

NARTM Newslink

The magazine of the National Association of Road Transport Museums
Issue 104 – November 2019



Devon Delights...

NARTM Chairman's Corner

Dennis Talbot

It was good to meet many NARTM members at our recent meeting at Bursledon Brickworks, near Southampton. The Brickworks is a fascinating industrial museum and it was good to see our hosts, the Southampton and District Transport Heritage Trust, supporting the Brickworks as they settle into their new home. Unfortunately for a variety of reasons their buses are all stored in the open at present but we know the Trust is working towards changing this. We got the weather right this time, with a downpour while we held the meeting indoors and then bright sunshine for the steam rally on site the following day.

We covered a lot of issues in the meeting, with many very useful contributions from around the room. We started with the proposed legislation on the use of 10 year old tyres, where there is no news to report. Colin pointed out the issues around the research done on tyre failures, all of which was on types of tyre rarely used on large historic vehicles in the UK. He also pointed out that there are over 300 times more instances of tyres failures on cars which result in accidents than there are on large vehicles – so maybe the proposed legislation should be refocused?

There was also little to report on Clean Air Zones, but our friends at The Transport Museum Wythall are having real problems with Birmingham City Council who are currently refusing to exempt the Museum's heritage buses, which run a regular service as operating PCVs and are taxed accordingly. Therefore even those over 40 years old are not taxed as 'Historic Vehicle Exempt'. Therefore the Council classes them as commercial vehicles which do not comply with the latest emissions standards and so they say they will have to pay the £50 daily fee to enter the Clean Air Zone.

I raised an issue that struck a chord with several members who run museums open to the public. While we fortunately get very little deliberate damage or disruptive behaviour, 'Please do not Enter' signs, chains and closed doors are frequently ignored as parents push their children into buses and their cabs. Those buses may have been closed off because they are being worked on, with floor traps open, wet paint or trailing cables – so who is to blame if someone falls, or damage occurs to fragile seating? The London Transport Museum use Perspex screens to allow visitors to see into the buses from the platform, but small children still squeeze past and larger, closer fitting screens are proposed. Does anyone have any better ideas please?

We discussed how old vehicles can be used to tell a whole variety of different stories; the development of tyres, seat fabrics, uniforms, the changing social pressures to fit saloon heaters on urban buses from the early 1960s and so on. In other words, how can we use our vehicles to engage with a wider audience? We all get lots of families visiting, but how

Front cover: DGOT's AEC Regent V VDV 817 at Aveton Gifford during the Kingsbridge Vintage Bus Running Day 21/9/19 © Paul Jenkins

can we get them more involved? They may even come back and help us!

We also talked of difficulties in arranging insurance for people under 21 to drive historic vehicles, even though they may be professional PCV drivers. If your insurer allows this, do let us know.

Just before the NARTM conference weekend the Museum of Transport in Greater Manchester was contacted by an auction house in Newcastle upon Tyne to say that one of the lots in the next Tuesday's auction was a solid gold key with coat of arms, presented to the then Lord Mayor of Manchester, the Right Honourable Thomas Briggs, when he officially opened the new electric Tramway and the Queens Road tramcar shed on 6th June 1901. A quick check of the records revealed that this was correct, so the Directors were circulated and we agreed to spend up to £1,500 of the Society's funds to try and secure this significant item. A mention on Facebook produced the idea that we might try crowd funding, so we did and in the next 24 hours this produced an incredible £5,000 in pledges to make donations if required to secure the key.

We gave the auctioneer a maximum price that we were prepared to bid up to, bearing in mind the commission and VAT payable on top of the actual winning bid. Some of us were able to follow the auction online and saw that the top bid was ours. Fortunately that was significantly less than the total of the pledges and donations made, but we will also need to restore and clean the key and importantly provide a very secure home where the key can be displayed so we have asked all the pledgers if they still wish to contribute. At the time of writing those pledges are turning in donations to the Society's bank account and we are truly grateful for all the contributions, large or small. In the short to medium term the key will not be on display or indeed at the Museum at all, but it will be held securely elsewhere.

Understandably in view of the distance involved, the Glasgow Vintage Vehicle Trust was not able to be represented at Bursledon, but I have received an answer to a question I raised with Steven Booth. It would be interesting to hear the policy of other museums too please. The point was around concessions on admission prices. In Manchester we have recently changed our age concession to over 65s, rather than over 60s, and the value of the concession is moving from 50% to 25% (many other attractions give no age concession at all). Glasgow and Manchester allow people with disabilities in free of charge, though you must sensitively note that not all disabilities are visible and that not everyone with a disability will have a card to say so. Both used to allow carers in free of charge, but both have moved to charging at the concessionary rate, with discretion. Many carers are employed and can often claim any charges back as expenses, while family carers will not be able to claim so we try to charge accordingly. Where we do have issues is when several people with a person who has disabilities all claim to be that person's carer... Another time for some quick and sensitive decision making at your 'front of house'.

It seems a little early, but I'd like to wish all our members and friends a very happy Christmas and a healthy and prosperous New Year. Of course we have the small matter of a festive election before that, which will add to the seasonal goodwill!

NARTM Members Focus

West Country Historic & Omnibus Trust

WHOTT it's all about

As the last millennium drew to a close there was a strong desire to create a heritage transport museum embracing the south west part of England. This would not only include buses and coaches, but also commercial vehicles of all description and the associated artefacts and archives that go with it. It aimed to establish a point where 'preserving our commercial transport history for the education and enjoyment of present and future generations' could be fulfilled. That slogan has remained the hallmark of the West Country Historic Omnibus & Transport Trust since it was formed in 1999. About twelve months later the Trust managed to achieve charitable status and in 2001 began its own quarterly house magazine, WHOTT's NEWS.

