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# CHAIRMAN'S NOTES Paul Russenberger

First a sincere thank you to all those who contributed to the AGM in March at Bristol. At any event like this it is the preliminary work done by the organiser, in this case Roger Ellis, which pays dividends in the faultless running of the event and also to those who carry some responsibility and go on to discharge it fully. The accompanying display of models, which was truly magnificent, must have done the Society proud in the eyes of any visitors.

The 'Open Forum' discussion after the AGM itself raised an interesting issue: "What is the limit of competence of the Committee?" To put it less formally, are there issues which are too important for the Committee to decide without reference to the Membership? While matters in connection with the size of *Swiss Express* were under discussion, a Member suggested that this was a matter which should be put to the membership by something akin to a referendum to include all members, not just the Committee and not just those who were able (or chose) to attend the AGM. Another member responded – and I would add that this was without prompting from the Committee – that the Committee were elected to manage the running of the Society and that they should be left alone to do just that.

It would be very difficult to draw the line between issues being within or outside the Committee's competence. I would suggest that in the sheer practicality of running the Society there are few things the Committee cannot decide. It would have to be a matter which would fundamentally and seriously affect the majority of members. Nobody has suggested that the Committee did not have the power to implement the recent subscription increase – there was no realistic alternative. Here I believe lies the indication of the boundary.

There can be issues where there are sound reasons for any of two or more mutually incompatible, possibly irreversible, courses of action. It is under those circumstances that the Committee could ask Members to express their opinion through a note in *Swiss Express* requesting members to advise a specified committee member by a certain date. Ideally, the matter would then be discussed at the next Committee Meeting and a note published in the following *Swiss Express*.

At the open forum Martin Fisher promised to publish a chart showing the spread of members throughout the country and you will find it in this issue. It is very interesting to compare the distribution of members with the location of branches. There is some correlation and also a surprising lack of it. While the effectiveness of local transport must be one issue, I would suggest that the statistics indicate that a well run branch will attract a following. If I am right, then the Society should be able to support several more branches. This really is a case of the Society being the local members. If there isn't a Branch near you and you would like one ...

Lastly, returning to where I started, remember that the 'Open Forum' after the AGM is an ideal venue to raise any matter. The days when the Committee required any matter not on the Agenda to be submitted in writing 14 days before the AGM are long gone, though we do know that the next AGM is planned to be in Derby on 8th March, 2008. Put it in your diaries now!

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## JUST A SEC Roger Ellis

### ANNUAL GENERAL MEETING

I remember many years ago a book by Gerald Fiennes called 'I tried to run a Railway' so now it's time for a sequel 'I tried to run an AGM!'.

I am told it was a success in terms of numbers attending and the variety of layouts and stands, but my floor plan was thrown into disarray by one of our Traders only confirming on the Wednesday before that they would still like to attend. That meant 'Plan B' and the re-arranging of a few of the