of the West Cornwall peninsula on the former Service 300 route.

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- Given the importance of recognising the Thames Valley Traction Co. Ltd centenary which fell during the pandemic, and with the major part of restoration of the Trust's Thames Valley vehicles complete, the Trust entered all three of its Thames Valley vehicles for the **HCVS London to Brighton Run on 8th May 2022**. The vehicles parked together at the beginning and end of the day and travelled in succession making an impactful display for photographers and bystanders of the Thames Valley heritage and TV&GWOT's preservation achievements. This was the first outing for the newly restored Bristol LL6B No. 556 to which Supporters had contributed financially and with substantial volunteer effort and some 40 Supporters joined the iconic London-Brighton run.
- On **Sunday 15th May 2022**, Trust Chairman's Bristol FLF No. 1969 took a party of Supporters from South Devon to the **Taunton Vintage Bus Running Day** organised by Trustee Peter Snowden. 1969 ran services between the event base at Sheppy's Cider to both Wellington and Bishops Lydeard (the inland terminus of the West Somerset Railway), in total carrying some 284 passengers while a sales stand generated a useful level of income (until the rain came).
- Joint working with the Great Western Society, a feature of pre-pandemic operations, resumed for the **Didcot Transport Rally and Vintage Bus Running Day on 22nd May 2022**. Trust Supporter, Jonathan Radley, led the organisation and coordination of 22 buses and coaches which combined a static display with free passenger carrying services on former GWR Road Motors' routes to Wallingford, Wantage, Upton & Blewbury and Abingdon. In addition a shuttle service was operated between the station and heritage railway entrance and the rally site in Ladygrove Park so that in total some 2990 passenger journeys were given. The souvenir programme included a feature illustrated with photographs and postcards depicting GWR Road Motors' vehicles across TV&GWOT's principal territories demonstrating the links between GWR and the Trust's scope, focusing particularly in on the GWR Guy No. 1268 on long-term loan to the Trust's collection. This was the first outing in passenger carrying service for the Trust's trio of Thames Valley vehicles (Tilling Stevens No. 152, Bristol K6A 446 and Bristol LL6B 556). They were accompanied by Trust owned Reading Bristol VRT No. 38, Royal Blue LS6G No. 1286 on long-term loan and Trust Chairmans Eastern National Duple 425 No. 2240, with Supporters also bringing their own vehicles to participate.
- The **Royal Blue Run from Friday 17th to Sunday 19th June 2022** commenced with a Grand Departure from Victoria Coach Station as a feature of the VCS90 celebrations. Some 16 coaches with 60 or more people travelling as passengers or crew, participated in some or all of the 3-day event which reached compass points from London in the East, Birmingham in the North, Gloucester in the East and Portsmouth in the South. The run was an intricate combination of joint Royal Blue/ Greyhound, Associated Motorways, Elliott Bros era, and Tourist (later Royal Blue) routes. Remarkably only short stretches had been covered in any of the 20 previous runs underlining just how extensive the coaching network once was. On Friday the run ended in the Birmingham area passing Digbeth Coach Station, the home of National Express celebrating 50 years of 'white' national coaches in 2022. On the second day the fleet of coaches stopped at Gloucester's historic Docks for a mid-day break and the run concluded at Fawley Hill near Henley-on-Thames, home to the steam railway and memorabilia accumulated for posterity by the late Sir William McAlpine, courtesy of Lady Judy and the Fawley Hill Railway Society. Many photographers captured the vintage coaching scene along the way, sharing images online via social media amplifying the public engagement.
- On **Sunday 26th June 2022**, TV&GWOT contributed to the vintage bus display at **Reading Buses' Open Day** taking its former preserved VRT No. 38 which was new to Reading Buses in 1979 as well as Thames Valley LL No. 556 to showcase the restoration work undertaken by the Trust. The event raised funds for local homeless charity New

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Beginnings. Eight Supporters travelled to the event from TV&GWOT's base but many tens more were at the event and congregated at the Trust's sales stand, which provided an important local opportunity for keeping in touch as well as recruiting new Supporters and distributing educational material.

- **The Thames Valley Traction Co. (TVTCo.) centenary celebration** was thwarted by COVID restrictions in 2020 and then again a year on in 2021. Sadly plans for a large-scale event in Maidenhead for the Centenary+2 also had to be withdrawn when it became clear that there were insufficient visiting vehicles (given so many competing demands at the time) for confidence that the level of service available would be adequate to match demand. The disappointment was assuaged to an extent by a tour for Supporters of former Thames Valley depots using Bristol K6A 446 and LL6B 556. Some 42 Supporters took up the invitation with others adopting important photographer roles at picturesque points along the route. The Fifield archive team drew on its resources to chart authentic routes and extract former Thames Valley depot records for the accompanying souvenir publication. Articles by Thames Valley historian and Trust Supporter, Paul Lacey, documented the route network as it existed when Thames Valley Traction Co. operations began in 1920 and tabulated its evolution through to 1970. A leaflet produced in-house for passengers was later developed into a booklet publication to provide a permanent record with additional content recording the work to restore and maintain the Trust's Thames Valley vehicles. This booklet was professionally printed bringing revenue on the Trust stand and via sales online.
- A **VCS90 running day** operated on **Sunday 24th July 2022** with a mix of vintage coaches (co-ordinated by TV&GWOT) operating west from VCS to Hammersmith alongside more modern Airbus service vehicles and RT and RM buses plying between VCS and the Aldwych for the London Transport Museum (co-ordinated by London Bus Museum with who TV&GWOT worked in cooperation). The focus was on an authentic VCS experience for passengers and crews and the event was extremely successful and resulted in extensive social media coverage across diverse groups. All but one of the vintage coaches (a 1951 East Kent Leyland) were supplied by TV&GWOT Trustees and Supporters. The Trust also had a marquee and sales stand within VCS for the launch of the new book authored by TV&GWOT Chairman, Colin Billington – *VCS90 – A Celebration*. As well as the history of the coach station depicted in pictures from the London Coastal Coaches Collection held by the Bus Archive and reproduced with permission, the book includes photographs of the scene in 1962 and associated with railstrikes in 1982 taken by a former employee. In addition, specific TV&GWOT themes such as the development of Express Services between the Thames Valley and London VCS and the changing colours and shape of coaches serving the West Country over the decades were featured. Popular on the day, the book has gone on to be well reviewed and has continued to raise income for the Trust at events and through online sales through the year. As of the end of October 2022, some 325 copies have been sold.
- On **Saturday 20th August 2022** LT Routemaster buses made their annual pilgrimage to **Imber**, a village on Salisbury Plain abandoned by decree during World War II and taken over by the military for essential wartime purposes. Remarkably the event proceeded despite the obstacle of a railstrike facing visitors who normally arrive via Warminster station. TV&GWOT was consulted as part of the organisers' efforts to secure long-distance coach feeder services instead, although not having an Operator's license meant the Trust could not participate in a commercial service. The Trust was however invited to take Royal Blue LS No. 1268 across the Plain to Imber, a first for a preserved coach, carrying Trust Supporters. This was a fascinating excursion and gave the opportunity for the Trust to have a sales stand while also benefitting from a generous charitable donation from the organisers from this one-off format for the event.

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- The **Kingsbridge Vintage Bus Running Day on 17th September 2022** saw the town return to a bustling hub for some 37 buses and coaches providing free services to locals and visitors to coast and country villages across the South Hams. 6112 passenger journeys almost reached pre-pandemic levels with a record 129 dogs carried. The souvenir programme, so popular it sold out on the day, included a 23-page feature about the Bristol-marque buses operated by the local bus & coach company Tally Ho through its history. The many photographs give glimpses of the local scene across the decades. Collaborations were renewed with the owners of Loddiswell Station who sold refreshments in aid of the local Explorer Scout Unit and with the Coleridge Community Bus, an independent service connecting remote residents to the East of Kingsbridge Estuary with the town, to which a donation was made. The event benefits from dedicated support from volunteers preparing vehicles over many days in the run-up to the event and an excursion on the Sunday to Dartmouth by bus & coach included a trip on the Kingswear ferry and Dart Valley steam train so they could relax and reflect on the success of their efforts promoting the Trust and generating revenue for its wider programme of preservation and restoration.
- A **static display of vintage coaches at VCS on Saturday 24th September** was the culmination of the VCS90 celebrations. The spectacle of coaches drawn from across England, Scotland and Wales filled four of the principal running bays at VCS enabling visitors to admire the vehicles at close quarters and marvel at the lavish interiors conjuring memories of bygone travel. The event followed just days after the funeral of the Late Queen Elizabeth which had necessitated an unprecedented closure of the coach station due to road closures and relocation of services to satellite hubs. Despite this onerous recent workload on staff, the static display was accommodated with their usual hospitality ensuring the public and many retired staff who travelled to the event from across the country to enjoy the day of nostalgia were not disappointed. TV&GWOT organised 15 coaches to attend dating from 1947 to 1988, liaising with TfL's coach station staff and producing an event brochure sold alongside the Trust's commemorative VCS90 book. Within the display was Royal Blue LS No. 1286 on long-term loan to the Trust alongside Trust Chairman Colin Billington's Royal Blue LL 1250 and National Express Rapide Duple 425, No. 2240.
- **Sunday 25th September 2022** was the 50th and last **Showbus** gathering, this year at the Hertfordshire County Showground. Traditionally the largest gathering of vintage buses and coaches in the country, the organisers were particularly keen for vehicles seen at the earliest shows return. The Trust therefore took Thames Valley Bristol K6A No. 446 as it made regular appearances when originally in the custody of Ward Jones, now a Trust Supporter and from whom TV&GWOT acquired the vehicle. Given the nationwide participation, the Trust also had a stand in the commercial area and advertised within the programme drawing attention to the Trust and the new VCS90 book which was sold alongside surplus archive stock and memorabilia.
- **Sunday 30th October 2022** was the final Flowers Hill Depot Open Day for the year organised by the **Bristol Vintage Bus Group** many members of which also support TV&GWOT with vehicles and event preparation. The Trust reciprocated its support taking a sales stand for the indoor market area. The dual focus was to keep the Trust's profile in the eye of those with allied bus and coach interests while also promoting the VCS90 book.

Metrics to measure success in pre-pandemic years can be re-examined in 2022-3. In terms of: (a) **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events – 16,927 to date in 2022-23 compares with 24,758 in 2019-20; (b) for the number of **(vehicle) days** Trust and Trustees' vehicles participating in TV&GWOT events were on the road on public display - 236 vehicle days to date in 2022-23 compares with 262 in 2019-20; and (c) the associated **mileage** covered – 18,285 miles to date in 2022-23 compares

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with 19,692 miles in 2019-20. The differing nature and number of events in the two periods accounts for the differences.

Other measures include the sale of some 1,150 **programmes** (at £4-6) at Penzance, Didcot, and Kingsbridge events containing articles of historic interest compared with over 1,700 in 2019-20 (when there was an additional Tavistock event) and some 325 sales (£15) of the TV&GWOT **VCS90 book** so far, where 250 copies (£12.95) of TV&GWOT's Reading Motorbus centenary **book** were sold in 2019-20. Sales of the latter are ongoing including 17 beyond the 2021-22 year end indicating this should be a continuing revenue stream.

While measures are not at the levels seen pre-pandemic this reflects a degree of caution on the Trustees part, in the extent of print runs and the level of event promotion to ensure arrangements remained manageable and COVID safe. The Trustees are confident that the 2022-23 performance to date is a sound basis for future growth and evidences the resurgence in public interest in TV&GWOT activity post-pandemic.

Opportunities to engage a wider network of individuals and organisations have multiplied beyond the year end and, despite the workload, the Trustees have responded recognising the importance of the raised profile and financial income to the Trust that such activities bring. In the 2022-23 year to date activities have included:

2 April 2022 – Use of **Reading Transport VR No. 38** owned by the Trust to transport members of the **British Trolleybus Society** on a tour of former trolleybus routes in Reading organised by BTS member and Trust Supporter, Dave Hall - 38 BTS members took part.

9 April 2022 – Trustee David Sheppard was the guest speaker at the **South Devon Railway Association annual dinner**, held at Birdie's Kitchen in Buckfastleigh. He addressed around fifty members of the Association, including the daughter of the late Reverend W. Awdry, creator of The Railway Series, speaking about the forthcoming 150th anniversary of the opening of the Buckfastleigh, Totnes and South Devon Railway. He gave a lively account of his own 30+ years in preservation and outlined the work of the Trust, particularly its connections with the Great Western Railway and South Devon.

Stagecoach Long Service Awards - Trustee David Sheppard compèred a series of events attended by staff, industry figures and opinion formers for different regions through the year, on each occasion including an overview of the Trust's work.

29 April 2022 – Stagecoach Yorkshire in Sheffield - c.400 staff,

14 May 2022 – Stagecoach North East in Newcastle – c. 500 staff.

18 June 2022 – Stagecoach North East in Newcastle – c. 500 staff.

26 May 2022 – Trustee Helen Bolt participated in the **Francis Clark annual seminar for charities** covering latest Charity Commission developments including legal matters, prevention of cyber-crime and fraud, and updates on accounting and VAT specific to the sector. The availability of professional advisors and other charities large and small for networking makes this a valuable forum to ensure the Trust's public benefit is delivered in a compliant manner.

5 June 2022 – Trustee David Sheppard drew the raffle for **Exmouth Museum** at the culmination of the town's celebrations for the Queen's Platinum Jubilee. He spoke about the importance of making history accessible and relevant in the future and gave an outline of the Trust's approach in this regard.

11 June 2022 – Use of newly restored **Thames Valley L No. 556** to transport principal donors and special guests to **Alexander Devine Children's Hospice** in Maidenhead from remote parking for their 15th anniversary 'thank you' event. Some 90 passengers were carried on return trips through the day.

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6 July 2022 - Trustee David Sheppard gave an informal tour of the Trust's South Devon base to retiring **Showbus** organiser, Martin Isles, and former **BBC Spotlight Editor**, Ed Goodridge, both enthusiastic followers of the Trust's work and keen to find out more about the collections.

16 July 2022 - 24 people from the **Kingston Historical Society** visited the Trust's Devon base for a talk about local transport history and the activities of the Trust, a tour of the archive and workshops and a trip on Trust Chairman's Bristol SUS (Western National No. 600) through the Avon Valley area of outstanding natural beauty.

22 July 2022 – the Trust's Devon facilities provided the base for 25 **town criers** from the UK and overseas to travel to Plymouth for an international competition in the City Hall. Trust Chairman, Colin Billington, used his Western National Bristol L No. 1218 to transport the town criers and consorts in their finery.

23 July 2022 – the Trust hosted the **Provincial History Research Group of the Omnibus Society** at its Berkshire base for their AGM. Trustee Peter Delaney gave a talk about the Trust's archive collection in the former Maidenhead ticket office now owned by the Trust and re-erected on its Berkshire site showing interesting artefacts held in the collection. The digitisation of the late Mike Stephens cine films by the Trust was of considerable interest as they feature OS Tours, some 50+ years ago - an online presentation to regional groups and potential funding of further work resulted.

24 July 2022 – Trustee David Sheppard performed the official opening of **Paignton Festival on behalf of the BBC and Torbay Old Wheels Club**. On display were his and his father's 1962 Bristol SUL4A coaches, former Western National Nos. 420 and 425 (270/5 KTA). They had been brought together to mark the 60th anniversary of their delivery that month, as explained in David's opening speech and the event programme.

7 October 2022 – some 20 members of the **National Transport Trust** visited TV&GWOT in Berkshire for a talk on the collection to see the workshops and take a tour of Windsor in Bristol LS Royal Blue No. 1286 (on long-term loan to the Trust). The tour ended with TV&GWOT neighbour, David Buck, who gave rides on his full scale railway steam engines over track in his grounds.

12 October 2022 – the **Berkshire group of the Vintage Motor Cycle Club** came by their own stylish mode of heritage transport to visit the Trust for a talk, tour of the facilities and trip around Windsor in Bristol LS Royal Blue No. 1286 (on long-term loan to the Trust). 18 BVMCC members took part in the event suggested by Trust Supporter Victor Youel.

18 October 2022 – a group of TV&GWOT Supporters worked with Trust Chairman Colin Billington to assist the **Great Western Society** repatriate a former **GWR fire tender** from the **Science Museum at Wroughton** to Didcot. Extensive planning in the months before, detailed risk assessments and provision of road transport meant the Trust was able to help the organisations achieve their heritage objectives.

25 October 2022 – the Chartered Institute of Logistics & Transport (Central Southern Region), through Trust Supporter and CILT Board member Richard Mallett, invited TV&GWOT to be represented at their regular meeting as a basis for exploring how the Trust might provide interest to members and how members might use professional skills to help support the Trust. Trust Chairman, Colin Billington attended, networking with CILT members and learning from the evening with Mark Hopwood, CBE, Managing Director of GWR.

In the months beyond the 2021-22 period end **vehicle restoration work** has continued:

- MO9324 – 1927 Thames Valley Traction Co. Tilling-Stevens B9 No. 152 – Starting/running issues were investigated and tackled with some work on the autovac and attention to a

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carburetor defect. Packing of selector springs in the gearbox stabilised issues with reverse gear. Fan belt adjustments and work on spark plugs improved running / reducing mis-firing. Work to improve seat fixing and floor covering/mouldings was undertaken. A larger steering wheel, as probably fitted original was sourced and installed to improve driver control.