The fledgling WHOTT had hardly turned a wheel when, without any financial resources to speak of, the very extensive Julian Thomas collection of Exeter Corporation material needed saving. This included hundreds of photographs covering horse and electric tram, petrol and diesel buses which had served the city for over eighty years. Due to Julian's death the whole collection was in fear of being divided up and sold on the internet, so a group of Trustees dug deep into their pockets and purchased the entire collection from the executors. At the time it was wondered if the only way to build an archive would be to spend huge sums of money they didn't have. Fortunately that first accession was an unusual circumstance and of the 935 that have happened since, only sixteen have been actual purchases. About the time the archive was being created it coincided with Devon County Council moving its collection from two sites into the new Devon Heritage Centre. With the co-operation of John Draisey, the county archivist, WHOTT was able to acquire tons of really good Dexion shelving and over 600 archive boxes. John was also on hand to provide expert advice on how to set up and properly run an archive. This enabled them to commence by adopting the Museums, Libraries and Archives standards (ISAD),



recognition for which later gained WHOTT a National repository number. Such an accolade convinced the owner of one large private collection to pledge it to WHOTT and an allocation of 280 numbers were immediately assigned to its catalogue. Of these forty were already in safe custody at Kithead with whom WHOTT has established a close relationship. Apart from two accessions bequeathed to the Trust, the greatest is by far the 604 occasions items have been donated. These range from one rare ticket to a whole library of transport journals dating back to 1905. WHOTT is indeed proud of its archive and this strong base has been the source of reference when compiling articles for WHOTT's NEWS and the various books it has published over the years, full details of which can be found on their website.

Another unique opportunity arose in 2001 when First Group decided to dispose of their former Exeter Leyland Panther (TDV217J), which had seen over twenty years use as a publicity vehicle. A small team of Friends took over the job of adapting it for WHOTT's use and repainting it back to Exeter colours. This has remained the Trust's flagship and is actually one of only a handful of Panthers left in the country. Work on vehicles was first carried out in rented accommodation at Okehampton, then later at Coplestone before moving to storage sheds at Knowstone in north Devon. Here the team have continued to work on vehicles including the 1938 Exeter Bedford WTB which came from Manchester Museum of Transport. Currently WHOTT has fifteen vehicles, seven of which are in the care of sponsors.





Originally it was hoped to establish a museum at Westpoint on the outskirts of Exeter and outline planning permission was obtained and a proposed layout of new and transferred buildings drawn up by Trust Friend, John Grigg. To reinforce Westpoint as a potential site, WHOTT held its annual rallies there

but unfortunately this location was never to materialise. For the past five years a running day has instead been established at Dorchester where, each August, the Trust teams up with the Hardy Society.

In 2009 Friends were elevated to Members status. This enabled the Trustees to expand from three to six and a new constitution set up. On the social side Stuart Andrews promotes a January function for Members and the Trust has also launched a Facebook site. Income is generated from membership fees, currently £24pa which can, where appropriate, qualify for gift aid and the Trust continues to sell its publications and a quarterly release of about fifty photographs to help revenue. This barely covers the outgoings in rent at Knowstone and the archive at Uffculme and another worrying feature is rates which have been imposed at Knowstone and back-dated three years. This is currently being challenged with HMRC.



Robert Crawley, a Trustee since 2000, says “WHOTT will continue to explore better facilities for both vehicles and the archive, the latter which now fills 750 feet of shelving in 37 bays, a library of 1000 books and four plan chests of chassis and body drawings, not to mention racks of uniforms, scale models and furniture. The Trust is also working with Petroc College to encourage sixth-form students to assist with digitising records.”

NARTM News and Information

News and information, from the Federation of British Historic Vehicle Clubs and the Association of Independent Museums.

Thanks as ever to Joyce and Paul Jefford for supplying a regular news feed of useful items from the above organisations. Space precludes us from publishing all items they send in Newslink but many will be available on the relevant websites.

From the Association of Independent Museums



Charities Given Boost to Measure Outcomes Thanks to The National Lottery

Small and medium-sized charities, community groups and voluntary organisations will now be able to access free support when it comes to monitoring and measuring their impact. The National Lottery Community Fund [has just launched a new index tool](#) of existing outcome frameworks and indicators as an open resource for the sector.

New Conservation Grants of up to £50,000 from Art Fund

Art Fund have just announced a new, dedicated conservation grants programme for public museums, galleries and historic houses in the UK. Grants are available from £5-£50K [Art Fund Conservation Grants](#). *(But apply before you spend any money! Dennis)*

Get Ahead with Our Updated Quick Guide to Donation Boxes

Since its initial launch in 2015, the AIM Quick Guide to 'Donation Boxes in Museums' has often been cited by our members in feedback surveys as one of the most useful AIM resources, and it has helped many of our museum members to increase their on-site donations.

Produced on behalf of AIM by Judy Niner and the team at [Development Partners](#), there is now an updated version of this guide which also contains information about contactless giving boxes. In an increasingly cashless society, the market for contactless donations solutions is a growing one, [so download the updated guide to help you get started](#).

If you use the guide and have any success stories to share – we would love to hear from you! Please email sassy@aim-museums.co.uk

Looking for Funding up to £12,000? Don't Miss Out on a Hallmarks Award!

Supported using public funding by Arts Council England, the AIM Hallmark Awards are available for AIM members in England in two strands: small grants (£3000 – £6000) and main grants (£4000 to £12000) and the next closing date is 20 November.

The Hallmarks Awards can support your museum by improving your financial sustainability or they can positively impact by strengthening your strategy or business model. For full information, some useful case studies of previous grant recipients and how to apply, please visit: [AIM Launches Hallmarks Awards In England For 2019](#).

More news from AIM and other organisations is available on our website under Preservation News

Print deadline for next issue: 12 January 2020

Join the New AIM Facebook Group

Have you ever wanted to ask another AIM member a question? Or find out what other museums are doing to solve a specific problem? We have just created a new 'AIM Members Information' Facebook group to act as a friendly forum for our members.