- RU8805 – 1929 AEC Reliance No. 3615 – a support system for rear of the engine and clutch housing was developed. A new driver's seat was manufactured. Roof opening vent gear, roof cove panels and air vents progressed. Preparations were made to separate body and chassis for drive-train installation.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – advertising boards were sign written, exterior painting completed and internal timber finishers installed. Repairs to cracks in the cylinder head and block were repaired and heat treated for the engine to be re-assembled.
- BOD25C – 1965 Bristol FLF6B No. 2065 – an opportunity arose to obtain new tyres, tubes and flaps to fit to the vehicle.
- LTA748 – 1950 Bedford OB No. 1409 – Extensive work undertaken by volunteers includes:
 - o Rubbed down, undercoat and paint black the chassis, rear axle, rear springs and front bulkhead as well as painting the engine, gearbox, water pump and fan.
 - o Remove, strip, clean and fit new diaphragm/gaskets to fuel pump. Refit to engine.
 - o Remove, check, clean, paint and refit dynamo and starter motor and carburetor (including new gaskets).
 - o Remove and paint exhaust manifold, refit.
 - o Front hub/brake assemblies - strip, clean, paint and reassemble. Hone brake cylinders. New seals fitted to brake cylinders. Rear brake assemblies - strip, clean and paint and reassemble. New brake wheel cylinders fitted. Rear hubs fitted.
 - o Fuel tank painted and new fuel sender unit fitted. Tank bolted to chassis.
 - o New tubes and flaps. Front wings prepped and primed; bonnet side panels primed.
 - o Interior lighting re-wired.
 - o Propshaft fitted and work ongoing.
- FMO938 – 1950 Bristol LL6B No. 556 – The exterior restoration was completed early in the 2022-23 period with signwriting comprising fleet names and numbers, and legal lettering. Curved seat back panels were formed and the seats were re-trimmed and fitted.
- DBL154 – 1946 Bristol K6A No. 446 – starting issues were resolved by refurbishing the starter motor.
- MOD973 – 1952 Bristol LS No. 1286 – minor repairs (e.g. wiper motor) undertaken.
- LTA995 – 1953 Bristol KSW6B No.1852 – preparation has commenced for a major restoration of this Trust- owned vehicle which has been in dry storage since being acquired from Haynes Motor Museum. Trustee Colin Billington and Supporter Alan Neale have inspected the vehicle and tested electrical and mechanical systems. Next stages include the development of a costed restoration plan and identification and pursuit of potential funding opportunities.
- EDV555D – 1966 Bristol SUL4A No. 692 - charging issues address with re-wiring and replacement dynamo.
- FDV790V – 1979 Bristol LHS6L No. 1560 - new front tyres fitted.

Ahead of the Trust events and other outings through 2022, all participating vehicles were required to have MoTs or roadworthiness inspections (as appropriate to their age / taxation class). This applied equally to Trust loan vehicles and Trustee-owned vehicles made available for use. Commercial inspection services and those of suitably qualified Supporters, particularly Trustee Graham Green, were deployed with defects and any resulting rectification required being recorded.

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Necessary remediation was carried out before vehicles were used on passenger service. This is a major task, particularly so since some vehicles were seeing first use since COVID restrictions had limited their use.

Former Exeter Corporation Transport Massey-bodied Guy Arab IV double deck No. 74 (974AFJ) was donated to the Trust in July 2022, with a quantity of spares by Trust Supporters. Sponsorship for ongoing care of the vehicle was secured and initial inspection showed the vehicle to be in good mechanical order although some bodywork repairs / improvements are required for it to be used to carry passengers at public events in 2023-24. The bus was new in July 1960 passing to Devon General as No. 275 in April 1970 and on to Western National in January 1971.

In his role as Deputy Chairman of the **National Association of Road Transport Museums** (NARTM), Trust Chairman Colin Billington has continued involvement in the work investigating skills development and the potential for an apprenticeship scheme in light of the seven-figure legacy vested in NARTM. This work has significant relevance to TV&GWOT alongside the NARTM objectives. Beyond the 2021-22 year end, detailed discussions have proceeded with the Heritage Skills Academy towards establishing an apprenticeship scheme appropriate to buses and coaches and other large commercial vehicles in collaboration with the London Bus Museum (Brooklands) and London Transport Museum (Covent Garden and Acton)..

Generous **funding of the Trust** by its increasing number of Supporters has continued beyond the 2021-22 year end, particularly through annual renewal donations in June/July 2022 which contribute to the Trust's standing and overhead costs.

The original appeal to purchase and undertake the bodywork restoration of 556 and contributions to the "556 – *The Final Push*" appeal were generally made as lump sums or monthly instalments. Those monthly contributions have been completing their term beyond the 2021-22 year end but it is gratifying that some contributors have opted to continue their regular donations. Others are enquiring about future opportunities to provide project support and, to this end, preparatory work has begun as described above to plan the restoration of 1953 Southern National Bristol KSW6B No. 1852 (LTA995) which was purchased from Haynes Motor Museum in 2017. Now the Trust has a strong track-record in successful vehicle restorations and project execution, the aim is to augment Supporter donations with matching grant funding and work to scope the requirements and identify funding sources has commenced in earnest beyond the 2021-22 year end.

The revival of support from the major transport companies in the reporting year 2021-22 has been a significant contributor to the Trust's programme of events enabling public benefit to be prioritised. Further work to develop messaging that is effective in associating the pleasures of a vintage bus day out with the economic and environmental benefits of increased bus usage in daily life is underway. In turn it is hoped this will ensure relationships with the transport companies can flourish. The advertising from other local businesses around events is also valuable and new ideas are being explored to match products and services to event audiences thereby encouraging increased advertising revenue.

Other opportunities for grant funding are also being identified and pursued. A presentation of the archive cine-films digitised in the 2021-22 reporting year to a visiting group has led to the promise of a donation of £2,500 from the Omnibus Society from a related legacy to help fund the digitisation, preservation and public access to other films in the collection.

Despite the pandemic disruption, the Trust has recovered well and continues to be well resourced financially underpinned by its prudent reserves policy. The Trustees were able to limit the Trust's expenditure through the pandemic period in anticipation of unpredictable and limited opportunities to generate income while also diversifying its funding sources as described above. As a result, although growth was set back, the Trust did not suffer financial harm from the pandemic constraints.

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The return to a full programme of activity beyond the 2021-22 year end has been measured with new ventures such as books and sale of surplus materials pursued to ensure a broader range of income streams involving a wider range of donors / purchasers. This approach will continue through the remainder of 2022-23

RISKS

The Trustees of The Thames Valley & Great Western Omnibus Trust are fully aware of and implement policies to address any risks as appropriate. 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.

With the return of inflation beyond the 2021-22 year end, Trustees have explored different investment instruments other than high street banks to limit the risk of reserves being devalued by interest rates significantly below inflation. The approach is cautious balancing the need for capital protection under the Financial Services scheme and access to funds to spend on the Trust's charitable work, with good rates of return on term investments. Advice from specialist financial advisers has been obtained as this is not an area of Trustee expertise.

Non-financial risks related to health and safety are under constant review with additional consideration of Covid-safe measures. 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 also 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 remains the potential for Trustees becoming over-burdened. Spreading the workload more widely was helping to ensure the burden on Trustees was manageable, enabling them to fulfil their strategic as well as day to day roles. However, restrictions in the pandemic did put additional burden back on Trustees who were equipped to maintain the Trust's profile and core functions from home office environments. The Supporters group was established expressly to provide a pool of volunteers willing to help in a variety of ways. There had been considerable success with help at events with regular working groups established at both South Devon and Thames Valley bases to work on archives and on vehicles but this was halted in the pandemic period. Now that restrictions have been lifted, the regular vehicle restoration and maintenance working parties and archive working groups have been re-established and additional Supporters have become involved. However, the railway and other public sector strikes have also had a significant impact and have restricted attendance and required re-scheduling of several of the Trust major public events. Team Leaders are increasingly taking responsibility for organising the Trust's work in specific areas which is a deliberate policy to manage risks and over-dependence on individual Trustees. This is intended as a stage in identifying potential additional Trustees and will again be prioritised in line with the strategic plan.

The widespread impact of the Covid-19 pandemic was not previously foreseen and risks had been linked to individual events or activities. The reserves policy and Trustee actions, together, have protected the Trust against these perceived risks and are now embedded in the Trustees' approach

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to managing all aspects of Trust activities and resources. The consideration of risks has therefore been continued beyond the 2021-22 year end to address more fundamental risks to the style of Trust activity, sources of heritage funding and the availability of volunteers, particularly bringing younger people on board.

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 for a variety of audiences as demonstrated in this report. We have sought wide involvement from all within the community and have used social media with considerable success while also providing material accessible to those without internet access.

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. The approach has had to be modified in the period in light of the Covid-19 pandemic but the Trustees remain confident that the novel and alternative approaches have delivered significant public benefit to the extent that is reasonable and practicable in the circumstances and can confirm this remains the Trust's priority. Renewed activity as restrictions lifted has confirmed the public appetite to learn about and experience this aspect of our passenger road transport heritage and the Trust has demonstrated its ability to meet and stimulate the demand.

Trustees & Directors

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

Dr C J Billington
Dr H M Bolt
P M Delaney (appointed 23 January 2022)
G G Green
D T Sheppard
P Snowden (appointed 23 January 2022)
M J Williams

POLICIES

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 in respect of their responsibilities as Directors & Trustees. Details of Directors' expenses and related party transactions are disclosed in Notes 9 and 10 to the accounts.

The Trust has no employees. Work carried out by volunteers and Supporters is done so without charge.

Investment policy

The Trustees have adopted a cautious policy on investment and available funds (restricted and unrestricted) have been held in an interest-bearing account with our bank, Lloyds Bank plc. In order to maximise the return whilst maintaining free cash liquidity, a sweep operated on a daily basis between the current and deposit accounts leaving a nominal current account balance at the end of each day. This facility was removed by Lloyds for all account holders in 2021 and transfers are now managed by the Trust's Treasurer. Due to wider economic circumstances deposit rates have been depressed but that same uncertainty undermines confidence in other financial instruments so other alternatives had not been pursued. The investment policy and security of

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reserves remains under review and a proportion of the reserves were placed on money markets via Lloyds Bank to secure a better rate of interest in May 2018. The action was accompanied by renewed assurance from Lloyds on the security of the capital sums. Beyond the 2021-22 year end inflation rates from international and domestic causes, have not been matched in the interest rates of return offered by the high street banks and, in consultation with professional financial advisers, the Trustees have pursued alternative platforms providing access to better interest bearing accounts which still offer the security and flexibility required for the Trust reserves.

Reserves policy and going concern

The cumulative current reserve funds at the end of the 2021-22 period are £195,023 (2021: £186,198) in the Restricted Funds and £87,973 (2021: £72,754) Unrestricted Funds. The Trust's policy had been 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. Previous vehicle acquisitions (e.g. Southern National Bristol KSW 1852) and future potential underline the need for significant reserves to be held to address (c) in particular. The Trustees had therefore considered that the appropriate level of reserves should be at least £40,000 when major projects are in the offing. The prudence of this policy has been confirmed with the Covid-19 pandemic when restrictions on activity from March 2020 meant that all the Trust's public events and gatherings (the principal mechanism for delivering public benefit and raising funds) for the 2020-21 financial year had to be cancelled and were only slowly restarted in 2021-22. The reserve funds mean the Trust is able to cover its standing support costs and develop new ways to engage the public and generate fresh revenue streams whilst also progressing the Trust's objects with advance funding held in restricted funds for this purpose.

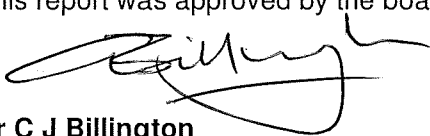
In view of the ongoing uncertainty about COVID and the potential for its resurgence and/or the emergence of other similar pandemics, as well as the impact on the economy and uncertainty over future charitable giving and leisure practices for the general public, the Trustees now consider reserves of at least £55,000 should be maintained and built on where possible for the foreseeable future. The policy will continue to be reviewed annually with a view to reducing the reserve level once the picture is more certain.

Five of the seven restricted funds have zero or positive balances 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. RF6 which ring-fences funding for Southern National No. 1852 has a small negative cash balance but has a notional fixed asset value of £1,000 (reflecting its purchase price). RF7, relating to Thames Valley No. 556, has a negative cash balance but again this is less than its (conservative) capital valuation based on purchase price (£5,000) and funding pledges to cover the restoration costs beyond the year end, more than offset the shortfall. In the cases of RF4 (Reading VR No. 38) and RF5 (Thames Valley No. 152) shortfalls in direct funding to the restricted funds have been offset by modest contributions from general unrestricted funds.

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 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 firm view that the Trust is a going concern.

This report was approved by the board on 13 November 2022 and signed on its behalf.



Dr C J Billington
Director

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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Statement of Trustees' Responsibilities in relation to the financial statements

The Trust Trustees (who are also directors of The Thames Valley and Great Western Omnibus Company for the purposes of company law) are responsible for preparing the Trustees' Report and the financial statements in accordance with applicable law and UK Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trust Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resources, including the income and expenditure, of the Trust for that period. In preparing those financial statements, the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Trust will continue its operations.

The Trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the Trust and to enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the Trust and hence for taking reasonable steps for the prevention and detection of fraud or other irregularities.

The Trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Statement as to disclosure

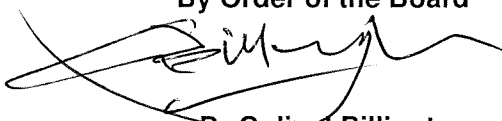
In so far as the Trustees are aware at the time of approving our Trustees' annual report:

- There is no relevant information, being information needed by the Independent Examiner in connection with preparing the report of which the Independent Examiner is unaware, and
- The Trustees, having made enquiries of fellow directors, have each taken all steps that he/she is obliged to take as a director in order to make themselves aware of any information relevant to the independent examination and to establish that the independent examiner is aware of that information.

Preparation of the Financial Statements

This report has been prepared in accordance with SORP (FRS 102) (effective 1 January 2015) and the special provisions of Part 15 of the Companies Act 2006 relating to small companies.

By Order of the Board



Dr Colin J Billington
Trustee/Director

13 November 2022

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

(A Company Limited by Guarantee)

Independent Examiner's Report

I report on the accounts of The Thames Valley & Great Western Omnibus Trust for the year ended 28th February 2022 which are set out on pages 30 to 43.

Respective Responsibilities of Trustees and Examiner

The trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts. The trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and that an independent examination is needed.

Having satisfied myself that the Trust is not subject to audit under company law and is eligible for independent examination, it is my responsibility to:

- examine the accounts under section 145 of the 2011 Act;
- follow the procedures laid down in the general Directions given by the Charity Commission under section 145(5) of the 2011 Act; and
- state whether particular matters have come to my attention.

Basis of independent examiner's report

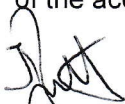
My examination was carried out in accordance with the general Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the Trust and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from you as trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a 'true and fair view' and the report is limited to those matters set out in the statement below.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

- (1) which gives me reasonable cause to believe that in any material respect the requirements:
- to keep accounting records in accordance with section 386 of the Companies Act 2006; and
 - to prepare accounts which accord with the accounting records, comply with the accounting requirements of section 396 of the Companies Act 2006 and with the methods and principles of the Statement of Recommended Practice: Accounting and Reporting by Charities
- have not been met; or

- (2) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.



T W Bennett (formerly MIAB / CALIBF – retired)
16 Manor Close
Bradford Abbas
Sherborne
Dorset DT9 6RN

25 October 2022

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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STATEMENT OF FINANCIAL ACTIVITIES
(Incorporating Income and Expenditure Account)
Year ended 28 February 2022

	Restricted Funds	Un- restricted Funds	Total Funds	<i>Total Funds</i>
	2022	2022	2022	<i>2021</i>
	£	£	£	<i>£</i>
Income:				
Donations & legacies ^{Note 3}	82788	16348	99136	88625
Income from investments ^{Note 4}				
- Bank interest received	0	69	69	254
<i>Income from charitable activities:</i> ^{Note 5}				
- Sponsorship of education/events	0	1970	1970	0
- Income from education/events	0	3875	3875	822
<i>Income from other trading activities</i>	0	0	0	0
<i>Other income</i>				
- Gift Aid ^{Note 6}	5445	3005	8450	8617
Total Income	88233	25267	113500	98318
Expenditure on:				
<i>Cost of raising funds</i>	0	0	0	0
<i>Expenditure on charitable activities</i> ^{Note 7}	80720	9457	90177	79743
<i>Other expenditure</i>	0	0	0	0
Total Expenditure	80720	9457	90177	79743
Net income/(expenditure)	7513	15810	23323	18575
Transfers between funds	1313	(1313)	0	0
Other recognised gains /(losses)				
<i>Gains/(losses) on reconciliation of fixed assets</i>	0	0	0	0
Net movement in funds	8825	14497	23323	18575
Reconciliation of funds				
Total funds brought forward (at 28 February 2021)	271175	104921	376096	357520
Total funds carried forward (28 February 2022)	280000	119418	399418	376096

The statement of financial activities includes all gains and losses recognised in the year.

All income and expenditure derive from continuing activities.

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BALANCE SHEET As at 28 February 2022

	2022 £	2021 £
Fixed assets		
Tangible assets ^{Note 11}	116422	117144
Current assets		
Stock	0	0
Debtors ^{Note 14}	5052	2145
Cash at Bank and in hand	289479	277024
	<u>294531</u>	<u>279169</u>
Liabilities		
Creditors falling due within one year ^{Note 15}	(11533)	(20216)
Net current assets	<u>282998</u>	<u>258953</u>
Total assets less current liabilities	<u>£ 399420</u>	<u>£ 376096</u>
The net funds of the Trust: ^{Notes 17 & 18}		
Restricted – current	195023	186198
Restricted – fixed	84977	84977
Unrestricted – current	87973	72754
Unrestricted – fixed	31445	32167
	<u>£ 399418</u>	<u>£ 376096</u>

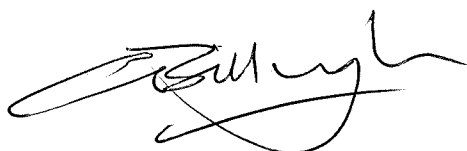
For the financial year in question the company was entitled to exemption under Section 477 of the Companies Act 2006 relating to small companies.

In preparing these financial statements:

- no members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 Companies Act 2006, and
- the directors acknowledge their responsibility for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

The accounts have been prepared for reporting in accordance with the micro-entity provisions and delivered in accordance with the provisions applicable to companies subject to the small companies regime

These financial statements were approved and signed on the company's behalf.



Dr Colin J Billington
Trustee/Director

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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STATEMENT OF CASH FLOWS
For year ending 28 February 2022

	2022 £	2021 £
Cash used in operating activities Note 19	12386	31998
Cash flows from investing activities		
Interest income (bank)	69	254
Purchase of tangible fixed assets	0	(7890)
Cash provided by (used in) investing activities	69	(7635)
Cash used in financing activities	0	0
(Decrease) in cash and cash equivalents in the year	12455	24363
 Cash and cash equivalents at the beginning of the year	 277024	 252661
Total cash and cash equivalents at the end of the year	£ 289479	£ 277024

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The notes below form part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS For the period ended 28 February 2022

The principal accounting policies adopted, judgements and key sources of estimation uncertainty in the preparation of the financial statements are as follows:

1. Accounting Policies

- a) **Basis of accounting.** The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) (effective 1 January 2015) – (Charities SORP (FRS102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) and the Companies Act 2006.
The Thames Valley & Great Western Omnibus Trust meets the definition of a public benefit entity under RFS 103. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy note(s).
- b) **Reconciliation with previous Generally Accepted Accounting Practice.** In preparing the accounts, the trustees have considered whether in applying the accounting policies required by FRS 102 and the Charities SORP FRS 102 the restatement of comparative items was required. No restatement is required as there were no differences identified.
- c) **Preparation of the accounts on a going concern basis.** The Trust reported a net cash inflow of £12455 for the year arising from endowments and donations to restricted funds exceeding in year expenditure and donations to the general funds supporting the Trust's charitable objectives despite limited public/fundraising events due to ongoing pandemic restrictions. The Trustees are therefore of the view that the Trust is a going concern.
- d) **Income.** Income includes donations, endowments and surpluses arising from activities. Income is recognised when the Trust has entitlement to the funds, any performance conditions attached to the item(s) of income have been met, it is probable that the income will be received and the amount can be measured reliably. Income received in advance from Supporters applicable to periods beyond the year end is deferred on a pro rata basis (see Note 16).
- e) **Donated services and facilities.** In accordance with the Charities SORP (FRS 102), the general volunteer time of Supporters and other volunteers is not recognised. The trustees' annual report gives more information about their contribution.
- f) **Interest receivable.** Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the Trust; this is normally upon notification of the interest paid or payable by the Bank.
- g) **Fund accounting.** Unrestricted funds comprise the general funds of the Trust. General funds are available for use at the Trustees' discretion in furtherance of the general objectives of the Trust and have not been designated for other purposes. Restricted funds are funds which are to be used in accordance with specific restrictions imposed by the donors.
- h) **Expenditure and irrecoverable VAT.** Expenditure is recognised once there is a legal or constructive obligation to make a payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably. Expenditure is classified under the following activity headings:
 - Expenditure on charitable activities include event/educational activities (where they have been possible) and restoration/preservation projects from restricted funds to further the purposes of the Trust and include the associated support costs
 - Other expenditure not included above.
- i) **Allocation of support costs.** Support costs are those functions that assist the work of the Trust but do not directly undertake charitable activities. Support costs include back office costs and governance costs essential to the Trust/company existence. These costs are added to direct expenditure on charitable event/education activities noted above. The basis on which support costs have been defined and allocated is set out in Note 8.

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- j) **Tangible fixed assets.** The Trust has heritage and preservation objectives so fixed assets of heritage significance (Collection assets) are capitalised at cost (i.e. fair value). Where large collection objects are donated to the Trust, they are capitalised at their fair value as set by their current insurance level as a sale price cannot be determined reliably for unique items with regional interest and heritage 'value'.

The current threshold for recognising donated goods is £500 for a small object Collection item and £1000 for a large object Collection item (vehicle).

Given their long term value the depreciation rate is 0% for Collection assets. However, where external factors might be considered to impose a step change in valuation (e.g. impact of the pandemic or Government policy affecting the desirability of Collection assets), a re-valuation is carried out. Computer and machinery/equipment assets are added at cost (cost of purchase or cost to refurbish to safe working order in the case of second hand equipment) and depreciated over their estimated useful economic life on a straight line basis as follows:

Asset category	Annual rate
Computer equipment	25%
Machinery/equipment	20%

- k) **Stock.** Any stock is included at the lower of cost or net realisable value. Donated items of stock (for sale) are recognised at fair value which is the amount the Trust would have been willing to pay for the items on the open market.
- l) **Debtors.** Trade and other debtors are recognised at the settlement amount due after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.
- m) **Cash at bank and in hand.** Cash at bank and cash in hand includes cash and any short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.
- n) **Creditors and provisions.** Creditors and provisions are recognised where the Trust has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle obligation can be measured or estimated reliably. Creditors and provision are normally recognised at their settlement amount after allowing for any trade discounts due.
- o) **Financial instruments.** The trust only has financial assets and financial liabilities of a kind that qualify as basic financial instruments. Basic financial instruments are initially recognised at transaction value and subsequently measured at their settlement value with the exception of any bank loans which are subsequently measured at amortised cost using the effective interest method.
- p) **Pensions.** The trust has no employees and no pension obligations.
- q) **Transition to FRS 102.** No restatement of items or fund balances was required in making the transition to FRS 102. The transition date was 1 March 2014.

2. Legal Status of the Trust

The Trust is a company limited by guarantee and does not have share capital. In the event of the Trust being wound up, the liability in respect of the guarantee is limited to £10 per member of the Trust (where members are those Directors/Trustees who are subscribers to the memorandum and articles of association of the company/charity).

3. Donations and legacies

The income from donations includes £16348 to unrestricted funds (2021: £10974) and £82788 (2021: £77651) to restricted funds. Of the restricted fund donations:

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- £60,000 was gifted from profits by Helacol Limited (a company owned by trustees Colin Billington and Helen Bolt) for expenditure by the Trust on restoration and event/educational activity related to the West Country loan vehicles (RF1 - £53,000) and the Thames Valley Bristol LL 556 final push appeal (RF7 - £7,000);
- £84 relates to an individual's donation to the West Country loan vehicles (RF1);
- £300 relates to ongoing donations for the care of the Thames Valley Bristol K 446 acquired by the Trust as a result of a funding appeal (RF3);
- £600 was contributed to the ongoing care of Reading VR No. 38 as the result of a modest funding appeal (RF4);
- £840 relates to the Thames Valley Tilling-Stevens No. 152 to complete essential repairs and modifications to enable it to be run safely for public education and enjoyment (RF5); and
- £20,964 was donated in the year in response to the major appeal to purchase and restore Thames Valley Bristol LL 556 and a subsequent *Final Push* appeal to refurbish the interior in readiness for celebrations of the Thames Valley Traction Co. centenary (RF7).

Trustees' donations contributed £976 (2021: £248) to the aforementioned unrestricted funds total. Where they have been entitled to and received travel and subsistence expenses in relation to the governance of the Trust (trustee meetings or educational events for public benefit), the Trustees have previously elected to make a donation of similar value to the Trust and the Trust has claimed Gift Aid on these donations. The absence of in-person meetings (and reliance on on-line communications) and cancellation of events due to the pandemic have reduced this significantly in the current year. The amounts donated to unrestricted funds by each Trustee in the period (before Gift Aid was added) were as follows, relating principally to Supporter donations:

	£
Dr C J Billington	403
Dr H M Bolt	402
P M Delaney	26
G G Green	80
D T Sheppard	0
P Snowden	30
MJ Williams	35
	976

Annual donations from the growing number of registered Supporters received in the period have been apportioned between financial years (the Supporters' year runs June to May) and contribute £9184 (2021: £7872) to the unrestricted funds in the period with a further £2453 (2020-21: £2088) carried forward to 2022-23. Supporters have been particularly generous with donations in the year recognising the reduction in income to be generated with curtailed public event under pandemic restrictions.

Other ad hoc donations to unrestricted funds in the year total £7164 (2021: £2854) net of £151.54 electronic payment charges. The figure includes a £400 grant from the Royal Borough of Windsor & Maidenhead for educational activities linked to the Thames Valley Traction Co Centenary (+) celebrations.

The Trust benefits greatly from the involvement and enthusiastic support of its many volunteers and registered Supporters, details of which are given in our annual report. In accordance with FRS102 and the Charities SORP (FRS 102), the economic contribution of general volunteer effort is not recognised in the accounts.

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4. Investment income

The Trust's investment income of £69 (2021: £254) arises from money held in an instant access interest bearing deposit account and a longer term deposit account set up in May 2018 to improve the level of investment return. The return is down on the previous year due to low bank base rates.

5. Income from charitable activities

The income from charitable activities to the unrestricted funds is £5845 (2021: £822). The increment is a direct result of being able to restart public events as the pandemic constraints were eased. Events through the spring and summer were necessarily without passengers but a vintage bus running day with Covid precautions in September 2021 demonstrated the public enthusiasm and willingness to contribute financially to events as restrictions further ease.

6. Gift Aid

Gift Aid is claimed on donations from tax payers where appropriate. Gift Aid receipts are accounted for in the financial year the donations are received. Gift Aid contributions for the period total £8450 (2021: £8617), with £5445 added to restricted funds (2021: £6660) where taxpayer donations have been made in relation to a specific restricted fund appeal, and £3005 to unrestricted funds (2021: £1957).

7. Charitable Activities

Expenditure on charitable activities was £90177 (2021: £79743) of which £9457 was from unrestricted (2021: £6881) and £80720 from restricted funds (2021: £72862). Where restoration aspects of restricted fund activity had been able to continue largely unaffected despite pandemic constraints the proportionally large increase in expenditure from unrestricted funds reflects the resumption of events, first as a spectacle and later with the opportunity for the public to ride as passengers.

The table shows the cost of the main charitable activities and the sources of income (restricted or unrestricted funds) to finance these activities. The figures include governance and support costs as defined and apportioned in Note 8 below.

	Restricted Funds 2022 £	Unrestricted Funds 2022 £	Total Funds 2022 £	<i>Total Funds 2021 £</i>
Restoration/preservation projects (tangible assets and loan collection)	64559	0	64559	72862
Education / event activity	16161	9457	25618	6881
	80720	9457	90177	79743

8. Analysis of governance and support costs

The Trust identifies the costs of its support functions. It then identifies those of these costs which relate to the governance function (which by law or good governance practice are necessary irrespective of the level of charitable activities carried out). The governance and remaining support costs are apportioned between the key charitable activities undertaken in the year, accounting for commitments within vehicle loan agreements to cover certain base costs from restricted funds. General governance and support costs to be covered by unrestricted funds of £5720 (2021: £5393) are apportioned in full to the principal charitable activity of education and events. Support costs covered by restricted funds of £6618 (2021: £4958) under the loan agreements are allocated to the charitable activity associated with restoration and preservation.

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	Restricted Funds 2022 £	Unrestricted Funds 2022 £	Total Funds 2022 £	Total Funds 2021 £
Governance costs				
Accountancy	0	0	0	0
Travel & subsistence for trustee & business meetings	0	0	0	0
Insurance (liability)	0	1532	1532	1202
Professional fees	0	0	0	1932
Co Hse filing fee / charges	0	13	13	13
Subscriptions (NARTM)*	0	25	25	0
Total Governance:	0	1570	1570	3147
Other support costs				
Website	0	86	86	100
Supporter admin costs	0	3101	3101	2270
Insurance (event vehicles)	804	0	804	773
Bad debt	0	0	0	0
Rent & rates	3395	0	3395	2600
Depreciation	0	722	722	812
Computer running costs	0	0	0	0
Maintenance	0	0	0	424
Archive supplies	1267	0	1268	-
Workshop supplies	1153	0	1153	-
Sundry expenses	0	241	241	225
Total Other support:	6619	4150	10769	7204
	6619	5720	12339	10351

* The Trust continued as a member of the National Association of Road Transport Museums (NARTM) but the organisation waived its 2021 fees due to the pandemic.

9. Trustees' Expenses

No salary or remuneration is paid or payable directly or indirectly out of the funds of the Trust to any trustee or to any person known to be connected with any of them for the administration of the Trust. Costs paid by Trustees on behalf of the Trust (which does not have a credit card) totalling £5644 (2021: £8229) were reimbursed at cost as follows:

Of these, costs of £589 (2021: £347) were covered by unrestricted funds (companies house filing fee, website fees, stationery and postage), £1111 (2021: £1231) were event (Service-19) costs covered by event/sponsorship and Supporter donation income to unrestricted funds; £288 (2021: £216) were costs covered by Supporter donations; £603 (2021: £43) were event/education costs covered by 80% donations and associated Gift Aid; and £2782 (2021: £6598) of restoration costs and event/education costs associated with loan vehicles were covered by prior donations held in restricted funds. Travel & subsistence costs and event costs incurred by Trustees in support of the charitable activities £271 (2021: £0) were reimbursed at cost and matched by equivalent Trustee donations to the general unrestricted funds of the

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Trust. Trustee donations to unrestricted funds in the year totalled £976 (2021: £248) (see Note 3) to which £244 Gift Aid was added (2021: £62) in year.

10. Related party transactions

Out of pocket expenses paid to Trustees and donations from Trustees to the restricted and unrestricted funds of the Trust are covered in Notes 9 and 3.

Related party transactions have provided the Trust with cost-effective, convenient and expert services to further its charitable objectives as set out below. The arrangements are scrutinised and subject to approval by independent Trustees each year and the decisions are formally documented. In all cases it was deemed the quality of services could not have been achieved on more favourable terms on the open market. For the purposes of transparency details of the transactions are provided below.

Donation income from profits of Helacol Limited of which Drs Billington and Bolt are the owners and directors is set out in Note 3. Much of the charity's restoration and public access is at properties owned by Drs Billington and Bolt. No charge is made for the facilities or the time involved. The archive office at Fifield is subject to a formal lease with peppercorn rent. A number of Trust vehicles either owned or on loan are housed in buildings owned by Helacol Limited. The space would otherwise be let commercially to private owners of vehicles at £28 per week (2020: £28), the commercial rent having increased to £29 from 1 January 2022. As such space is in demand, Helacol Ltd must charge for the use of the space/loss of other income but without the directors deriving undue personal benefit. The Trustees have therefore agreed that a favourable rent of £20/week (2020: £20) is charged for storing vehicles owned by, or on loan from unrelated parties to, the Trust with a commensurate increase to £21 from 1 January 2022. During the pandemic the Helacol Ltd landlords offered a reduced rent in light of the Trust's limited ability to raise funds and further did not charge for the space reserved for 556 when it was away for restoration. The storage costs incurred and sources of Trust income to cover the expenditure in the current year are as follows:

Vehicle	Date storage commenced	2022 £	2021 £	Funding
Thames Valley Bristol K type 446 – Trust owned	19 Oct 2014	1049	1040	Restricted fund RF3
Reading VR 38 – Trust owned from January 2017	1 Jan 2017	962	607	Restricted fund RF4 from 1 Mar 2019 supplemented by unrestricted fund and income from related educational events
Thames Valley Tilling-Stevens 152 – loan vehicle until Trust owned from May 2017	8 Mar 2015	962	607	Restricted fund RF5 supplemented by unrestricted fund and income from related educational events
Thames Valley Bristol LL 556 – loan vehicle	17 July 2015	n/a	347	Unrestricted fund – income from related educational events
Thames Valley Bristol LL 556 – Trust owned from July 2020	1 July 2020	422	0	Restricted fund RF7 to be supplemented by unrestricted fund and income from related educational events post restoration
Total		3395	2601	

High quality reprographic, finishing and binding machines owned by Helacol Services Limited (a consultancy company of which Drs Billington and Bolt are owners and directors) have been

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used on site by the Trust to produce *Service-19* Newsletters, fundraising leaflets and Supporter correspondence for those without email as well as posters and information packs for crews participating in public events. No charge is made for their time and copies are charged at cost. These services provide flexibility for multiple variants of documents which would be impractical with an external printer particularly during lockdown where *Service-19* could be produced even when commercial facilities were closed. In line with HMRC rules, production of publicity material is charged without VAT but general printing is charged with VAT. Total charges of £533 (2021: 303) gross relate to two editions of *Service-19* a 'final push' appeal leaflet for LL556, annual Supporter renewal correspondence and packs for the Royal Blue Run (June 2021) and Kingsbridge events (September 2021).