The group is also open for our Associate Supplier members, supplier members and consultants so that they can directly promote their goods and services – and special offers – so feel free to join up and get chatting today. Join using your Facebook account at: <https://www.facebook.com/groups/AIMMuseumsMembers/>

Your Gift Aid Questions

CFG's Tax, VAT and Gift Aid Conference is filling up fast in London, but the good news is the conference will be coming to [Birmingham](#) and [Newcastle](#) too – book your place now with member discount.

Instagram Launches Donation Stickers for Charities

Charities and their supporters in the UK can now create 24-hour fundraising campaigns in Instagram Stories using a new Instagram donation sticker with 100% of the money raised going to the charity concerned, [reports Charity Digital](#). Any Instagram user who views the fundraiser can click on the donation sticker to give to the charity without ever leaving Instagram. There are currently an estimated 24 million Instagram users in the UK. [Find out more on Charity Digital](#).

Is Your Museum Mobile Advertising Ready?

By 2025, 73% of all internet users are anticipated to be accessing the web solely through their smartphones, so now is a good time to ensure that your museum or heritage site is ahead of the game and embracing mobile advertising. If you aren't sure where to start, this handy guide by [ClickZ can help you](#).

Improve Your Cyber Security: Charity Digital Video

Charity Digital have just released an informative video featuring NCSC's Cub Llewellyn-Davies explaining everything charities need to know about cyber security. [View 'The who, what, why and how of cyber security for charities' video on Charity Digital here](#).

Have You Googled Your Museum Recently?

Have you Googled your museum recently? Then chances are that you have seen what Google calls a Knowledge Graph Panel. Find out how to make this work for your museum with some advice and tips from Simon Sadek from AIM Associate Suppliers, 360 Virtual Tour Co. Simon [has also written an extremely useful guide](#) that explains about the importance of Google My Business – a free Google listing that all AIM member Museums should be aware of to make sure their data is correct and visible to customers across the Google platform.

Protect Your Museum From Energy Scams, Cold-Calls And Phishing Emails

Has your museum been contacted by bogus energy suppliers recently? Here at AIM and the AIM Energy Action Group, we have been receiving an unusually high number of reports of fake calls related to utilities from members across the UK. AIM staff have also received such calls and often the caller can use aggressive selling tactics. [Take a look at our tips and advice on how to avoid energy scams in this article](#).

Event: Business Rates For Charities

Colin Hunter, Director of Business Rates at Lambert Smith Hampton and an advisor to AIM on Business rates will be speaking at this event for charities in London on 17 October. Business rates relief for charities totalled £2.2 billion in 2018/19, compared to £1.3 billion for Gift Aid. This relief is increasingly coming under attack from cash-strapped Local Authorities, who are trying to either remove reliefs

altogether or reduce them by splitting assessments to strip out commercial areas. [The event is free, and you can register by clicking here.](#) (Although this event has passed the information and contacts may be of use)

Can You help an AIM Member?

[Hucknall Flight Test Museum](#) have asked other AIM members if they can assist them by answering an attendance data question as part of their business planning. This is a small private museum of approx 800 sq metres exhibit space, now seeking to fully open to the public. But before this happens, they are creating a business case to access more funding to improve facilities but need to submit their potential annual public attendance income - based as far as possible - upon 'real world' data. If you are happy to help, please contact huflighttest@gmail.com

Copyright Enforcement and Using Images at Your Museum

If you are updating your marketing materials at your museum or sourcing new photos for your museum website, it can be easy to accidentally use copyrighted images by mistake. Facing a claim of copyright infringement can be worrying, [so we asked Patrick Ibbotson, Operations and Projects Manager at Naomi Korn Associates, specialists in copyright, data protection and licensing, to give us his top tips to help our members](#) if they find themselves facing this situation. In addition, Naomi Korn Associates are offering AIM members 15% off all their public training.

What are your Insurance Concerns? Please Help Inform a New Portal for Museum Insurance

Hayes Parsons Insurance Brokers, a long-time associate member of AIM, are looking to develop insurance solutions exclusively for AIM members. We are working with them to help ensure that our members insurance questions are answered.

What are your frustrations, do you know what to insure against, what risk management advice do you receive, how do you currently purchase, do you think you are paying too much, anything else which we would need to know to try and build a bespoke solution?

Please email your comments to Ben Leah at Hayes Parsons, at the dedicated email of AIM@hayesparsons.co.uk

Sign Up Your Museum to become a Dementia Friends Champion

There are approximately 850,000 people currently living with dementia in England, and the number of cases is estimated to almost triple by 2050. In October 2018, Brunel's SS Great Britain Trust started running Dementia Friends induction sessions and has now created over 100 Dementia Friends among staff and volunteers.

Leila Nicholas, Communities Officer, ran the sessions for the Trust and commented: I would highly recommend other museums consider working with Dementia Friends. The training is helpful, and you get sent all the resources from the Alzheimers Society to run the sessions. You can register as a [Dementia Friends Champion on the Dementia Friends website.](#)

New £250 Million Culture Investment Fund Launched

DCMS have announced that over the next five years there will be investment of an additional £50 million each year in culture and the creative industries across England to revitalise existing assets and to support new cultural development. Of this new funding over £125m will be invested in regional museums and libraries around the country. [More than £90m will be provided to extend the Cultural Development Fund which uses investment in heritage, culture and creativity to drive regeneration and growth.](#)

New Code of Fundraising Practice comes into effect

On 1 October, [the new Code of Fundraising Practice](#) came into effect and it contains the standards expected of all charitable fundraising organisations across the UK. The changes to the code were first announced in June 2019, when the regulator launched the new version as a [downloadable PDF](#). This is

the first major redraft of the code in almost a decade, following a consultation in autumn 2018. ***This is 118 pages long.***



From the Federation of British Historic Vehicle Clubs **Roadworthiness Testing of Historic HGV's**

I mentioned last time that we were going to support our members with heavy goods vehicles built between 1960 and forty years ago in reversing the decision by the Minister responsible to deny to their vehicles the entitlement to the exemption from roadworthiness testing permitted under the Directive and offered to the other classes of vehicles. While we recognise the reasons which may have led to this decision by Government, it is the view of the Historic Commercial Vehicle Society that the statistics do not support this position and that their vehicles have an excellent safety record, as evidenced by their extremely low insurance rates. Their position was put by the Federation to MPs and Peers at the first All Party Parliamentary Historic Vehicles Group meeting of the year.