The specialist mechanical engineering services of Graham Green Commercial Vehicle Engineers have been used by the Trust since inception. He has unrivalled expertise in the design and operation of the early vehicles in the Trust's care and is able to work at the Trust's facilities when required without the overhead and transportation issues associated with reliance on other fixed premises. As a respected preservationist and historian he is a Trustee, as of March 2019, but it is essential for the ongoing care of the Trust's Collection that his services remain available. Trustees scrutinised alternatives but deemed it was in the Trust's interest to continue the work already underway on Trust vehicles and furthermore no other similar expertise, or commercial terms from third parties could be identified. In the year £7609 was paid to Graham Green Commercial Vehicle Engineers for work on three Trust owned/loan vehicles (2021: £9872) ranging from minor repairs to engine rebuilds and restoration projects as follows:

	Source	£
Thames Valley Bristol LL 556	RF7	597
Thames Valley Tilling-Stevens 152	RF5	538
Western National FLF 2065	RF1	417
National Omnibus & Transport Co. 2407	RF1	5004
Royal Blue LS 1286	RF1	422
Royal Blue Reliance 3615	RF1	631
		<u>7609</u>

In the cases of RF5 and RF7 relating to Trust owned vehicles, a 10% discount was applied by Graham Green in comparison with his standard commercial rates.

11. Tangible fixed assets

	Machinery/ equipment (Note 12) £	Collection (Note 13) £	Total £
Cost			
At 28 February 2021	10456	114977	125433
Additions	0	0	0
At 28 February 2022	<u>10456</u>	<u>114977</u>	<u>125433</u>
Depreciation			
At 28 February 2021	8288	0	8288
Charge for the year	722	0	722
At 28 February 2022	<u>9010</u>	<u>0</u>	<u>9010</u>
Net book value			
At 28 February 2021	2168	114977	117145
At 28 February 2022	<u>1445</u>	<u>114977</u>	<u>116422</u>

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12. Machinery & Equipment fixed assets

Just prior to lockdown in early March 2020, the Trust committed to the purchase of four laptops to deploy between archive groups in Devon and Berkshire with the associated development of an Office 365 cloud-based environment which has been licensed without charge under Microsoft's not for profit grant scheme. The capital value and in-year depreciation (at 25% per annum) are recognised.

13. Collection fixed assets

Collection fixed assets at the start of the year consisted of a 1946 Thames Valley double deck bus acquired following a public appeal for funding and a group of First World War vintage chassis, body frames and parts for restoration of three vehicles. Small collection items include a hand built model, original Great Western Road Motors brass cap badges and tickets. All items are now on secure display for visitors to the collection. They were purchased using funding from an expendable endowment.

The Trust also owns Southern National Bristol KSW (LTA995) No. 1852, Thames Valley Bristol LL (FMO938) No. 556, Reading VR (NDP38R) No. 38 and the Thames Valley Tilling-Stevens (MO9324) No 152. The valuations have been set at the purchase prices of £1,000 and £5,000 and insurance values of £10,000 and £20,000 respectively in accordance with Policy 1(j) in the notes to these accounts. Restricted funds have been established (RF6, RF7, RF4 and RF5) with associated appeals to secure income towards their ongoing upkeep and preservation.

14. Debtors

	2022 £	2021 £
Donations committed prior to, but received after, the year end (general fund)	854	0
Donations committed prior to, but received after, the year end (restricted fund)	0	0
Gift Aid eligible but received after the year end (general fund)	696	172
Gift Aid eligible but received after the year end (restricted fund)	3502	1973
Sponsorship committed prior to, but received after, the year end (general fund)	0	0
	5052	2145

15. Creditors: amounts falling due within one year

	2022 £	2021 £
Creditors (restricted fund)	5695	15885
Creditors (general fund) ^{Note 16}	5838	4331
Accruals	11533	20216

16. Deferred income

Deferred income comprises advance donations from the growing number of registered Supporters where the activity year and associated costs runs from June to May. Income has been deferred and is shown within creditors on a prorata basis (£2453 2021-22 creditor (2020-21 £2088)) leaving £9184 income in 2021-22 (2020-21: £7872).

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17. Analysis of charitable fund balances

	Restricted Funds 2022 £	Unrestricted Funds 2022 £	Total Funds 2022 £	<i>Total Funds 2021 £</i>
Fixed assets	84977	31445	116422	<i>117144</i>
Current assets	200718	93811	294529	<i>279168</i>
Current liabilities	(5695)	(5838)	(11533)	<i>(20216)</i>
	280000	119418	399418	<i>376096</i>

18. Analysis of charitable fund movements

Analysis of movements in unrestricted funds – current and previous year. All unrestricted funds are free reserves within the general fund, there being no designated funds.

	Opening balance £	Income £	Expenditure £	Transfers £	Funds at year end £
Unrestricted funds – General fund					
28 February 2021-28 February 2022	104921	25267	9458	-1313	119418
28 February 2020-28 February 2021	101191	14007	7016	-3397	104921

Analysis of movements in restricted funds

	Opening balance £	Income £	Expenditure £	Transfers £	Funds at year end £
Restricted fund	28 Feb 2021				28 Feb 2022
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	234793	53105	42866	0	245031
RF3 – Thames Valley Bristol K Type 446	33016	375	1336	0	32055
RF4 – Reading Transport VR 38 #	0	750	1125	375	0
RF5 - Thames Valley Tilling-Stevens 152 #	0	1050	1988	938	0
RF6 – Southern National K type 1852	302	0	57	0	245
RF7 – Thames Valley Bristol LL 556	3066	32953	33348	0	2670
Total	271175	88233	80720	1313	280000

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Analysis of movements in restricted funds - previous year

Restricted fund	Opening balance £ 29 Feb 2020	Income £	Expenditure £	Transfers £	Funds at year end £ 28 Feb 2021
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	216958	50000	32165	0	234793
RF 2 – Donor R D Rampton (Thames Valley vehicles)	5502	0	1932	-3570	0
RF3 – Thames Valley Bristol K Type 446	33168	375	1419	892	33016
RF4 – Reading Transport VR 38 #	(2908)	700	717	2925	0
RF5 - Thames Valley Tilling-Stevens 152 #	2003	2775	7035	2257	0
RF6 – Southern National K type 1852	357	0	55	0	302
RF7 – Thames Valley Bristol LL 556	1250	30461	29538	893	3066
Total	256329	84311	60882	3397	271175

Name of restricted fund Description, nature and purposes of the fund

RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	To fund long term access to West Country vehicles from Dr Billington's collection to further the Trust's education and preservation objectives and to secure for the Trust's collection significant heritage objects relevant to the history of bus and coach operations in the Thames Valley and Great Western corridor.
RF 2	Fund closed
RF3 – Thames Valley Bristol K Type 446	Established in September 2014 to fund the purchase, maintenance and public access to this iconic Thames Valley vehicle in furtherance of the Trust's charitable objectives.
RF4 – Reading Transport VR 38	38 was donated to the Trust in excellent condition in November 2016 and the fund was established in 2017-18 to contribute to the ongoing maintenance, storage and running costs so the condition is preserved and to ensure 38 can play a full part in public events in the area. <i># A transfer from unrestricted funds was made to cover expenditure to date not directly covered by donations to the restricted fund.</i>

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Name of restricted fund	Description, nature and purposes of the fund
RF5 – Thames Valley Tilling-Stevens 152	152 was donated to the Trust in April 2017. The fund was established to enable essential repairs to the gearbox and upgrading of the electrical system to enable safe operation of the vehicle for public education and enjoyment. <i># A transfer from unrestricted funds was made to cover expenditure not directly covered by donations to the restricted fund.</i>
RF6 – Southern National Bristol KSW 1852	The fund was established following a successful bid in October 2017 to acquire 1852 upon disposal by the Haynes Motor Museum, firstly to secure the vehicle and then to establish a restoration project with a significant educational / skills transfer element to redress the damage caused by years of external storage.
RF7 – Thames Valley Bristol LL 556	The fund was set up to hold monies to purchase and restore 556 once an agreement had been reached with the previous owner for the Trust to acquire the vehicle which had previously been on loan. A successful appeal to fund the purchase of the vehicle and its restoration to show condition for the Thames Valley Traction Co. Centenary celebrations was launched in July 2020 enabling the acquisition and progress of a major restoration. A 'Final Push' appeal was launched in August 2021 to expand the scope to include the interior restoration building on the initial success.

19. Reconciliation of net movement in funds to net cash flow from operating activities

	2022 £	2021 £
Net movement in funds	23323	18576
Add back depreciation charge	722	812
Deduct interest income shown in investing activities	(69)	(254)
Decrease (increase) in stock	0	0
Decrease (increase) in debtors	(2907)	(767)
Increase (decrease) in creditors	(8683)	13631
Net cash used in operating activities	£ 12386	£ 31998

20. Corporation Taxation

The Trust is exempt from tax on income and gains falling within section 505 of the Taxes Act 1988 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects.

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

England & Wales - Charity number 1125980

Accounts

Company Registration Number: 05035702
Registered Charity Number: 1125980

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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

**TRUSTEES' REPORT AND FINANCIAL STATEMENTS
UNAUDITED**

**FOR THE YEAR ENDED
28 FEBRUARY 2021**

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

(A Company Limited by Guarantee)

COMPANY INFORMATION – TRUSTEES, DIRECTORS and PROFESSIONAL ADVISORS

Year ended 28 February 2021

Directors / Trustees	Dr C J Billington Dr H M Bolt G G Green R D Rampton (terminated 27 June 2020) D T Sheppard M J Williams (appointed 4 December 2020)
Company Secretary	Dr H M Bolt
Company Number	05035702
Charity Number	1125980
Principal/ Registered Office	Ledger Farm Forest Green Road, Fifield Maidenhead SL6 2NR
Bankers:	Lloyds Bank plc Lloyds Commercial National Clubs & Charities Centre PO Box 1000 BX1 1LT
Insurance Brokers:	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
Independent Examiner:	T W Bennett CALIBF 16 Manor Close Bradford Abbas Sherborne Dorset DT9 6RN

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TRUSTEES' ANNUAL REPORT

Year ended 28 February 2021

STRUCTURE, GOVERNANCE AND MANAGEMENT

The trustees are pleased to present their annual directors' report together with the financial statements of the Trust for the year ending 28 February 2021 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 Report 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 and a fifth on 21 March 2019. As subscribers to the memorandum, both also became members. 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.

Under Article 31(6) and on the basis of formal legal advice, it was necessary for the appointment of one of the first Trustees & Directors to be terminated with effect from 27 June 2020. The Articles of Association were modified by Special Resolution on 31 October 2020 to clarify conditions for terminating membership and for appointing / removing Trustees & Directors who may not also be members. An additional Trustee & Director was appointed on 4 December 2000. At the end of the period, the Trust had five Trustees & Directors, two of whom are first subscribers and two others are also members. With the increasing scale of charitable activity, the Board intends to appoint further Trustees & Directors as suitable persons are identified.

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 (TV&GWOT/the 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

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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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
- 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.
- MO9324 – a 1927 Thames Valley Traction Co. Tilling-Stevens B9 single deck bus No. 152.
- LTA995 – a 1953 Southern National Omnibus Co. Bristol KSW6B double deck bus No. 1852.

During the year the Trust acquired the following vehicle which had been on long-term loan since 2015 when the centenary of motor bus operations in the Thames Valley was celebrated (TV100):

- FMO938 – a 1950 Thames Valley Traction Co. Bristol LL6B single deck bus No. 556.

The Trust also accepted an offer to acquire, without charge, the following derelict vehicle which had been bequeathed to another road transport heritage charity, The Oxford Bus Museum, but which fell outside their sphere of interest and collection policy:

- LTA893 – a 1951 Royal Blue Bristol LL6B coach No. 1264.

At the start of the year the Trust had on long-term loan from Trust Chairman, Dr Colin Billington, eleven significant historic vehicles relevant to the Thames Valley and Great Western region. The standard terms of loan agreements mean the owner remains responsible for funding storage, insurance, restoration and general operational costs. The loan vehicles comprise:

- 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, extended for a further 10 Year term until October 2029).
- VW203, 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, extended for a further 10 Year term until October 2029).
- 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).

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- FTA634 – a 1941 Western National Omnibus Co. Bristol K5G 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 LS6G coach No. 1286 (on loan 15 November 2015 for 10 Year term)
- EDV555D – a 1966 Southern/Western National Bristol SUL4A single deck bus No. 692 (on loan from 12 November 2016 for 10 year term)
- 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).
- LTA748 – a 1950 Royal Blue Bedford OB coach No. 1409 (on loan 9 November 2019 for 10 Year term)

At the start of the year, one vehicle was on long term loan to the Trust from Trustee, Richard Rampton, namely:

- GRX140D – a 1966 Thames Valley Traction Co. Bristol FLF6G double deck bus No. D40 (on loan 1 March 2015 for 5 Year term).

Terms could not be agreed for the loan to be extended so there were no vehicles on loan through to the end of the year.

As a collection, the vehicles span the Trust's region of operation and a 57 year chronology from 1912 to 1979. 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. During the year volunteer opportunities for restoration involved vehicles from the 1920s through to 1960s (VW203, RU8805, FTA634, LTA748, BOD25C). In addition to public access to the workshops as work progresses, the acquisition of restored and operational vehicles by the Trust (DBL154, NDP38R, MO9324 and FMO938), the completion of restoration of vehicles on long term loan (YF714, JUO992, MOD973, EDV555D) and the availability of operational vehicles also on long term loan (OTA290G, FDV790V) has enabled the Trust to develop an intensive programme of appearances at its own and others' public historic road transport events when conditions allow across the region.

Other support underpinning 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 for volunteer activity and to host public visits when circumstances allow.

Activities during the 2020-21 year were impacted significantly by the **Covid-19 pandemic** both due to laws requiring people to stay at home, limiting gatherings and avoiding indoor contacts, and caution given the older age profile of many normally active Trust Supporters. **Trustee meetings and the AGM** were held virtually via Zoom. Large scale events which thrive on the opportunities for the public to experience bygone travel in vintage buses & coaches were all but eliminated, although innovative ways to use social media to offer virtual travel were deployed successfully. The Trust took its duty of care to volunteers and the public seriously and acted promptly and decisively as plans had to be cancelled or altered. The loss of income from events was significant but Supporters were generous with annual renewals, new Supporters were attracted, and a project

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funding appeal was launched with success. Working parties for both the archives and restoration were suspended then restarted as rules allowed, albeit generally with smaller groups and a focus on individual tasks but with increased frequency to maintain progress. Communication with Supporters was prioritised as they provide the foundation for the Trust's future. In addition to the flagship magazine *To and fro*’, an informal Newsletter (**Service-19**) was produced to keep Supporters in touch while normal opportunities to meet and advance Trust interests were on hold. Careful use was also made of the Trust's website and social media to keep the Trust in public view. Details about the various activities that could proceed in furtherance of the Trust's charitable objectives are described below.

Despite pandemic restrictions, **restoration progress** has been made:

- MO9324 – 1927 Thames Valley Traction Co. Tilling-Stevens B9 No. 152 – the installation and testing of the battery charging and voltage regulation system was completed in early March just before the Covid-19 national lockdown. Following removal and disassembly of the rear axle, the axle beam was taken to Imperial Engineering at Cheshunt for repairs to the stub axles and manufacture of wheel bearing spacers and replacement wheel studs. The axle was then rebuilt in the Trust's workshops with new wheel and differential bearings and re-lined brake shoes and re-installed within the chassis. Following this, the front axle was disassembled in-situ and components inspected, repaired and replaced as necessary during the rebuild and reinstatement before the year end. The magneto ignition system was overhauled and the rubber flexible drive coupling replaced and refitted, thereby completing the major mechanical restoration of this vehicle. A report describing the complex work undertaken on 152 was prepared and circulated first to principal donors then more widely to engender support for future projects.
- RU8805 – 1929 AEC Reliance No. 3615 – work continued to complete the driver's cab, nearside front canopy and front destination blind box. Work then focussed on upper body and roof panelling, installation of the opening sun-roof and construction and installation of the roof mounted luggage container which had been removed following withdrawal from service and sale to a farmer near Cannington, Somerset in 1949. Patterns for all windows were made up. At the end of the period re-panelling had commenced with the cove panels.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – work continued on external body painting with completion of top coats and varnishing of the roof and window surrounds and undercoating then top-coating of the waist rail and lower panels. Numerous other parts for the roof luggage rack, roof mounted side advert boards, seat pedestals and mounting brackets, passenger door, entry steps and life guards were also painted and internal window surround finishers varnished. New engine valves were manufactured and fitted in guides in readiness for the engine rebuild. Machining of the head and block was undertaken and this revealed repairs to pre-existing cracks would be required.
- FTA634 – 1941 Bristol K5G No. 345 – work on chassis and mechanical overhaul on this vehicle at the Trust's Devon workshop progressed. 345's engine had not turned since the bus's recovery in 1973 from a field in West Sussex by the West of England Transport Collection. The engine was removed from the chassis shortly before the lockdown and was completely rebuilt with a replacement crank case, re-bored block and replacement pistons, relined clutch plate and replacement of gears in the oil pump. In parallel one of the Trust's Devon based volunteers refurbished the front part of the chassis and engine bay ready for the engine re-installation in the chassis which was achieved before the year end.
- LTA748 – 1950 Bedford OB No. 1409 – work proceeded on chassis restoration with the removal of major components (e.g. wheels, brake drums and hubs, half shafts, brake servo, fuel tank, prop shaft). Chassis cleaning and refurbishment of the components was progressed by volunteer working parties.