We will be encouraging HCVS to undertake their own campaign as well, and would hope to be able to support that campaign as it develops.

Fuels Department for Transport

New labelling requirements to help motorists pick the right fuel at home and abroad.

New rules will help motorists identify the right fuel and tell them the biofuel content of petrol and diesel.

Last year, the carbon dioxide (CO₂) savings from using biofuels in road transport was equivalent to taking over a million cars off the UK's roads.

Blending biofuels into regular petrol and diesel reduces CO₂ emissions, helping us to meet climate change commitments.

Petrol, which contains up to 5% renewable ethanol, will be labelled 'E5',

Diesel, which contains up to 7% biodiesel, will be labelled as 'B7'.

Tyre Thoughts

By far the most important point I wish to convey is to remind you that we in the historic vehicle movement have a good reputation when it comes to safety. Please undertake walk-around checks before heading out to an event (even though, for preserved vehicles, walk-around checks are not a legal requirement) and please carry out visual inspection of wheelnuts and tyre tread. Do consider checking tyre pressures often and inflating if needed. Most of you, I am sure, already do these procedures.

One pre-emptive thing vehicle owners may consider is creating a written 'tyre management policy' for their vehicles. This is not a legal requirement currently (for privately used vehicles) but is a requirement for any Operating Licence holder who uses tyres over 10 years old at present. In general, if we in the movement were to be allowed to continue to use older tyres subject to the creation of a policy and check sheet, this would be regarded as a positive result. The policy document itself would describe how frequent, and by what means, tyres will be examined, and there could perhaps be a check sheet for each vehicle recording tyre make/size/age, with boxes to fill in for whether or not there is any cracking, recording the pressures, et cetera. The content of both are likely to be different depending on the type of use to which the vehicle concerned is put.

There is a great deal more relevant information on related topics in the FBHVC Newsletter and its e mailed version, and also on the Members area of the NARTM website – remember nartm2010 and national are the words you need to get access to the latter.

NARTM Minutes & Reports



NATIONAL ASSOCIATION OF ROAD TRANSPORT MUSEUMS ANNUAL GENERAL MEETING - Saturday 26th October 2019

Held at The Brickworks Museum at Bursledon, Coal Park Lane, Swanwick, Southampton
SO31 7GW commencing at 1300 hrs.

Members present:

MEMBER ORGANISATION

Aberdeen & District Transport Preservation Trust
Aldershot & District Bus Interest Group
Aldridge Transport Museum
Amberley Museum
City of Portsmouth Preserved Transport Depot
Colin Billington Collection
Dennis Society
Devon General Omnibus Trust
Friends of King Alfred Buses
Glasgow Vintage Vehicle Trust
Greater Manchester Transport Society
Isle of Wight Bus and Coach Museum
Leicester Transport Heritage Trust
Lincolnshire Vintage Vehicle Society
London Transport Museum
Medstead Depot Omnibus Group
Midland Road Transport Group
National Tramway Museum
Oxford Bus Museum
Paul & Joyce Jefford Collection
Scottish Vintage Bus Museum Lathalmond
South Yorkshire Transport Museum
Southampton & Dist. Transport Heritage Trust

Southdown Historic Vehicle Group
Stedham Garage Group
Swansea Bus Museum
Thames Valley & G.W. Omnibus Trust
The Provincial Society

DELEGATES

Ian Souter
Laurie Powell
Alan Bishop
Alan Lambert
(Laurie Powell – as above)
Colin Billington
Tim Stubbs
Paul Jenkins
James Freeman
(Ian Souter- see above)
Dennis Talbot & Dave Stubbins
Richard Newman
Simon Gill
Joyce Jefford
Katariina Mauranen
(Laurie Powell – as above)
John Peck & Simon Robertson
(Ian Souter- see above)
Chris Butterfield & Paul Statham
Paul Jefford & Joyce Jefford
(Ian Souter- see above)
Douglas Miller
David Hutchings, Dave Woods,
Tom Lingwood, Mike Schmidt & David York
Chris Pearce & Richard Alexander
(Laurie Powell – as above)
John Adams
Helen Billington
Darren Marshall & Gerry Tormey

The Transport Museum Wythall	<i>(Simon Gill – as above)</i>
West Country Historic Omnibus & Transport Trust	Robert Crawley
Working Omnibus Museum Project	<i>(Laurie Powell – as above)</i>

Apologies for absence:

Aycliffe & District Bus Preservation Group	Ian Wiggett
Bristol Road Transport Collection	William Staniforth
British Trolleybus Society	David Chick
Cardiff & South Wales Trolleybus Project	Brian Maguire
City of Portsmouth Preserved <i>Transport Depot</i>	Phil Martlett
Devon General Omnibus Trust	Terry Bennett
Dover Transport Museum	John Lines
East Anglia Transport Museum	Peter Short
Eastern Transport Collection	Richard Alger
First Group Heritage Trust	Gordon Mills
Friends of Chatham Traction	Richard Bourne
Glasgow Vintage Vehicle Trust	Stephen Booth
Isle of Wight Bus and Coach Museum	Brian Dicks
Lincolnshire Vintage Vehicle Society	Steve Milner
National Tramway Museum	Malcolm Wright
North West Vehicle Restoration Trust	James Rowlands
Ribble Vehicle Preservation Trust	Ray Bignell
Roger Burdett Collection	Roger Burdett
SHMD Joint Board	David Jones & Graham Mitchell
The Leyland Society	Mike Sutcliffe
The Transport Museum Wythall	Dave Taylor
Workington Transport Heritage Trust	Alastair Grey

1 Welcome and introductions

The Chairman welcomed 32 Delegates representing 31 Member Organisations.

2 Apologies for absence

Apologies for absence were received from 18 Member Organisations

3 To accept the minutes of the Annual General Meeting held on 29th September 2018

It was proposed by Alan Bishop, seconded by Tim Stubbs and resolved nem con that the minutes of the Annual General Meeting held on 29th September 2018 be and they are hereby accepted.

4 Matters arising therefrom

There were no matters arising.

5 Chairman's Report

Dennis Talbot presented his Chairman's Report which is appended to these minutes.

6 Treasurer's Report

Dennis Talbot read out a statement prepared by the Treasurer and presented the Report and Accounts of the Society which are appended to these Minutes.

7 To receive and accept the Annual Accounts

It was proposed by Paul Jefford, seconded by James Freeman and resolved nem con to accept the Annual Accounts for the year ended 31st July 2019.

8 Election of Directors

It was proposed by Chris Butterfield, seconded by Douglas Miller and resolved nem con that retiring directors Ian Wiggett, Colin Billington and Gerry Tormey be and they are hereby re-elected to the Board of Directors.

9 To consider any other competent business

None was raised.

There being no other business, the meeting was closed at 1330 hrs

Chairman's Report

Welcome to Bursledon Brickworks and our AGM in Southampton. At the last AGM we welcomed two new directors to the Board, Laurie Powell and Simon Gill. Neither were exactly new faces and they continue to make their own contributions to the workings of NARTM.

During the year we heard that our former Public Affairs Officer, Geoff Norris, sadly died after a long period of illness and we sent our sincere sympathies to his widow and family.

Our spring meeting in Lytham was well attended, if not by me. My excuse was that I was returning that day from a holiday in India which I hope is acceptable. I did manage to join the party on a wet and blustery day in Blackpool to take a ride on Blackpool tram car 40 to Fleetwood and back. I wonder what the Fleetwood Bowls Club made of Simon's hat which was blown over their wall by a particularly strong gust...

Our leaflet again covered its costs, thanks to Ian's efforts and to donations received from many members. As ever Ian ended up chasing several members for details of events and opening times. Surely most of us will know by January when they will be open that year and what events they will be running? Chasing up information is something that takes several of your committee a lot of time that really could be better spent on other issues.

We continue to work closely with the FBHVC on legislative issues. Colin put a lot of work into our response to the proposed legislation to ban the use of tyres over 10 years old on large vehicles. I am sure Colin will give you all more details later, but while this proposed ban is well-intentioned and we must support all efforts to enhance safety on the roads, there is little hard evidence to show that such a ban on any vehicle, let alone historic ones, will result in a reduction in accidents. We have to be mindful when replying to such consultations that we strike the correct balance between protecting our own interests and the much more emotive pleas from a lady whose son was tragically killed by the failure of a 19 year old tyre when travelling at high speed. In these Brexit obsessed times it would

be easy for stretched civil servants to pay less attention than usual to the responses to their consultations. Let us hope that is not the case.

Clean Air Zones are now proposed in many areas, with Leeds and Birmingham the next likely to join London in implementation. The Leeds proposals seem quite flexible while Birmingham are taking a much harder line and are currently refusing to make any exemptions for the regular bus services into the city centre which are operated by The Transport Museum Wythall. To their credit, Wythall have held an Operator's Licence for many years and run the service on a commercial basis, but using historic buses which clearly can't be made to comply with the latest emissions standards.

This brings us to a new challenge for the future. To date, the general public have been generally supportive of the occasional use of historic vehicles, enjoying the opportunity to travel on them. With raised awareness of the effects of pollution on global warming it may be that a younger generation will be less tolerant of our older vehicles and they may be less willing to back our efforts to retain the right to use them on the road. And in addition, if reports are to be believed, in about 20 years' time there will be no more petrol or diesel engined cars, buses and lorries built. In turn that will eventually lead to difficulties in obtaining fuel – because there will not be sufficient demand to keep filling stations open.

We must keep a high awareness of these issues that face us and be aware of any local or national legislation that threatens the current situation where we can use our vehicles on the road with little restriction. I think we also need to be aware of a note in the FBHVC magazine recently which effectively said they could only support older vehicles and their owners when they reached the age where they become Vehicles of Historic Interest – 40 years. I don't think that view (or the proposed legislation on 10 year old tyres) would have been popular with me when I first got involved with a 15 year old preserved bus. If we ignore the younger vehicles and their owners we do so at our peril, for ultimately we will starve the movement of new supporters, at a time when it needs them most.

To finish on a brighter note I would like to thank all of the NARTM committee for their work during the year and also to all of you for making a journey to be here today. It is very encouraging that 30 plus people all want to meet together twice a year and also keep in touch between our meetings. To build on my previous point, if we are to attract younger people we do need to have a presence on Facebook and other social media platforms. This point was raised last year and I am sorry we haven't really moved forward yet. These methods of communication may seem strange to some of us, but they can be very effective and we can't afford to ignore them.

Minutes of the NARTM Members' Business Meeting (For ratification by Spring Conference)

1) Introduction and Chairman's welcome

The Chairman welcomed the members present and explained the arrangements for the day.

2) Welcome from Southampton and District Transport Heritage Trust

Dave Woods welcomed members to the Brickworks Museum and gave a report on the history and operations of the Trust and their involvement in support of the events and operations at the Brickworks Museum.

3) Minutes of the Spring Conference 9th March 2019 and matters arising

It was proposed by Paul Statham, seconded by John Adams, that the minutes of the meeting, having been circulated to members, were and they are hereby accepted as a correct record of the proceedings.

There were no matters arising.

4) Matters raised by members for discussion including items referred from the Board Meeting of Friday 25th October 2019.