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- FMO938 – 1950 Bristol LL6B No. 556 – following success of the appeal to fund the restoration of Thames Valley No. 556 (described below), it was moved to a professional restorer to expedite the work overseen by the Trust's project team. The body framework was first exposed with rotten and damaged sections being replaced, particularly around the complex cab and blind box areas and the boot. Body corner panels and roof domes were removed by a specialist panel beater. Work to rebuild entrance and emergency door frames and re-skin the doors got underway. During the planned restoration work, an opportunity arose to reinstate the correct passenger seating based on cutting down and welding wider frames.
- BOD25C – 1965 Bristol FLF6B No. 2065 – this vehicle is undergoing a complete restoration with the engine being rebuilt in parallel with the body restoration. Following attachment of the gearbox, the engine was re-installed in the chassis in October 2020 enabling 2065 to be moved to vehicle lifts for further chassis restoration. Other work has been undertaken to replace the header tank and piping and to replace the alternator belt.
- OTA290G – 1969 Bristol VRT/SL6G No. 1056 – the Trust joined an initiative to have seating material (moquette) manufactured to original specification to suit this vehicle. The material arrived in July 2020 and all the seat backs and squabs were sent to a specialist for re-trimming.

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

- Roadworthiness inspections and servicing of DBL154 and FDV790V.
- Vehicle inspections and rectification work (e.g. steering joints, tyres etc.) funded by owners of several private vehicles brought regularly to Trust events in readiness for future use.
- With the ongoing Covid-19 restrictions meaning the majority of the vehicles owned, loaned to and used by the Trust were not run for over a year, a plan to start and test vehicles regularly was implemented ensuring that electrical, hydraulic, air and fuel systems remained in full working order. Battery trickle chargers were fitted on operational vehicles.

A remarkable feat by a small group of Trustees and Supporters through the summer of 2020 was to **rescue and recover** 1951 Royal Blue Bristol LL6B No. 1264 which had been donated to the Trust by The Oxford Bus Museum (see above). The vehicle had been abandoned in a Devon field since 1979 but is remarkably complete with the potential to provide some parts for 1929 Royal Blue Reliance No. 3615 currently undergoing restoration by the Trust. Social distancing and other restrictions added to the complexity of the recovery which involved several visits to prepare the vehicle for transportation but it succeeded without incident as a result of thorough logistical planning and cooperation between the Trust and a number of external parties. Video shared on the Trust's Facebook page and publicity on the website resulted in significant positive responses picked up and disseminated in the enthusiasts' press. It is the Trust's intention to store this vehicle in the dry to preserve it for potential restoration in the future taking advantage of facilities offered free of charge.

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 2020-21 year the number of Supporters rose from 223 at the start to 238 at the year end despite the absence of public events. In addition the Trustees are sad to report the deaths of four Supporters during the period - Graham Geoghegan, Peter Pribik, Michael Stephens, and John Whitehead. Each was significant for their individual contribution to the Trust and for their activities variously as preservationists, researchers, photographers, collectors and authors capturing the passenger road transport heritage the Trust seeks to preserve. The Trust is grateful to have benefitted from

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materials bequeathed from individual estates but the knowledge and vibrant engagement of the gentlemen themselves will be missed.

During the period, the Trust produced four editions of its **quarterly Supporters' magazine, *To and fro***. The magazine comprises a mix of Trust news, reports on activities and original, high quality articles on historical topics within the Trust's scope. The latter are produced by Supporters, some of them regular correspondents, who are able to make full use of the Trust's archives and their own collections to research and illustrate their topics. The result is a high quality publication which inspires and furthers interest in our core topics, exploits and showcases the Trust's collections, and has a lasting and cumulative value.

The enforced break in Trust events during the pandemic (and therefore the loss of retrospective reports normally carried in *To and fro*) gave significant editorial challenges during the period and might have resulted in shorter publications were it not for the efforts of Supporters to compensate with higher volumes of historical articles. In the event, the average length of *To and fro* increased from 40 to 44 pages during the period, with a 'bumper edition' reaching 52 pages beyond the period end in the Summer of 2021. The content, contributing to the public education in the history of the Thames Valley & Great Western and successor companies, was as follows:

- Issue 20 was published in March 2020 and included the Chairman's Trust Traffic Notices setting out in print TV&GWOT's 2020 (pre-pandemic) vision for the year ahead. These were anchored in articles capturing history in the form of recollections of the fast changing Thames Valley bus scene of the 1980s and 90s thanks to the Bee Line; an account of the origins and history of coach stations in Exeter as a new skyline emerged at its former Paris Street site, another instalment of a 1980 photographic tour as it continued into Cornwall, a taste of the vehicles and operations that have given sightseeing tours around Plymouth (Britain's Ocean City) over the years; and a collation of Supporters' photographs marking 50 years since Western National's hold on Trowbridge's Conigre depot was relinquished to Bristol Omnibus. The edition also included memories of Trevor Leach, an outstanding preservationist, transport historian and Supporter.
- Issue 21, published in June, recounted a special journey of a South Midland Coach to Madeira Drive, Brighton in 1958 in place of an account of a 2020 HCVS London to Brighton Run. On the theme "Wish you were there?" postcards with bus and coach interest from around Devon and Cornwall were reproduced as consolation for the cancelled 2020 Royal Blue Run. Archive material was used to explain the complex dealings underpinning the centenary of the formation of the NOTC and fascinating insights were gleaned from GWR Road Motors Records of allocations for nearly 500 vehicles across 60 depots from 1919-1929. The tours operated by Plymouth City Transport for nearly 40 years were examined complementing the sightseeing insights in the previous edition. Sadly an obituary was published for Peter Pribik a Thames Valley man, perfect gentleman, and long term owner of Thames Valley KSW No. 748 as well as stalwart Trust Supporter.
- Issue 22, was published in September and included more vintage postcards, each featuring contemporary buses at West Country (South Devon) locations where readers might wish they could be holidaying. This was complemented by the serialised 1980 photographic tour to the West Country which continued into South Devon. Across the country but for a similar era, the complexities of running a service from Reading, through London to Southend against a backdrop of deregulation, demonstrations and diversions in the early 1980s were revealed from Trust archives. An illustrated history of Thames Valley Route 18, Maidenhead to Marlow, also covered the vehicles that suited the constraints. The progress of Guys from Thames Valley's Oxford-based fleet to South Midland as a Red & White legacy was described. A look at the 'face' coverings worn by buses over the years brought topical interest.

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- Finally in the period Issue 23, published in December, featured the operational history of Royal Blue Bristol LL6B No. 1264 (LTA893) and its remarkable recovery by the Trust through the lockdown summer of 2020. Connections between Royal Blue and flying in the form of Coach Air Services were described. The owner of Western National SUS No. 603 reflected on the diamond anniversary celebrations of the marque in 2020 that should have been. A lucky passenger recollects the 1978 tour by the Cotswold PSV group in Western National No. 262 deep into the West Country as 50 years in preservation are celebrated. The evolution of services by The Fowey Bus & Taxi Service in 1973 and their vehicles through the town's narrow streets was observed and a pictorial journey charting the origins of Plymouth City Transport's country routes from the 1960s to 1991 was recorded. An obituary for John Whitehead was included reflecting on his life as a preservationist, and in contributions to the historic record such as through the Trust archives.

These magazines contained 40 original and exclusive features (2019-20: 41), of which 23 were historical articles (2019-20: 18). They featured and interpreted 246 images (2019-20: 273), of which 186 (2019-20: 157) were historic and/or from the Trust's archives.

Back numbers of *To and fro* are normally sold at modest cost on the Trust's sales stand at events but the 'Shop' facility on the Trust's website proved popular during the year such that some editions are now out of print. Sales not only generate useful revenue but also encourage wider engagement with the Trust and extend the access to material in Trust archives.

At the start of the year, successful **public events** from previous years were **scheduled** to be repeated and expanded in 2020, for example at Penzance (April) and Kingsbridge (September). With 2020 being the centenary of the formation of the National Omnibus & Transport Company (**NOTC**) on 13 February and of the Thames Valley Traction Company (**TVTCo.**) on 10 July, both of which are central to the heritage TV&GWOT preserves, special events were also planned.

Organisation and planning of a trip to launch TV&GWOT's "**SU60**" celebrations, commemorating 60 years of the Bristol SU bus and coach design was substantially complete and scheduled for 29 March 2020, to recreate a 1974 tour by the now-defunct Plymouth Bus Club, in which a Bristol SU coach (No. 1207) was hired and used to traverse the former Western National Kingsbridge depot routes across the South Hams. The two original organisers, now TV&GWOT Supporters, had worked closely with Trustees to research and plan the route and timetable. Photographs of the occasion from their collections were used to create a souvenir booklet, with the intention of recreating each photograph on the day. The imposition of what would turn out to be the first of several lock-downs prevented the event going ahead but it is 'oven-ready' for a future date.

The Trust's annual Royal Blue run was to be an epic five-day venture travelling to Essex to the original NOTC headquarters before continuing back across the country through Hampshire, Dorset, Devon, Cornwall, Somerset, Wiltshire and Gloucestershire taking in the principal NOTC depot towns. A rolling programme of pop-up exhibitions was planned for each town, at publicly accessible venues chosen for high footfall. Exhibition material was planned to celebrate both the local transport heritage while also placing it in the context of the NOTC centenary. This was to give local relevance to the public, offer a visitor trail between venues, and provide a link to the Royal Blue coach run spectacle that was to pass through the towns in mid-summer. Planning was advanced and a National Lottery Heritage Fund bid was being finalised.

For the TVTCo. centenary in July, a vintage bus running day centred near the original station terminus in Reading was planned with special services around Maidenhead where the original headquarters were based. A Trust Supporter and TVTCo. expert was bringing out a new pictorial history to coincide with the anniversary and the Trust was working with other Supporters, several with direct experience of the industry, to produce a book describing the public transport enterprises that served the market after the TVTCo. entity disappeared with the ascendance of the National Bus Company in 1971.

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These approaches to the milestone events were novel and designed both to provide for wider public engagement and to advance the educational purposes of the Trust. However, as the Covid-19 pandemic took hold, it became clear in March 2020 that **the Trust had to cancel plans for large gatherings or for offering public rides** in the confines of preserved buses and coaches.

The Trust acted early and decisively and despite some disappointed observers the decisions were vindicated by the ongoing restrictions on movement through the remainder of the year. In particular the early decisions have ensured the Trust has not forfeited expenditure on preparations even though a large number of volunteer hours had been expended on planning and preparation for what would have been the Trust's largest events programme in its history.

Other 2020 planned events that were affected included a special one-off event "Belles and Buses" planned for May in conjunction with the Northern Belle Trust to celebrate the bus and ferry links of the Rame Peninsula. Regrettably the subsequent demise of the Northern Belle means that event cannot now take place.

Plans had also been underway for the Trust to support the Great Western Society with its transport heritage event at Didcot in early summer 2020. The cooperation between the complementary charities will be resurrected in future years.

Rather than miss the important milestones, the Trust hoped to run the NOTC and TVTCo. events in 2021 as *Centenary+1* celebrations and similarly mark the first manufacture of the Bristol SU buses 60+1 years on at Kingsbridge in the September.

While the above explains what the Trust could not do by way of public benefit in the 2020-21 year, **alternative ways were nevertheless found to maintain activity on the Trust's traditional event dates** and raise its profile in positive ways that are educational and enjoyable. The success of associated Social Media innovations is described more fully later in this report.

- Instead of the Penzance event (third Sunday in April), a virtual bus running day was mounted on the Trust's public Facebook page which combined video footage from 12 vehicles at previous events in the form of a quiz.
- A virtual Royal Blue run was orchestrated over the intended weekend (from the third Friday in June), each day offering video clips (many previously unseen) of past runs.
- For the Kingsbridge event (third Saturday in September) the Chairman, together with other Trustees, took his Western National Bristol FLF No. 1969 to Kingsbridge Bus Station to meet Coleridge Community Bus Trustee, Chris Newland, and make a donation in recognition of the Coleridge Bus Trust's participation in the 2019 Kingsbridge Vintage Bus Running Day. FLF No. 1969 was then driven along the John Hobbs Memorial Run route from Kingsbridge to Dartmouth again providing a surprise spectacle to cheer local residents and holiday makers. A press release with photographs raised the charities' local profiles, reassuring residents that the vintage bus running day would return to the town for the public to enjoy in future years. Video footage taken over the driver's shoulder gave Facebook viewer's an exciting cab ride along this spectacular route. This was exceptionally well received in terms of the quantity of views and quality of comments and engagement.
- From the Thames Valley the Trust's Bristol K No. 446 took part in the national Showbus 'flyby' run (on 27th September 2020) which replaced the static event normally attracting several hundred vintage buses. Organised remotely with some 76 individual vehicles making their own way in both directions along the route between Beaconsfield and Wheatley using the A40, the convoy was impressive maintaining the Trust's public and sector profile. Bristol K No. 446, new in 1946, was the oldest vehicle on the run and was featured prominently in the enthusiasts' press.

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In previous years event success has been measured in terms of (a) **passenger journeys** for members of the public carried on vintage bus services by Trust vehicles or on vehicles attending Trust events (24,758 in 2019-20), (b) the number of **(vehicle) days** Trust and Trustees' vehicles participating in TV&GWOT events were on the road on public display (262 vehicle days in 2019-20), and (c) the associated **mileage** covered (19,692 miles in 2019-20). Such metrics are meaningless in 2020-21 conditions and the representation around the country at all, utilising novel forms of public engagement, and the positive reaction to the Trust's efforts are taken to point to success in delivering the Trust's charitable objectives.

However, the free availability of online content means the ability to raise funds as part of these events and educational activities is minimal. Measures in 2019-20 were the sale of over 1,700 **programmes** (at £4-6) at Penzance, Didcot, Tavistock and Kingsbridge events containing articles of historic interest and some 250 sales (£12.95) of the TV&GWOT **book** written for the Reading Motorbus centenary event. Similarly **advertising** opportunities in event programmes drew revenue from the major transport companies including in 2019-20 First Group, Plymouth Citybus, Tally Ho Coaches of Kingsbridge, Transport for London (Victoria Coach Station), Stagecoach South West, Reading Buses and Thames Travel. Losing this again impacted the Trust's 2020-21 income. A further knock-on effect without events was the loss of a catalyst for local and regional press and broadcasters to engage, as they normally would, publicising the charitable activities. The indirect benefits, encouraging greater public interest and involvement in the Trust more generally, were also lost.

The Trust's collections have necessarily been closed to the public, so there have been **no group visits** to either our Thames Valley or West Country facilities in the 2020-21 year.

A priority for the Trust, despite ongoing pandemic uncertainty, was therefore to **plan for a return to holding public events** of the quality and significance for which the Trust is known with important heritage vehicles restored and maintained to exemplary standards. To this end a project was conceived to engage Supporters and others in that vision:

- An illustrated report was prepared and disseminated explaining the remarkable engineering steps taken by the Trust to rectify issues with the 1927 Thames Valley Tilling-Stevens bus 152 which had been funded through an appeal launched in 2017. The quality of the work and the diverse skills employed to ensure the future safe use of this important vehicle were demonstrated.
- Against that backdrop, an appeal was launched in June/July 2020 to acquire and restore Thames Valley Bristol LL 556 (FMO938), previously on loan to the Trust, to enable it to take pride of place in what was then anticipated to be the Thames Valley Traction Co. Ltd's *Centenary+1* celebration in 2021. Within a few weeks the initial target was achieved enabling the vehicle to transfer to Trust ownership and for restoration to commence. The transformation of the vehicle as rotten timber framing was revealed and replaced, in-service damage (for example distorting the boot area) was repaired, new curved and shaped rear lower corner panels were formed and panelling was applied in readiness for a full repaint to Thames Valley specification, was covered on the Trust's website and in *To and fro*' (see also above).

The process has engaged and enthused a wide range of existing and new Supporters which can be capitalised on at the future event.

Other activity initiated to maintain levels of engagement through the year in light of pandemic constraints included:

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- A blog article (on 27th March 2020) to mark the closure of Taunton's historic bus station prepared collaboratively by Trust Chairman Colin Billington and Trustee David Sheppard. Colin gave a personal account of the bus station's role in forming his own interest in buses and coaches, as well as its significance as a terminal through the decades. Nine of Colin's own historic photographs were published for the first time. The article and associated publicity generated 523 engagements online, and hard copies were distributed to Supporters without internet access as part of the Trust's KIT (Keep In Touch) initiative during full Covid-19 lockdown.
- Development of an informal *Service-19* Newsletter to engage and unite Supporters particularly through periods of isolation and restriction. It grew from a 'keep-in touch' newsletter built around the Trust's blogposts marking the NOTC Centenary on 13th February and closure of the Taunton Bus Station posted on 27th March. With eight 20-page editions produced in the 2020-21 year, these have included a variety of themes around the Trust's core interests and developed a dialogue of queries with a sharing of knowledge to provide answers. Distribution by post and email ensured inclusivity and some 67 Supporters contributed material during the period. Inputs displayed a remarkable depth and breadth of knowledge and interests related to the Trust's core areas of public benefit and educational activity. It is hoped that these newly discovered seams of expertise and talent can be developed within *To and fro* once normal patterns of activity remove the need for *Service-19* to continue.
- Weekly Zoom sessions hosted by Supporter Luke Farley and Trustee David Sheppard (from April to June) united friends and fellow Supporters during lockdown. Themed 'show and tell' opportunities resulted in slideshows and discussion of artefacts from the various collections of those on the call. These were greatly appreciated by all who took part, some of whom were new to the world of online video conferencing. The concept was promoted by the Trust Chairman Colin Billington to the NARTM committee and samples were presented as a feature to the virtual attendees from around the UK at the NARTM AGM on 24th October 2020.