There were no matters raised

5) Topics for discussion

- a) 10 year old tyres-** Colin Billington reported that he had responded to the consultation on NARTM's behalf and gave details of the current position. It was acknowledged that there had been two fatalities caused by tyre failure. The first involved a 19 year old tyre that had been badly repaired, whilst the second involved a transporter vehicle that had received an advisory warning on the condition of the tyre. He was also concerned that the research carried out by the Department for Transport before the issue of their recommendation was of poor quality and had considered very little evidence and further didn't include cross ply tyres.

He further expressed his disappointment at the level of response from NARTM members to his request for information in support of his response to the consultation, given the difficulties that would be faced by all preservationists if the proposals were implemented. However, eventually 68% of the 91 vehicle owning members had responded. Those responses reported only 18 incidents of tyre failure. None involved injury to anyone and only 2 resulted in minor wheel arch damage. One incident involved a badly cut tyre and the second a tyre that was less than six months old. However, Douglas Miller informed the meeting that his organisation had experienced an incident in which a tyre failure had caused injury to a person sat over a rear wheel arch and undertook to supply full details to Colin Billington.

The response submitted by NARTM had recommended that an exemption from the regulations be granted to Vehicles of Historic Interest and further to vehicles over 20 years old not used commercially.

The Department for Transport were recommending the introduction by all organisations of tyre management policies and Wythall had already introduced one which they were prepared to supply to NARTM.

- b) Business rates-** Dennis Talbot reported that Manchester Museum of Transport had satisfactorily resolved their issue with Business Rates. Robert Crawley updated the

meeting on the situation at West Country Historic Omnibus and Transport Trust, where rating demands had been issued on agricultural buildings not previously rated. He recommended that all members use the Check and Challenge process in such situations.

- c) **Clean Air Zones** – Dennis Talbot reported on the Zone introduced in Greater Manchester which covered the whole area but exempted private cars. Whilst an exemption was in place for Vehicles of Historic Interest, the Museum had submitted a proposal that all vehicles taxed as Private Light Goods be exempted to cover vehicles that were under 40 years old.

Wythall had encountered a problem in Birmingham in that an exemption had been refused to their vehicles operated commercially between their Museum and Birmingham City Centre. They had launched a petition in an attempt to persuade the City Council to grant them an exemption. Katariina Mauranen reported that a proposed extension to London's Ultra Low Emission Zone would affect operations at their Acton premises.

- d) **Behaviour of Museum visitors**- Dennis Talbot reported that the Museum of Transport in Manchester was experiencing an increase in the number of visitors with young children who were poorly supervised and consequently badly behaved ignoring signs prohibiting access to vehicles and other exhibits. He asked for experience from other members. Katariina Mauranen explained the arrangements at London Transport Museum where Perspex screens were used to restrict access to the interiors of vehicles but they still encountered problems where very small children were able to get past them. It was acknowledged that increased supervision was the only real solution.

- e) **Continuity of care and knowledge of historic vehicles**- Ian Souter presented a report outlining his concerns that there was a risk that much of the accumulated knowledge surrounding the development of public transport services and felt there was a need for increased publicity of the factors influencing that development and whether they were influenced by technical innovations, changes in social factors or legislation. He produced a chart he had prepared showing the various changes over the years and focused in particular on the introduction of saloon heating. The report had been considered by the Board and additional items for inclusion such as textiles for uniform cloths, lubricating oils and tyres had been suggested. It was hoped that the chart could be made available electronically and Gerry Tormey agreed to look into it.

He produced copies of a book produced by the Road Transport History Association entitled "A Companion to Road Passenger Transport History" which was in his view a very thorough review of the subject. Katariina Mauranen reported that the London Transport Museum were looking into a project on seat moquette and the recording of sounds and mentioned a heritage scheme operated by Bicester college aimed at offering training and increasing understanding.

- f) **Insurances** – PCV licence holders aged under 25- Colin Billington reported that he had been informed that some insurance policies covering preserved vehicles did not offer cover to persons under the age of 25, even though in some cases they had PCV licences and were full-time bus drivers. A discussion followed amongst members and it was felt that Footman James did not have such a restriction although in some cases a higher

excess was demanded. The issue of insurance covering vehicles being moved within museum premises and other off-road situations was discussed.

6) Reports on member services

- a) **NARTM Publications including 2020 Leaflet** – it was agreed to ask for 17,000 leaflets again as in previous years even though 20,000 had been supplied last year due to a pricing arrangement. The importance of getting information through to Ian Souter as soon as possible was stressed. John Adams undertook to provide a photo for the front cover.
- b) **Membership & Recruitment-** A report prepared by Ray Bignell is appended to these minutes. It was noted that the British Bus Preservation Group were disbanding but, in accordance with their constitution, had been in contact with several other organisations to offer their accumulated funds. The members also offered their support to the Kent Heritage Bus Collection who were ceasing owing to a dwindling membership. He planned to reissue the on line survey to members in early 2020. The Chairman asked members present to check that their contact details were up to date as difficulties in getting communications to the correct persons in organisations were being encountered.
- c) **Vehicle Database and the development of scoring and grading-** Gerry Tormey referred to the report prepared by Ray Bignell, appended to these minutes. He stressed the importance of getting information from all members as to the location of vehicles so that the visits by the regional co-ordinators would be effective. It was acknowledged that this information would be of value in providing statistics supporting responses to consultations.

The members accepted the kind offer of Paul Statham to act as Regional Co-Ordinator for London and the South East and the full list is confirmed as:

Scotland-	Ian Souter
North East-	Ian Wiggett
North West-	Ray Bignell
Midlands and Yorkshire	Simon Gill
South Midlands & Wales	John Adams
London and the South East	Paul Statham
South West	Colin Billington

- d) **Website-** Gerry Tormey's report is appended to these minutes. A reminder was issued for organisations to check that the information held about them on the NARTM web site was up to date and correct and that any pictures would be appreciated.
- e) **NewsLink-** The deadline for submissions for the next issue is 12th November. The links to the members area of the web site will be included.
- f) **Public Affairs-** the Chairman asked for any information on links to the All-Party Parliamentary Group on heritage vehicles.
- g) **NARTM mart-** the Chairman read out a report from Terry Bennett. It was felt that the service was really useful and should be continued.
- h) **National Lottery Heritage Fund (NLHF) Initiatives-** Colin Billington reported that he was not aware of any meetings of the Industrial Maritime and Transport (IMT) and was

concerned that NARTM may have dropped off the distribution list. He would make enquiries in appropriate areas. He stressed the importance of data gathering, as mentioned previously, in terms of being able to report on the achievement of charitable aims and was in particular keen to establish the extent of public involvement in outreach activities. Katariina Mauranen said that London Transport Museum had a form they used whenever one of their vehicles attended an event and agreed to supply a copy of that agreement.

- i) **Rules and regulations-** there was nothing further to report apart from the items discussed earlier in the Agenda.
- j) **Policies & Procedures-** Dave Stubbins stated that he had several policies in his library supplied by various members over the past few years. He agreed to circulate the list and asked that members supplied him with their own policies and asked them to indicate if they were in agreement with them being made available to other NARTM members.
- k) **Items from other museums and organisations-** the report prepared by Joyce Jefford is appended to these notes. Joyce Jefford reported that since the report she had read the new Guidance Manual produced by Arts Council England and were of the opinion that the accreditation process had been simplified somewhat, and that the accreditation period had been extended from 3 to 5 years. They had requested feedback which she would provide, and invited others to do so. Dennis Talbot reported that Grantium had been appointed to oversee the application process which Manchester Museum of Transport were currently involved in so he would report experience back to NARTM and Arts Council England.

7) Date of next meeting

Dave Stubbins announced that he had been in contact with the North West Vehicle Restoration Trust based in Kirkby, Merseyside, who had offered to host the next Spring Conference. A date of Saturday 21st March was acceptable to them. It was agreed that the offer should be accepted and that the Spring Conference would take place on that date.

He further invited offers to host the Autumn Conference and future conferences. He was happy to visit any organisation interested and discuss the detailed arrangements required.

8) Any other business

Dennis Talbot enquired about members' success in recruiting and retaining volunteers. He expressed frustration that at the Transport Museum in Manchester, where an induction process was in place, several persons who had initially expressed interest in becoming involved had not been seen again after being taken through a formal but friendly process. A discussion followed on various experiences. Katariina Mauranen said that the London Transport Museum had formal arrangements for specific volunteer roles that were advertised as such.

Robert Crawley handed out ticket collections that had been passed to him from operators outside his organisations area of interest.

Dennis Talbot reported that the Museum of Transport in Manchester had successfully bid at auction for a golden key that had been presented to the Lord Mayor of Manchester in 1901 on the occasion of the opening of the first public transport depot.

A vote of thanks was given to Southampton and District Transport Heritage Trust for their excellent arrangements.

There being no other business, the Chairman closed the meeting at 1645 hrs.

Membership report

Many membership renewals for 2019-20 have now been received so thank you to all who have already sent in the forms. A small number are still outstanding so please do renew in the near future to reduce the need for follow up. Two organisations have decided to end their NARTM membership due to changed circumstances. The British Bus Preservation Group is disbanding and the Kent Heritage Bus Collection is now much reduced and no longer housed in one location. Their past support is appreciated and we wish them well.

We have frequently mentioned the important work NARTM does on behalf of members in relationship to Government bodies etc. and elsewhere in this edition are examples such as 10 year old tyres and LEZs. Our credibility is based on the number of groups we represent and on the factual data we can present to support our views. Maintaining our membership level at about 100 groups is important for the first point and our annual survey of member activities supports the latter. Early in 2020 I will again send out an email based survey to all members. Last year this produced a response rate of about 50% and I hope more will participate next time. It is a simple process which only takes a few minutes and gives us much valuable information.

Grading Survey

For some months Gerry has been updating his database on the vehicles in the collections of NARTM members. He still needs responses from a number of groups so if you haven't yet responded please do so. We will shortly start on the next stage of the exercise which will see our local team members contacting you to visit your collections. As well as taking photographs and recording the condition of the vehicles there will be an opportunity to update any recent changes to the collection. We welcome your support for this important project

Report on items from other Museums and Organisations

As usual, I am not going to take up time repeating things previously reported as you will have already been able to read them on the website or in Newslink. But I shall be pleased to try to answer questions.

ACCREDITATION REVIEW – ISSUE OF THE NEW ACCREDITATION GUIDANCE

We discovered this only recently by going on to the Arts Council England website, although it had been issued as long ago as March. Paul and I have not yet had opportunity to consider

the new Guidance in detail, but we are disappointed that, although the wording is more user-friendly, the document is still **far too long** – at 90 pages. It could do with an index. We are also disappointed that there has been **no attempt to publicise the scheme** outside the industry, as we had recommended.

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS (FBHVC)

In the last few issues of FBHVC News there has been a lot of **information** on matters which concern most of us. This can be seen on the NARTM website.

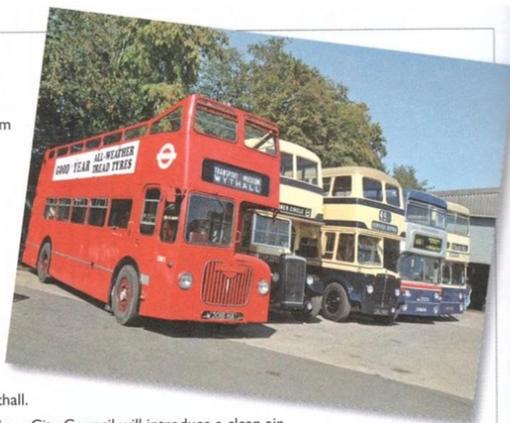
TRANSPORT MUSEUM WYTHALL

AIM Bulletin's *Museum Profile* for October 2019 issue, features the Transport Museum Wythall. The front cover has a picture of buses from the museum, and there is an appeal on page 2 asking for people to support the petition ***Museum Exemption from Birmingham Clean Air Zone at wythall.org.uk/petition*** – see below

Front cover

Transport Museum Wythall specialises in historic vehicles from Birmingham and the surrounding Midlands (see Museum profile on page 18 for more about it). It holds an operator's licence allowing it to offer the public rides on examples of its heritage bus fleet, some of which are over 60 years old. Eleven times a year, on museum event days, it runs a special service from Birmingham city centre, allowing visitors to travel by public transport into the city rather than driving direct to Wythall.