TV&GWOT Chairman, Colin Billington, is also Deputy Chairman of the **National Association of Road Transport Museums** (NARTM). 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. Activity in the year included clarifying the outcome of legislative changes on tyres and measures applicable to heritage vehicles. The Government response to the consultation on the proposals to ban tyres more than 10 years old on steering axles of heavy vehicles (buses, coaches and heavy goods vehicles [HGVs]) was published on 15 July 2020 and confirmed that the exemption proposed in the initial consultation document for Vehicles of Historic Interest (i.e. vehicles more than 40 years old which have not been substantially modified during the past 30 years) would be carried forward into the proposed legislation, although the exemption would not apply to commercially used vehicles nor to HGVs where the exemption would only apply to HGVs built before 1960. The NARTM submission to the consultation had been prepared by TV&GWOT Chairman, Colin Billington, following wide consultation with NARTM members. This had further proposed extending the exemption to non-commercially operated buses and coaches over 20 years old as this was the age at which, typically, vehicles became available for preservation, having been withdrawn from commercial use. This proposal was not included in the Government's proposals for further legislation so will result in a significant financial barrier to ongoing preservation of vehicles built less than 40 years ago. The revised legislation came into force on 1 February 2021. Colin Billington also participated in the NARTM committee and AGM meetings online. Dissemination of sector guidance via NARTM for museums and archives has been a valuable guide for Trust actions in mounting events and resuming activities as pandemic restrictions ease.

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Other links have been forged, for example with the **Archives and Records Association**, which have produced a variety of webinars and online training courses which Trustees have participated in to advance skills and knowledge required for the Trust both in general and specific to Covid-related measures. Topics covered included archive accreditation, different aspects of collection care, maintaining and exploiting digital collections, and **The National Archives** catalogue service Discovery. A place was secured on The National Archives' Novice to Know-how certified course on digital preservation to further enhance Trustee skills. Towards the end of the year the Trust was invited to join the newly formed **Land Transport Archive Network**, coordinated by The National Archive as an informal network for archivists, curators, custodians and researchers, interested in the care and use of archives relating to any aspect of any form of land transport: including vehicles, operators, personnel, passengers, manufacturers, freight and infrastructure. TV&GWOT Trustee Helen Bolt is leading the LTAN survey activity in the passenger road transport sector into the scope of archive holdings, alongside her study on the University of Plymouth MA in Archival Practice, all of which bring spin-off benefits for the Trust.

The **website** has increased in importance for the Trust to maintain 'virtual' contact with the public (providing up to date reference material about the status of events, the collection and opportunities to get involved as a Supporter as well as access to educational materials through the online shop facility) and is complemented by the **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.

During the 2020-21 year, platform-wide changes occurred in the way Facebook pages were administered and their performances measured. Most significantly, page 'likes' (of which the Trust's page had 1,813 at the start of the period) were translated into 'followers', a more relevant measure encompassing all who subscribe to updates. Since the end of the period, the **Trust's Facebook following has grown to 2,260**. Many more users receive the Trust's content virally as a result of both organic and strategic sharing of our posts. Our Facebook page remains the market leader in both the Thames Valley and West Country area among those for comparable groups and charitable Trusts by a significant margin.

The challenges of the pandemic, especially the enforced cancellation of Trust events, called for great innovation to ensure the Trust's public benefit remit was fully satisfied to the very best of its ability. **Social Media** gave an outstanding opportunity and the Trust fully exploited this to fill the void left by the necessary cancellation of its events. The following are some key examples from the period showing a timeline of adaptability and innovation through the current period and beyond:

- We hosted **the world's first 'Virtual Vintage Bus Running Day'** on 19 April 2020 (in lieu of Penzance Running Day), in the form of a 10 minute video montage featuring rides on more than a dozen of our regular performers, recorded by our Supporters prior to the pandemic. This reached more than 4,900 users and resulted in 270 reactions, comments and shares. The format we devised and pioneered has since been emulated by several of our equivalent organisations around the country and such consolations came to be expected by the enthusiast community throughout the pandemic.
- In June 2020, careful re-packaging of our existing video content allowed the Trust to present an entire **weekend 'virtual festival' of Royal Blue Run footage** in place of the 2020 run itself.

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- By September 2020, restrictions had eased sufficiently to allow bespoke footage to be taken and shared online during a socially-distanced journey from Kingsbridge to Dartmouth, in lieu of Kingsbridge Running Day. Much of this was broadcast live from the cab of Bristol FLF No. 1969, giving viewers a **virtual 'Driver's Eye View' of the route**. This was watched by over 8,500 Facebook users (a record within the period) and received 687 comments, reactions and shares.
- In April 2021 (beyond the current period) a **Penzance Flyby event** was designed as a visual spectacle for locals with social media coverage to the wider world at the heart of the concept. Collectively, our coverage reached more than 5,900 users and attracted 466 comments, reactions and shares.

The Trust acknowledges the skills and creativity of social media lead, Trustee David Sheppard, and the technical help of the webmaster, Supporter Gerry Tormey, which underpins the Trust's success in engaging the public in this area. These communication routes are maintaining and increasing awareness of the Trust and helping engage new Supporters from far afield. These connections will be important to draw people to Trust events once pandemic restrictions ease.

In addition to the work of the Trustees, in normal times 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. In addition, key Supporters lead and organise the archive work at both locations, coordinate the Supporter' Group, and apply professional design skills to the magazine. Figures for 2019-20 showed **246 individuals helped** with Trust activities, **contributing 17,300 volunteer hours**, with 210 of these volunteers involved in crewing the 121 different vehicles which attended TV&GWOT events. The Supporters' group normally provides 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 but the opportunity was to a large extent denied due to the pandemic. However, of the 238 people registered as Supporters at the year end, a very significant proportion have engaged with lockdown activities such as funding the restoration of 556, contributing to the *Service-19* Newsletter and *To and fro*, and working on archives from home. While hours and working groups cannot be measured in the established way, Trustees wish to thank Supporters and other volunteers for their continued help, patience and financial support through this difficult period.

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ACTIVITY & PUBLIC BENEFIT IN 2021, BEYOND THE YEAR END

At the year end (28 February 2021) the country still faced ongoing restrictions and uncertainty about the wisdom and viability of gatherings in the months ahead. Although the Trust planned for a sequence of public events to its former timetable, celebrating centenary+1 anniversaries where appropriate, limits affecting the size of gatherings and conditions in enclosed spaces disrupted these plans. As in 2020-21, success cannot be measured using traditional metrics such as passenger numbers, volume of programme sales etc but instead the Trust has maintained a constructive presence focussed on what can be done.

Despite the strictures, the **Supporters' Group** has continued to flourish with 15 new Supporters coming on board in the seven months beyond the year end. Three further editions of the **Supporters' magazine *To and fro*** have been produced containing a further 26 original and exclusive features, of which 16 were historical articles. They featured and interpreted 227 images, of which 156 were historic and/or from the Trust's archives.

In addition two editions of **Service-19** were issued early in the year while movements were still restricted. A final edition is planned for autumn 2021 and there is interest in a more formal publication to capture the many gems the ad hoc newsletters have contained.

Engagement of Trust Supporters as volunteers in archive and vehicle restoration and maintenance **working groups** was **gradually restarted** as permitted by the Government's Covid road-map. Covid-safe practices and precautions remain in place but at the time of writing (October 2021), three-weekly and monthly archive days are in full flow in Berkshire and Devon respectively, and twice weekly vehicle working groups with multiple work fronts in Berkshire.

The Trust's **archive and small object collection** has received significant material as collectors and people who formerly worked in the industry have sadly died or are no longer able or wishing to care for it. Increasingly the archive is providing a comprehensive basis for research and production of educational material relating to the public transport heritage as evidenced by articles in *To and fro* and **Service-19**. Recording and cataloguing the collection continues to progress with collaboration between Berkshire and Devon bases and work to standardise storage, referencing and cataloguing practices in line with Sector standards for accreditation.

Since the year end the following **events have taken place**:

- The **Penzance running day on Sunday 18th April 2021** was transformed into a fly-by for locally based vehicles as overnight stays were banned. Trustee Melvyl Williams, also chairman of the Cornwall Bus Preservation Society, scheduled a rolling display of vintage buses which travelled without passengers between Penzance, St Just, Hayle, Helston and Marazion culminating in a cavalcade grand finale of the 22 participating vehicles through the town. The spectacle entertained people in the vicinity as well as through the extensive real-time online coverage shared on the Trust's Facebook page as noted in the Social Media reporting above. TV&GWOT Trustees and Supporters took five vehicles in a day trip from the Trust's Devon base.
- The **Royal Blue Run from Thursday 17th to Monday 21st June 2021** marked the centenary (+1) of the registration of the National Omnibus & Transport Company (NOTC) and 140 (+1) years from the origins of Royal Blue. It was also the 20th such Royal Blue and Associated Motorways Run re-creating the experience of bygone coach travel using traditional vehicles on authentic routes and, appropriately, involved 20 preserved coaches. The route linked National depots from their origins in Chelmsford with the home of Royal Blue in Bournemouth and area depots throughout the West Country in Dorset, Devon,

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Cornwall, Somerset, Wiltshire and Gloucestershire. Despite horrendous weather, parties limited to six, accommodation restrictions, and an epic 750 mile route, the vehicles and their crews triumphed – testament to the owners' care and commitment. Heads were turned across the country and live footage was posted online on the Trust's facebook page with a post-event compilation.

- **The Thames Valley Traction Co. (TVTCo.) centenary(+1) celebration targetted for 10th July 2021**, proved difficult to plan for given scepticism and uncertainty around the Government's road-map. The announcement to extend bans on large gatherings ruled the event out so instead Trustees took Thames Valley 446 on a symbolic tour beginning at the site of the TVTCo. headquarters in 1920 in Maidenhead (now Waitrose), passing the former bus station (to be pictured with a modern Thames Valley-branded vehicle) and touring key locations through Bray and into Windsor passing the former Windsor & Eton Central station terminus, the Castle and Guildhall. Coverage on the Trust website and on Facebook drew positive responses and interest in a Centenary+2 event.
- Based on considered consultation with local councils, bus operators, and local information centres, it was decided to proceed with the **Kingsbridge Vintage Bus Running Day on 18th September 2021**. The interest and life it brings to the local community was a primary motivator. Special risk assessments and Covid-specific measures for passengers were introduced and scheduling avoided narrow routes congested with stay-cationers and also ensure frequent departures minimised crowds in the bus station hub. At the request of Tally Ho Coaches, the running day was combined with a launch of their new integrated Transport service (funded by Devon County Council and Great Western Railway) connecting Salcombe to Totnes via Kingsbridge by bus with the national rail network. Anthony Mangnall MP and mayors from Salcombe and Kingsbridge plus company official and invited guests, visited the trust's museum for the launch before travelling in the oldest participating vehicle driven by Trust Chairman Colin Billington so their arrival at the bus station signalled the start of the Running Day.

The event also marked **SU60+1** with eight SUs, almost matching Kingsbridge's maximum allocation, parking between services at the former Western National depot and participating in an SU cavalcade around the town as a grand finale to the day. The accompanying programme included specially produced articles on West County SUs (by Trustee David Sheppard) and on the history of Totnes-Kingsbridge-Salcombe bus services (by Trustee Colin Billington and Supporter Bryan Gibson) putting the activities of the day in heritage context.

In addition to Trust events, participation in third party activities resumed, particularly picking up learning for Trust events.

- On 11 April, Royal Blue LS 1286 took part in the London Bus Museum Preservation Trust Route 65 Ealing to Leatherhead flyby which proved viability for ideas rolled out at Penzance.
- On 5 September – Western National LWL 1613 with a TV&GWOT Trustee crew participated in the Devon General Society's Devon General Remembered event at Tiverton, running amongst all Devon General vehicles and representing Western National on what was once a jointly operated service 217 to Bampton. This was the first passenger carrying experience since the start of the pandemic and helped inform good practice guidance provided to crews at Kingsbridge two weeks later.

The return of more familiar Trust events in Summer and Autumn 2021 was matched with our usual extensive **social media coverage** but now with the wider following arising from the reputation gained by the Trust's Facebook account during the 2020-21 reporting period (and, no doubt, new

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users attracted to the platform among our actual Supporters). Consequently, the Trust's cumulative coverage of the **Royal Blue Run 2021 was seen by a record 12,000+ Facebook** users and our Kingsbridge Running Day highlights reached 10,800 users, another record. Further innovations outside the period include a trial of Facebook's "Premiere" feature, in which followers were invited to 'attend' a virtual launch-screening of our 2021 Royal Blue Run **highlights video**. Around one hundred did, and gave the video sufficient traction to reach over 1,400 users in total.

In the months beyond the 2020-21 period end **restoration work** has continued:

- MO9324 – 1927 Thames Valley Traction Co. Tilling-Stevens B9 No. 152 – the vehicle has been run to test all the engineering repairs and improvements funded by the appeal. A roadworthiness inspection showed new front tyres were advisable so these have been supplied and fitted.
- RU8805 – 1929 AEC Reliance No. 3615 – bodywork restoration has involved fitting louvre and destination panels, making patterns for the luggage bay and trials of the sunshine roof winding mechanism. Radiator mouldings and adjacent corner panel, the front destination box and opening panel have been fitted. Plans for the engine installation have been drawn up and components have been retrieved from store.
- VW203 – 1927 Leyland PLSC3 Lion No. 2407 – once painted the windows were re-installed and the varnished internal timber finishers fitted. On the engineering front the dynamo has been overhauled due to seized brush carrier and bolts and the extent of block cracking has been further investigated with specialists. Progress on the head and rocker gear mechanisms has been made.
- LTA748 – 1950 Bedford OB No. 1409 – chassis cleaning and refurbishment of components has progressed but volunteer working parties have turned attention on the completion of TV LL 556.
- FMO938 – 1950 Bristol LL6B No. 556 – body work restoration at Martin James's works has continued with the fitting of new mouldings, removal of windows and stripping of window pans in readiness for painting, complete remake and fitting of boot doors, and wing repairs. The panel specialist repaired some and manufactured new rear corner panels all of which have been fitted. The bus was completely repainted with under and top coats before being driven back to Fifield where the windows were refitted with new window rubbers in October 2021. Following a 'final push' appeal to also tackle the interior, seat frames of the correct design have been modified to give the narrow configuration and volunteers are preparing them for installation. Moquette of the original design has also been donated which, with some additional funding, will ensure the complete and authentic restoration of 556 externally and internally can be completed.
- OTA290G – 1969 Bristol VRT/SL6G No. 1056 – the re-trimmed seats were fitted in 1056 and after roadworthiness checks it was driven to Devon by Supporters so it could take part in the vintage bus running day in Kingsbridge in September.
- MOD973 – 1952 Bristol LS No. 1286 – some minor repairs were made prior to the Royal Blue Run (adjusting the drag link end, rethreading boot door hinge fixings and re-securing the entrance grab-rail). At the end of a successful run, an issue was audible which was traced to problems with the dynamo positioning / saddles. This was dismantled and reinstalled correctly to solve the problem.

Ahead of the Kingsbridge event in September, all participating vehicles were required to have MoTs or roadworthiness inspections (as appropriate to their age / taxation class). This applied equally to Trust loan vehicles and Trustee-owned vehicles made available for the event. Commercial inspection services and those of suitably qualified Supporters were deployed with defects and any resulting rectification required being recorded. Necessary remediation was carried out before

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vehicles were used on passenger service. This was a major task after such a period of inactivity to ensure events could be held safely.

Delivery was also taken of sets of destination blinds made to Trust specification by Tearne's, a long-standing original maker of linen blinds whose business closed in 2021. Trustees Colin Billington and David Sheppard spent considerable time ensuring the design and layout were historically accurate and covered destinations frequented in Trust Running Days. Deploying these around participating vehicles will add to the authenticity of Trust running days, and particularly in the scenes captured by photographers.

Generous **funding of the Trust** by Supporters continued beyond the 2020-21 year end, particularly through annual renewal donations which contribute to the Trust's standing and overhead costs. Additional costs of producing *Service-19* were also covered.

The original appeal to purchase and undertake the bodywork restoration of 556 was fully subscribed within a few weeks in the course of the reporting year and work proceeded as described above. Although showcasing the newly painted bus for the TVTCo+1 centenary was within reach, plans were thwarted by the Government's delay to the road-map which meant public gatherings exceeding 30 people were still banned on the intended event date. The disappointment was turned to an opportunity to include refurbishment of the interior in the project before the next occasion for its public unveiling. A new "556 – The Final Push" appeal was therefore launched in August 2021 with a leaflet illustrating the quality of the bodywork restoration and seeking funds for seat frames of the correct design to be modified for the narrow 556 configuration, and for timber seat bases to be manufactured and upholstered with moquette to the original specification. Early responses enabled work to commence and, with the donation of the required moquette, in October 2021 a successful outcome is anticipated.

The Trust has also pursued grants and was awarded £400 by the Royal Borough of Windsor & Maidenhead from its voluntary organisations funding scheme to raise awareness within the local communities of the significance of Maidenhead to the origins of the TVTCo. a century (+1 year) ago and to the links to sustainable public transport today with the 'Thames Valley' name resurrected for services in the Maidenhead, Windsor and surrounding areas.

Further grant funding opportunities are now being pursued by the Trust to open new income streams. Similarly the Trust has registered with Amazon Smile and is beginning to receive spin-off charitable donations. It has further set up a contactless payment device to remove reliance on cash at events.

Support from the major transport companies has returned in the form of advertising in the Kingsbridge event programme in September 2021. Support from Tally Ho Coaches, Go South West (Plymouth Citybus) and Stagecoach was augmented by Great Western Railway in relation to the integrated transport initiatives. Other local advertisers have also returned encouraging the Trust to include this pre-pandemic funding model in future years

Despite the pandemic disruption, the Trust continues to be well resourced financially benefitting from its prudent reserves policy. The Trustees have been able to limit the Trust's expenditure in anticipation of unpredictable and limited opportunities to generate income while also diversifying its funding sources as described above.