However, on 1 July 2020 Birmingham City Council will introduce a clean air zone (CAZ) in the city centre and all diesel-engined buses entering the CAZ must comply or face a daily charge of £50 per vehicle per day. Wythall's heritage buses cannot practically meet the new emissions limits without destroying their originality and, although Birmingham City Council has agreed an exemption for historic vehicles, this will not apply to Wythall's vehicles as the museum is deemed to run its vehicles commercially, for profit, even though all income is ploughed back into restoring and maintaining its heritage fleet and running the museum. Other local authorities have recognised the benefits of transport heritage and have legislated for concessions to similar vehicles in their emissions zones, but Birmingham has yet to do this, so the museum has launched a petition: wythall.org.uk/petition



Website

Remember if you change your website address then please let me know so I can update the NARTM website (bristolsu@ntlworld.com).

Are you on Facebook, Flickr, You Tube or Twitter, then please let me know so I can add a link from the website, if not already there (bristolsu@ntlworld.com).

Remember to check your website is up to date – more people are using Social Media to advertise event, but don't forget your website - it's your electronic front page for your organisation.

NARTM Around the Museums

Compiled by Dennis Talbot

A few items of interest gleaned from the newsletters and magazines of the NARTM members. Please keep sending them and if yours isn't quoted here, maybe that's because we don't receive a copy?



From 'WHOTT'S News', the magazine of the West Country Historic Omnibus and Transport Trust

Last time we reported that WHOTT now also have a Worldpay card reader to facilitate card payments by phone – but having realised the registration fee and monthly costs, they now don't. Always worth reading the small print, but a real shame as the card reader could have facilitated additional sales.

From the East Anglian Transport Museum Newsletter

Congratulations to Ken Blacker who has edited 230 editions over 49 years! More impressive stats from EATM are that last year 201 volunteers visited the museum on 8718 occasions and clocked up 44,699 hours of work. Presumably that doesn't include work done away from the Museum...

From 'The Omnibus', the magazine of the Transport Museum, Wythall

Just how the magnificently restored 1931 Birmingham AEC Regent was able to be driven back from Surrey to Wythall is almost unbelievable when you read the catalogue of at least 73 faults on the engine that had been overhauled. Fortunately 2 spare engines are available to provide parts, but a lot of serious rectification work is in progress.

From the magazine of the Ribble Vehicle Preservation Group

The magazine reflects on the recent disposal (for preservation) of a 1944 Guy Arab with Northern Counties utility body. While obviously a vehicle of great interest in Ribble terms, the Trust decided that with no sponsor and limited resources beyond their already impressive restoration programme the bus just had to go. A brave but wise decision we think, and we hope the bus will prosper with its new owners.



From ‘To and Fro’, the magazine of the Thames Valley and Great Western Omnibus Trust.

The Transport Trust awarded TVaGWOT a Restoration Award of £1500 towards the restoration of their Southern National Leyland Lion PLSC3. The money will be used to manufacture a new set of engine valves and assist with the new electrical components.



From ‘Leicester Wheels’, the magazine of Leicester Transport Heritage Trust

Those NARTM members who came to our 2015 AGM in Leicester may remember travelling on Leicester 154, a 1950 Leyland Titan PD2. The bus is now about 80% through a comprehensive body rebuild with First Leicester.

From ‘Priory Press’, the magazine of the Friends of Ipswich Transport Museum

The Museum has recorded and digitised over 102,000 images, which is an impressive total. However while prints from film showing local and museum developments were often passed to the museum, this hasn’t continued on the digital era, so more recent history is not recorded so well in the collection – I guess this may affect a lot of other collections.

From ‘Bus Lane’, the magazine of the Oxford Bus Museum Trust

As noted last time, a Dennis Loline, was sent to outside contractors in Yorkshire for a repaint and some front end work and it has now returned in a much improved condition.

From ‘MTT News’, the magazine of the Merseyside Transport Trust

The MTT’s unique 1985 Quest 80 single decker has passed the first MOT test for many years after a lot of detailed restoration work.

To close on a most important note, passed to NARTM by the MTT though not in their magazine. The Health and Safety Executive has issued a Bulletin regarding the risks associated with fumes from mild steel welding. Scientific research has shown links to lung cancer and kidney cancer in humans. The HSE have issued new guidelines concerning respiratory equipment and ventilation that they will enforce. Details can be found at http://www.hse.gov.uk/safetybulletins/mild-steel-welding-fume.htm?utm_source=hse.gov.uk&utm_medium=refferal&utm_campaign=welding-alert&utm_content=home-page-news



Southdown 727 Leyland Tiger PS1/1 (GUF 727) enroute from Lathalmond © Joyce Jefford

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Shown during a Leicester Transport Heritage Trust running day are three former Leicester City Transport buses, from left to right, 217 (217 AJF) a 1961 AEC Bridgemaster/Park Royal, 190 (DBC 190C) a 1965 AEC Renown/East Lancs and 154 (FJF193) a 1950 Leyland Titan PD2/1/Leyland. The latter will shortly emerge from a re-restoration. © Simon Gill

The Leicester Transport Heritage Trust collection includes two all Midland Red single deckers. Nearest the camera is privately owned 5919 (RHA 919G) a BMMO S23 with Carlyle B51F body and 5905 (PHA 505G) a BMMO S22 with Carlyle DP45F body which is owned by the Trust. Both were new to Banbury depot in 1968. © Simon Gill