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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 with additional consideration of Covid-safe measures. 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 also 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 remains the potential for Trustees becoming over-burdened. Spreading the workload more widely was helping ensure the burden on Trustees was manageable, enabling them to fulfil their strategic as well as day to day roles. However, restrictions in the pandemic did put additional burden back on Trustees who were equipped to maintain the Trust's profile and core functions from home office environments. The Supporters group was established expressly to provide a pool of volunteers willing to help in a variety of ways. There had been considerable success with help at events with regular working groups established at both South Devon and Thames Valley bases to work on archives and on vehicles but this was halted in the period due to the pandemic. Fortunately signs beyond lockdown are for continued enthusiasm and engagement and Trustees are working hard to develop inclusive plans. This valuable resource will be further developed enabling team leaders to take responsibility for organising the Trust's work in specific areas. This is intended as a stage in identifying potential additional Trustees and will again be prioritised in line with the strategic plan.

The widespread impact of the Covid-19 pandemic was not previously foreseen and risks had been linked to individual events or activities. The reserves policy and Trustee actions, together, had been sufficiently prudent to protect the Trust against these perceived risks and have proved adequate through the reporting period and beyond. The consideration of risks has therefore been continued beyond the 2020-21 year end to address more fundamental risks to the style of Trust activity, sources of heritage funding and the availability of volunteers.

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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 social media with considerable success while also providing material accessible to those without internet access.

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. The approach has had to be modified in the period in light of the Covid-19 pandemic but the Trustees remain confident that the novel and alternative approaches have delivered significant public benefit to the extent that is reasonable and practicable in the circumstances and can confirm this remains the Trust's priority.

Trustees & Directors

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

Dr C J Billington

Dr H M Bolt

G G Green

R D Rampton (position vacated with effect from 27 June 2020)

D T Sheppard

M J Williams (from 4 December 2020)

POLICIES

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 in respect of their responsibilities as Directors & Trustees. 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 interest bearing account with our bank, Lloyds Bank plc. In order to maximise the return whilst maintaining free cash liquidity, a sweep operated on a daily basis between the current and deposit accounts leaving a current account balance of £6,000 at the end of each day. This facility was removed by Lloyds for all account holders in 2021 and transfers are now managed by the Trust's Treasurer. Due to wider economic circumstances deposit rates have been depressed but that same uncertainty undermines confidence in other financial instruments so other alternatives had not been pursued. The investment policy and security of reserves remains under review and a proportion of the reserves were placed on money markets via Lloyds Bank to secure a better rate of interest in May 2018 securing an improved level of interest. The action was accompanied by renewed assurance from Lloyds on the security of the capital sums.

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Reserves policy and going concern

The cumulative current reserve funds at the end of the period are £186198 (2020: £176352) in the Restricted Funds and £72754 (2020: £71101) Unrestricted Funds. The Trust's policy had been 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. Previous vehicle acquisitions (e.g. Southern National Bristol KSW 1852) and future potential underline the need for significant reserves to be held to address (c) in particular. The Trustees had therefore considered that the ideal level of reserves should be at least £40000 when major projects are in the offing. The prudence of this policy has been confirmed with the Covid-19 pandemic when restrictions on activity from March 2020 meant that all the Trust's public events and gatherings (the principal mechanism for delivering public benefit and raising funds) for the 2020-21 financial year have had to be cancelled. The reserve funds mean the Trust is able to cover its standing support costs and develop new ways to engage the public and generate fresh revenue streams whilst also progressing the Trust's objects with advance funding held in restricted funds for this purpose.

In view of the ongoing uncertainty about Covid-19 and the potential for its resurgence and/or the emergence of other similar pandemics, as well as the impact on the economy and uncertainty over future charitable giving and leisure practices for the general public, the Trustees now consider reserves of at least £55000 should be maintained and built on where possible for the foreseeable future. The policy will continue to be reviewed annually with a view to reducing the reserve level once the picture is more certain.

Five of the seven restricted funds have zero or positive balances 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. RF6 which ring-fences funding for Southern National No. 1852 has a small negative cash balance but has a notional fixed asset value of £1000 (reflecting its purchase price). RF7, relating to Thames Valley No. 556, has a negative cash balance but again this is less than its (conservative) capital valuation based on purchase price (£5000) and furthermore funding pledges cover the restoration costs beyond the year end, more than offset the shortfall. In the cases of RF4 (Reading VR No. 38) and RF5 (Thames Valley No. 152) shortfalls in direct funding to the restricted funds have been offset by modest contributions from general unrestricted funds

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 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 30 October 2021 and signed on its behalf.



Dr C J Billington

Director

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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Statement of Trustees' Responsibilities in relation to the financial statements

The Trust trustees (who are also directors of The Thames Valley and Great Western Omnibus Company for the purposes of company law) are responsible for preparing the Trustees' Report and the financial statements in accordance with applicable law and UK Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the Trust trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the charitable company and of the incoming resources and application of resources, including the income and expenditure, of the Trust for that period. In preparing those financial statements, the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Trust will continue its operations.

The trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the Trust and to enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the Trust and hence for taking reasonable steps for the prevention and detection of fraud or other irregularities.

The trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

Statement as to disclosure

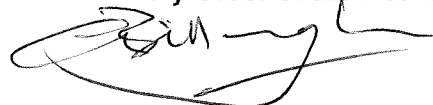
In so far as the trustees are aware at the time of approving our trustees' annual report:

- There is no relevant information, being information needed by the Independent Examiner in connection with preparing the report of which the independent examiner is unaware, and
- The trustees, having made enquiries of fellow directors, have each taken all steps that he/she is obliged to take as a director in order to make themselves aware of any information relevant to the independent examination and to establish that the independent examiner is aware of that information.

Preparation of the Financial Statements

This report has been prepared in accordance with SORP (FRS 102) (effective 1 January 2015) and the special provisions of Part 15 of the Companies Act 2006 relating to small companies.

By Order of the Board



Dr Colin J Billington
Trustee/Director

Date 30 October 2021

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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Independent Examiner's Report

I report on the accounts of The Thames Valley & Great Western Omnibus Trust for the year ended 28th February 2021 which are set out on pages 24 to 37.

Respective Responsibilities of Trustees and Examiner

The trustees (who are also the directors of the company for the purposes of company law) are responsible for the preparation of the accounts. The trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) and that an independent examination is needed.

Having satisfied myself that the Trust is not subject to audit under company law and is eligible for independent examination, it is my responsibility to:

- examine the accounts under section 145 of the 2011 Act;
- follow the procedures laid down in the general Directions given by the Charity Commission under section 145(5) of the 2011 Act; and
- state whether particular matters have come to my attention.

Basis of independent examiner's report

My examination was carried out in accordance with the general Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the Trust and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from you as trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a 'true and fair view' and the report is limited to those matters set out in the statement below.

Independent examiner's statement

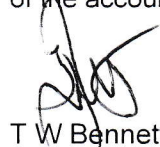
In connection with my examination, no matter has come to my attention:

(1) which gives me reasonable cause to believe that in any material respect the requirements:

- to keep accounting records in accordance with section 386 of the Companies Act 2006; and
- to prepare accounts which accord with the accounting records, comply with the accounting requirements of section 396 of the Companies Act 2006 and with the methods and principles of the Statement of Recommended Practice: Accounting and Reporting by Charities

have not been met; or

(2) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.



T W Bennett (formerly MIAB / CALIBF – retired)
16 Manor Close
Bradford Abbas
Sherborne
Dorset DT9 6RN

Date 18/10/21

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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BALANCE SHEET

As at 28 February 2021

	2021 £	2020 £
Fixed assets		
Tangible assets ^{Note 11}	117144	110066
Current assets		
Stock	0	0
Debtors ^{Note 14}	2145	1378
Cash at Bank and in hand	277024	252661
	<u>279169</u>	<u>254039</u>
Liabilities		
Creditors falling due within one year ^{Note 15}	(20216)	(6585)
Net current assets	<u>258953</u>	<u>247454</u>
Total assets less current liabilities	<u>£ 376096</u>	<u>£ 357520</u>
The net funds of the Trust: ^{Notes 17 & 18}		
Restricted – current	186198	176352
Restricted – fixed	84977	79977
Unrestricted – current	72754	71101
Unrestricted – fixed	32167	30090
	<u>£ 376096</u>	<u>£ 357520</u>

For the financial year in question the company was entitled to exemption under Section 477 of the Companies Act 2006 relating to small companies.

In preparing these financial statements:

- no members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 Companies Act 2006, and
- the directors acknowledge their responsibility for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

The accounts have been prepared for reporting in accordance with the micro-entity provisions and delivered in accordance with the provisions applicable to companies subject to the small companies regime

These financial statements were approved and signed on the company's behalf.



Dr Colin J Billington
Trustee/Director

THE THAMES VALLEY AND GREAT WESTERN OMNIBUS TRUST

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BALANCE SHEET

As at 28 February 2021

	2021 £	2020 £
Fixed assets		
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Stock	0	0
Debtors ^{Note 14}	2145	1378
Cash at Bank and in hand	277024	252661
	<u>279169</u>	<u>254039</u>
Liabilities		
Creditors falling due within one year ^{Note 15}	(20216)	(6585)
Net current assets	<u>258953</u>	<u>247454</u>
Total assets less current liabilities	<u>£ 376096</u>	<u>£ 357520</u>
The net funds of the Trust: ^{Notes 17 & 18}		
Restricted – current	186198	176352
Restricted – fixed	84977	79977
Unrestricted – current	72754	71101
Unrestricted – fixed	32167	30090
	<u>£ 376096</u>	<u>£ 357520</u>

For the financial year in question the company was entitled to exemption under Section 477 of the Companies Act 2006 relating to small companies.

In preparing these financial statements:

- no members have required the company to obtain an audit of its accounts for the year in question in accordance with section 476 Companies Act 2006, and
- the directors acknowledge their responsibility for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

The accounts have been prepared for reporting in accordance with the micro-entity provisions and delivered in accordance with the provisions applicable to companies subject to the small companies regime

These financial statements were approved and signed on the company's behalf.

Dr Colin J Billington

Trustee/Director

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STATEMENT OF CASH FLOWS
For year ending 28 February 2021

	2021 £	2020 £
Cash used in operating activities Note 19	31998	17738
Cash flows from investing activities		
Interest income (bank)	254	1090
Purchase of tangible fixed assets	(7890)	0
Cash provided by (used in) investing activities	(7635)	1090
Cash used in financing activities	0	0
(Decrease) in cash and cash equivalents in the year	24363	18828
 Cash and cash equivalents at the beginning of the year	 252661	 233832
Total cash and cash equivalents at the end of the year	£ 277024	£ 252660

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The notes below form part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS For the period ended 28 February 2021

The principal accounting policies adopted, judgements and key sources of estimation uncertainty in the preparation of the financial statements are as follows:

1. Accounting Policies

- a) **Basis of accounting.** The financial statements have been prepared in accordance with Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) (effective 1 January 2015) – (Charities SORP (FRS102)), the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) and the Companies Act 2006.
The Thames Valley & Great Western Omnibus Trust meets the definition of a public benefit entity under RFS 103. Assets and liabilities are initially recognised at historical cost or transaction value unless otherwise stated in the relevant accounting policy note(s).
- b) **Reconciliation with previous Generally Accepted Accounting Practice.** In preparing the accounts, the trustees have considered whether in applying the accounting policies required by FRS 102 and the Charities SORP FRS 102 the restatement of comparative items was required. No restatement is required as there were no differences identified.
- c) **Preparation of the accounts on a going concern basis.** The Trust reported a net cash inflow of £24363 for the year arising from endowments and donations to restricted funds exceeding in year expenditure and donations to the general funds supporting the Trust's charitable objectives despite the absence of public/fundraising events due to the pandemic. The Trustees are therefore of the view that the Trust is a going concern.
- d) **Income.** Income includes donations, endowments and surpluses arising from activities. Income is recognised when the Trust has entitlement to the funds, any performance conditions attached to the item(s) of income have been met, it is probable that the income will be received and the amount can be measured reliably. Income received in advance from Supporters applicable to periods beyond the year end is deferred on a pro rata basis (see Note 16).
- e) **Donated services and facilities.** In accordance with the Charities SORP (FRS 102), the general volunteer time of Supporters and other volunteers is not recognised. The trustees' annual report gives more information about their contribution.
- f) **Interest receivable.** Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the Trust; this is normally upon notification of the interest paid or payable by the Bank.
- g) **Fund accounting.** Unrestricted funds comprise the general funds of the Trust. General funds are available for use at the Trustees' discretion in furtherance of the general objectives of the Trust and have not been designated for other purposes. Restricted funds are funds which are to be used in accordance with specific restrictions imposed by the donors.
- h) **Expenditure and irrecoverable VAT.** Expenditure is recognised once there is a legal or constructive obligation to make a payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably. Expenditure is classified under the following activity headings:
 - Expenditure on charitable activities include event/educational activities (where they have been possible) and restoration/preservation projects from restricted funds to further the purposes of the Trust and include the associated support costs
 - Other expenditure not included above.
- i) **Allocation of support costs.** Support costs are those functions that assist the work of the Trust but do not directly undertake charitable activities. Support costs include back office costs and governance costs essential to the Trust/company existence. These costs are added to direct expenditure on charitable event/education activities noted above. The basis on which support costs have been defined and allocated is set out in Note 8.

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- j) **Tangible fixed assets.** The Trust has heritage and preservation objectives so fixed assets of heritage significance (Collection assets) are capitalised at cost (i.e. fair value). Where large collection objects are donated to the Trust, they are capitalised at their fair value as set by their current insurance level as a sale price cannot be determined reliably for unique items with regional interest and heritage 'value'.

The current threshold for recognising donated goods is £500 for a small object Collection item and £1000 for a large object Collection item (vehicle).

Given their long term value the depreciation rate is 0% for Collection assets. However, where external factors might be considered to impose a step change in valuation (e.g. impact of the pandemic or Government policy affecting the desirability of Collection assets), a re-valuation is carried out. Computer and machinery/equipment assets are added at cost (cost of purchase or cost to refurbish to safe working order in the case of second hand equipment) and depreciated over their estimated useful economic life on a straight line basis as follows:

Asset category	Annual rate
Computer equipment	25%
Machinery/equipment	20%

- k) **Stock.** Any stock is included at the lower of cost or net realisable value. Donated items of stock (for sale) are recognised at fair value which is the amount the Trust would have been willing to pay for the items on the open market.
- l) **Debtors.** Trade and other debtors are recognised at the settlement amount due after any trade discount offered. Prepayments are valued at the amount prepaid net of any trade discounts due.
- m) **Cash at bank and in hand.** Cash at bank and cash in hand includes cash and any short term highly liquid investments with a short maturity of three months or less from the date of acquisition or opening of the deposit or similar account.
- n) **Creditors and provisions.** Creditors and provisions are recognised where the Trust has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle obligation can be measured or estimated reliably. Creditors and provision are normally recognised at their settlement amount after allowing for any trade discounts due.
- o) **Financial instruments.** The trust only has financial assets and financial liabilities of a kind that qualify as basic financial instruments. Basic financial instruments are initially recognised at transaction value and subsequently measured at their settlement value with the exception of any bank loans which are subsequently measured at amortised cost using the effective interest method.
- p) **Pensions.** The trust has no employees and no pension obligations.
- q) **Transition to FRS 102.** No restatement of items or fund balances was required in making the transition to FRS 102. The transition date was 1 March 2014.

2. Legal Status of the Trust

The Trust is a company limited by guarantee and does not have share capital. In the event of the Trust being wound up, the liability in respect of the guarantee is limited to £10 per member of the Trust (where members are those Directors/Trustees who are subscribers to the memorandum and articles of association of the company/charity).

3. Donations and legacies

The income from donations includes £10974 to unrestricted funds (2020: £12979) and £77651 (2020: £66010) to restricted funds. Of the restricted fund donations:

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- £50,000 was gifted from profits by Helacol Limited (a company owned by trustees Colin Billington and Helen Bolt) for expenditure by the Trust on restoration and event/educational activity related to the West Country loan vehicles (RF1);
- £300 relates to ongoing donations for the care of the Thames Valley Bristol K 446 acquired by the Trust as a result of a funding appeal (RF3);
- £560 was contributed to the ongoing care of Reading VR No. 38 as the result of a modest funding appeal (RF4);
- £2,220 relates to the Thames Valley Tilling-Stevens No. 152 to complete essential repairs and modifications to enable it to be run safely for public education and enjoyment (RF5); and
- £24,571 was donated in response to a major appeal in the year to purchase and restore Thames Valley Bristol LL 556 in readiness for celebrations of the Thames Valley Traction Co. centenary (RF7).

Trustees' donations contributed £248 (2020: £2694) to the unrestricted funds total above. Where they have been entitled to and received travel and subsistence expenses in relation to the governance of the Trust (trustee meetings or educational events for public benefit), the Trustees have previously elected to make a donation of similar value to the Trust and the Trust has claimed Gift Aid on these donations. The absence of in-person meetings (and reliance on on-line communications) and cancellation of events due to the pandemic have reduced this significantly in the current year. The amounts donated to unrestricted funds by each Trustee in the period (before Gift Aid was added) were as follows, relating principally to Supporter donations:

	£
Dr C J Billington	82
Dr H M Bolt	112
G G Green	30
R D Rampton	0
D T Sheppard	0
MJ Williams	24
	248

Annual donations from the growing number of registered Supporters received in the period have been apportioned between financial years (the Supporters' year runs June to May) and contribute £7872 (2020: £6266) to the unrestricted funds in the period with a further £2088 (2019-20: £1609) carried forward to 2021-22. Supporters have been particularly generous with donations in the year recognising the reduction in income to be generated with public event under pandemic restrictions.

Other ad hoc donations to unrestricted funds in the year total £2854 (2020: £4018).

The Trust benefits greatly from the involvement and enthusiastic support of its many volunteers and registered Supporters, details of which are given in our annual report. In accordance with FRS102 and the Charities SORP (FRS 102), the economic contribution of general volunteer effort is not recognised in the accounts.

4. Investment income

The Trust's investment income of £254 (2020: £1090) arises from money held in an instant access interest bearing deposit account and a longer term deposit account set up in May 2018 to improve the level of investment return. The return is down on the previous year due to low bank base rates.

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5. Income from charitable activities

The income from charitable activities to the unrestricted funds is £822 (2020: £16808), the substantial reduction being caused by the pandemic stopping normal activities. Income was generated in response to the ad hoc *Service-19* Newsletter providing conservational articles on matters of relevant transport heritage interest where Supporters made donations to cover the printing and postage costs of distribution to those without online access.

6. Gift Aid

Gift Aid is claimed on donations from tax payers where appropriate. Gift Aid receipts are accounted for in the financial year the donations are received.

7. Charitable Activities

Expenditure on charitable activities was £79743 (2020: £80022) of which £6881 was from unrestricted (2020: £19140) and £72862 from restricted funds (2020: £60882). The reduction on previous years is wholly due to pandemic restrictions. Unrestricted fund expenditure related to support costs (including fixed costs) sustaining the charitable operation and restricted fund expenditure was able to continue on work contracted to largely one-person enterprises who were able to continue once 'stay-at-home' diktats eased.

The table shows the cost of the main charitable activities and the sources of income (restricted or unrestricted funds) to finance these activities. The figures include governance and support costs as defined and apportioned in Note 8 below.

	Restricted Funds 2021	Unrestricted Funds 2021	Total Funds 2021	<i>Total Funds 2020</i>
	£	£	£	£
Restoration/preservation projects (tangible assets and loan collection)	72862	0	72862	59678
Education / event activity	0	6881	6881	20344
	72862	6881	79743	80022

8. Analysis of governance and support costs

The Trust identifies the costs of its support functions. It then identifies those of these costs which relate to the governance function (which by law or good governance practice are necessary irrespective of the level of charitable activities carried out). The governance and remaining support costs are apportioned between the key charitable activities undertaken in the year, accounting for commitments within vehicle loan agreements to cover certain base costs from restricted funds. General governance and support costs to be covered by unrestricted funds of £5393 (2020: £8370) are apportioned in full to the principal charitable activity of education and events. Support costs covered by restricted funds of £4958 (2020: £5623) under the loan agreements are allocated to the charitable activity associated with restoration and preservation.

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	Restricted Funds 2021 £	Unrestricted Funds 2021 £	Total Funds 2021 £	Total Funds 2020 £
Governance costs				
Accountancy	0	0	0	-150
Travel & subsistence for trustee & business meetings	0	0	0	716
Insurance (liability)	0	1202	1202	1058
Professional fees	1932	0	1932	1512
Co Hse filing fee / charges	0	13	13	13
Subscriptions (NARTM)*	0	0	0	35
Total Governance:	1932	1215	3147	3184
Other support costs				
Website	0	100	100	84
Supporter admin costs	0	2270	2270	2498
Insurance (event vehicles)	773	0	773	773
Bad debt	0	0	0	0
Rent & rates	2253	347	2600	4160
Depreciation	0	812	812	1334
Computer running costs	0	0	0	0
Maintenance	0	424	424	1487
Sundry expenses	0	225	225	545
Total Other support:	3026	4178	7204	10881
	4958	5393	10351	14065

* The Trust continues as a member of the National Association of Road Transport Museums (NARTM) but the organisation waived its 2020 fees due to the pandemic.

9. Trustees' Expenses

No salary or remuneration is paid or payable directly or indirectly out of the funds of the Trust to any trustee or to any person known to be connected with any of them for the administration of the Trust. Costs paid by Trustees on behalf of the Trust (which does not have a credit card) totalling £8229 (2020: £9895) were reimbursed at cost as follows:

Of these, costs of £347 (2020: £488) were covered by unrestricted funds (companies house filing fee, website fees, stationery and postage), £1231 (2020: £1770) were event (*Service-19*) costs covered by event/sponsorship and Supporter donation income to unrestricted funds; £216 were costs covered by Supporter donations; £43 (2020: £12202) were event/education costs covered by 80% donations and associated Gift Aid; and £6598 (2020: £4889) of restoration costs and event/education costs associated with loan vehicles were covered by prior donations held in restricted funds. Travel & subsistence costs and event costs incurred by Trustees in support of the charitable activities £0 (2020: £1528) were reimbursed at cost and normally would have been matched by equivalent Trustee donations to the general unrestricted funds of the Trust. Trustee donations to unrestricted funds in the year totalled £248 (2020: £2694) (see Note 3) to which £62 Gift Aid was added (2020: £673) in year.

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10. Related party transactions

Out of pocket expenses paid to Trustees and donations from Trustees to the restricted and unrestricted funds of the Trust are covered in Notes 9 and 3.

Related party transactions have provided the Trust with cost-effective, convenient and expert services to further its charitable objectives as set out below. The arrangements are scrutinised and subject to approval by independent Trustees each year and the decisions are formally documented. In all cases it was deemed the quality of services could not have been achieved on more favourable terms on the open market. For the purposes of transparency details of the transactions are provided below.

Donation income from profits of Helacol Limited of which Drs Billington and Bolt are the owners and directors is set out in Note 3. Much of the charity's restoration and public access is at properties owned by Drs Billington and Bolt. No charge is made for the facilities or the time involved. The archive office at Fifield is subject to a formal lease with peppercorn rent. A number of Trust vehicles either owned or on loan are housed in buildings owned by Helacol Limited. The space would otherwise be let commercially to private owners of vehicles at £28 per week (2020: £28). As such space is in demand, Helacol Ltd must charge for the use of the space/loss of other income but without the directors deriving undue personal benefit. The Trustees have therefore agreed that a favourable rent of £20/week (2020: £20) is charged for storing vehicles owned by, or on loan from unrelated parties to, the Trust. During the pandemic the Helacol Ltd landlords offered a reduced rent in light of the Trust's limited ability to raise funds and further did not charge for the space reserved for 556 when it was away for restoration. The storage costs incurred and sources of Trust income to cover the expenditure in the current year are as follows:

Vehicle	Date storage commenced	2021 £	2020 £	Funding
Thames Valley Bristol K type 446 – Trust owned	19 Oct 2014	1040	1040	Restricted fund RF3
Reading VR 38 – Trust owned from January 2017	1 Jan 2017	607	1040	Restricted fund RF4 from 1 Mar 2019 supplemented by unrestricted fund and income from related educational events
Thames Valley Tilling-Stevens 152 – loan vehicle until Trust owned from May 2017	8 Mar 2015	607	1040	Restricted fund RF5 supplemented by unrestricted fund and income from related educational events
Thames Valley Bristol L 556 – loan vehicle	17 July 2015	347	1040	Unrestricted fund – income from related educational events
Thames Valley Bristol L 556 – Trust owned from July 2020	1 July 2018	0	-	Restricted fund RF7 supplemented by unrestricted fund and income from related educational events
Total		2601	4160	

High quality reprographic, finishing and binding machines owned by Helacol Services Limited (a consultancy company of which Drs Billington and Bolt are owners and directors) have been used on site by the Trust to produce *Service-19* Newsletters and fundraising leaflets. No charge is made for staff time and copies are charged at cost. These services provide flexibility for multiple variants of documents which would be impractical with an external printer particularly during lockdown where *Service-19* could be produced even when commercial facilities were closed. In line with HMRC rules production of publicity material is charged without VAT but general printing is charged with VAT. Total charges of £303 (2020:711) gross relate to nine editions of *Service-19* and a keep-in-touch Newsletter, a legacy leaflet, a report on the 152 appeal and restoration results, and leaflets for the 556 appeal.

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The specialist mechanical engineering services of Graham Green Commercial Vehicle Engineers have been used by the Trust since inception. He has unrivalled expertise in the design and operation of the early vehicles in the Trust's care and is able to work at the Trust's facilities when required without the overhead and transportation issues associated with reliance on other fixed premises. As a respected preservationist and historian he is a Trustee, as of March 2019, but it is essential for the ongoing care of the Trust's Collection that his services remain available. Trustees scrutinised alternatives but deemed it was in the Trust's interest to continue the work already underway on Trust vehicles and furthermore no other similar expertise, or commercial terms from third parties could be identified. In the year £9872 was paid to Graham Green Commercial Vehicle Engineers for work on three Trust owned/loan vehicles (2020: £9647) ranging from minor repairs to engine rebuilds and restoration projects as follows:

	Source	£
Thames Valley Tilling-Stevens 152	RF5	4398
Western National FLF 2065	RF1	2682
National Omnibus & Transport Co. 2407	RF1	2792
		<u>9872</u>

In the case of RF5, work on Trust-owned Tilling-Stevens 152, a 10% discount was applied by Graham Green in comparison with his standard commercial rates.

11. Tangible fixed assets

	Machinery/ equipment (Note 12) £	Collection (Note 13) £	Total £
Cost			
At 29 February 2020	7566	109977	117543
Additions	2890	5000	7890
At 29 February 2021	<u>10456</u>	<u>114977</u>	<u>125433</u>
Depreciation			
At 29 February 2020	7476	0	7476
Charge for the year	812	0	812
At 28 February 2021	<u>8288</u>	<u>0</u>	<u>8288</u>
Net book value			
At 29 February 2020	89	109977	110066
At 28 February 2021	<u>2168</u>	<u>114977</u>	<u>117145</u>

12. Machinery & Equipment fixed assets

Just prior to lockdown in early March 2020, the Trust committed to the purchase of four laptops to deploy between archive groups in Devon and Berkshire with the associated development of an Office 365 cloud-based environment. Roll-out has been delayed as planned specification meetings and consultancy support had to be postponed but the capital value and in-year depreciation (at 25% per annum) have been recognised.

13. Collection fixed assets

Collection fixed assets at the start of the year consisted of a 1946 Thames Valley double deck bus acquired following a public appeal for funding and a group of First World War vintage chassis, body frames and parts for restoration of three vehicles. Small collection items include a hand built model, original Great Western Road Motors brass cap badges and tickets. All items

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are now on secure display for visitors to the collection. They were purchased using funding from an expendable endowment.

The Trust also owns Southern National Bristol KSW No. 1852, Reading VR (NDP38R) No. 38 and the Thames Valley Tilling-Stevens (MO9324) No 152. The valuations have been set at the purchase price (£1,000) and insurance values of £10,000 and £20,000 respectively in accordance with Policy 1(j) in the notes to these accounts. Restricted funds have been established (RF6, RF4 and RF5) with associated appeals to secure income towards their ongoing upkeep and preservation.

Within the year the Trust had the opportunity to purchase Thames Valley LL 556 which had been on loan since 2015. Following a successful appeal the vehicle was purchased and forms part of the Trust fixed assets. The value is set at the purchase price of £5000. The appeal is also funding significant restoration so no depreciation is applied.

14. Debtors

	2021 £	2020 £
Donations committed prior to, but received after, the year end (general fund)	0	554
Donations committed prior to, but received after, the year end (restricted fund)	0	0
Gift Aid eligible but received after the year end (general fund)	172	577
Gift Aid eligible but received after the year end (restricted fund)	1973	248
Sponsorship committed prior to, but received after, the year end (general fund)	0	0
	2145	1378

15. Creditors: amounts falling due within one year

	2021 £	2020 £
Creditors (restricted fund)	15885	4142
Creditors (general fund) ^{Note 16}	2443	2443
Accruals	20216	6585

16. Deferred income

Deferred income comprises advance donations from the growing number of registered Supporters where the activity year and associated costs runs from June to May. Income has been deferred and is shown within creditors on a prorata basis (£2088 2020-21 creditor (2019-20: £1609)) leaving £7872 income in 2019-20 (2019-20: £6266).

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17. Analysis of charitable fund balances

	Restricted Funds 2021 £	Unrestricted Funds 2021 £	Total Funds 2021 £	<i>Total Funds 2020 £</i>
Fixed assets	84977	32167	117144	<i>110067</i>
Current assets	202083	77085	279168	<i>254038</i>
Current liabilities	(15885)	(4331)	(20216)	<i>(6585)</i>
	271175	104921	376096	<i>357520</i>

18. Analysis of charitable fund movements

Analysis of movements in unrestricted funds – current and previous year. All unrestricted funds are free reserves within the general fund, there being no designated funds.

	Opening balance £	Income £	Expenditure £	Transfers £	Funds at year end £
Unrestricted funds – General fund					
29 February 2020-28 February 2021	101191	14007	7016	-3397	104921
28 February 2019-29 February 2020	86831	33500	19140	0	101191

Analysis of movements in restricted funds

	Opening balance £	Income £	Expenditure £	Transfers £	Funds at year end £
Restricted fund	29 Feb 2020				28 Feb 2021
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	216958	50000	32165	0	234793
RF 2 – Donor R D Rampton (Thames Valley vehicles) *	5502	0	1932	-3570	0
RF3 – Thames Valley Bristol K Type 446	33168	375	1419	892	33016
RF4 – Reading Transport VR 38 #	(2908)	700	717	2925	0
RF5 - Thames Valley Tilling-Stevens 152 #	2003	2775	7035	2257	0
RF6 – Southern National K type 1852	357	0	55	0	302
RF7 – Thames Valley Bristol LL 556	1250	30461	29538	893	3066
Total	256329	84311	60882	3397	271175

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Analysis of movements in restricted funds - previous year

Restricted fund	Opening balance £ 28 Feb 2019	Income £	Expenditure £	Transfers £	Funds at year end £ 29 Feb 2020
RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	198711	61738	43491	0	216958
RF 2 – Donor R D Rampton (Thames Valley vehicles)	7091	0	1589	0	5502
RF3 – Thames Valley Bristol K Type 446	34258	562	1652	0	33168
RF4 – Reading Transport VR 38	(1843)	770	1835	0	(2908)
RF5 - Thames Valley Tilling-Stevens 152	11451	2812	12260	0	2003
RF6 – Southern National K type 1852	412	0	55	0	357
RF7 – Thames Valley Bristol LL 556	0	1250	0	0	1250
Total	250079	67132	60882	0	256329

Name of restricted fund Description, nature and purposes of the fund

RF1 – Donor Dr C J Billington (West Country vehicles and Trust Collection)	To fund long term access to West Country vehicles from Dr Billington's collection to further the Trust's education and preservation objectives and to secure for the Trust's collection significant heritage objects relevant to the history of bus and coach operations in the Thames Valley and Great Western corridor.
RF 2 – Donor R D Rampton (Thames Valley vehicles)	To fund long term access to Thames Valley and Reading vehicles from Mr Rampton's collection to further the Trust's education and preservation objectives. <i>* At the start of the year the fund held only Gift aid contributions on donations and the final loan agreements expired. The monies were therefore transferred equally to Thames Valley & Reading vehicles in line with RF2 interest, rF3, RF4, RF5 and RF7 each receiving 25%.</i>
RF3 – Thames Valley Bristol K Type 446	Established in September 2014 to fund the purchase, maintenance and public access to this iconic Thames Valley vehicle in furtherance of the Trust's charitable objectives.

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Name of restricted fund	Description, nature and purposes of the fund
RF4 – Reading Transport VR 38	38 was donated to the Trust in excellent condition in November 2016 and the fund was established in 2017-18 to contribute to the ongoing maintenance, storage and running costs so the condition is preserved and to ensure 38 can play a full part in public events in the area. <i># A transfer from unrestricted funds was made to cover expenditure to date not directly covered by donations to the restricted fund.</i>
RF5 – Thames Valley Tilling-Stevens 152	152 was donated to the Trust in April 2017. The fund was established to enable essential repairs to the gearbox and upgrading of the electrical system to enable safe operation of the vehicle for public education and enjoyment. <i># A transfer from unrestricted funds was made to cover expenditure not directly covered by donations to the restricted fund.</i>
RF6 – Southern National Bristol KSW 1852	The fund was established following a successful bid in October 2017 to acquire 1852 upon disposal by the Haynes Motor Museum, firstly to secure the vehicle and then to establish a restoration project with a significant educational / skills transfer element to redress the damage caused by years of external storage.
RF7 – Thames Valley Bristol LL 556	The fund was set up to hold monies to purchase and restore 556 once an agreement had been reached with the previous owner for the Trust to acquire the vehicle which had previously been on loan. A successful appeal to fund the purchase of the vehicle and its restoration to show condition for the Thames Valley Traction Co. Centenary celebrations was launched in July 2020 enabling the acquisition and initiation of work in the 2020-21 year.

19. Reconciliation of net movement in funds to net cash flow from operating activities

	2020 £	2020 £
Net movement in funds	18576	20610
Add back depreciation charge	812	1334
Deduct interest income shown in investing activities	(254)	(1090)
Decrease (increase) in stock	0	0
Decrease (increase) in debtors	(767)	94
Increase (decrease) in creditors	13631	(3210)
Net cash used in operating activities	£ 31998	£ 17738

20. Corporation Taxation

The Trust is exempt from tax on income and gains falling within section 505 of the Taxes Act 1988 or section 252 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects.