

NARTM Newslink

The magazine of the National Association of Road Transport Museums

Issue 109 - January 2021



Eastern classic.....

NARTM Chairman's Corner

Dennis Talbot

I could almost copy and paste the Chairman's piece from the last Newslink, for it started, '... we are just entering a new lockdown in England...' and here we are again. All I can advise is that we must follow the guidance and stay at home as much as possible. The big positive change from last time is that we now have two effective vaccines being rolled out – hopefully they will get to us all before too long. It is amazing work to have developed the vaccines and to be rolling them out quickly at present. There isn't a lot more to be said on the topic that hasn't been said before, so I won't waste any more time, paper or ink.

Other than for essential visits I assume that most of us will not be going to our museums or restoration sites at present, so I hope that you are able to use your time at home usefully. It seems to me that one of the great benefits of an interest like ours is that there is almost always something to do – even if it is sorting things out that 'Will come in useful one day' – but you know that actually much of it won't be useful to you. But if you sort it out, some may be of use to someone else, so you could use this time to get things ready to sell or pass on when that is possible. Sorting paperwork isn't the most exciting activity, but if you don't do it now, you probably never will once we are able to get out and about again.

Sorting and scanning pictures seems to be absorbing a lot of our time and that is a much more interesting pastime and very useful for our collections as well as for our own well-being. By the miracles of technology we are able to share images on line and certainly in my case that often sparks e mail conversations – some very random, but often uncovering interesting little known information. It is just as important to record all this information, especially if the images are to be added to a museum collection and it is important that they are stored so that they can be found again.

Scanning lots of images quickly and storing them where no one else can see them isn't what we are aiming for as museums, but quality images, with a simple cataloguing system are ideal. This can then be linked into an enhanced online presence for many of us – what museum folks will often refer to 'virtual museums' and they can be as simple as that. Just remember before making images available online it is very important to make sure that you hold the copyright or that you have the copyright holder's permission to share them. If you don't have that you could get into a lot of trouble and strife!

I know of Facebook sites which regularly post images that include watermarks showing they belong to another collection – sometimes they are shared without permission. We have

Front cover: Ipswich Transport Museum's Dennis Ace/ECW 'mongrel' (chassis of Eastern Counties D3, body of D19) at the Mid Suffolk Light Railway's Brockford station on 1st January 2020. Restoration commenced in 1965, and was finally completed nearly 55 years later! Substantially completed in 2018, the last two years have seen significant mechanical work undertaken on the Ace to make it run reliably. © Mark Smith

had people who have posted images on our Museum Facebook page and who get really upset when their images are taken down as soon as we find them. That's because we are sure the copyright holder is not aware and we don't want to get in trouble because of images posted on our page.

Another worthwhile activity for a lockdown could be to make sure that your website is up to date, or even work on a new website altogether. More and more people use phones and tablets to view websites, so the format of the pages needs to work well on those devices. Many other people don't use websites, but get their information from Social Media - often Facebook or Twitter, so if you want to reach younger families and enthusiasts, you need to be on those platforms. Whatever you use, do keep whatever is posted up to date and ideally with something new to see regularly. If I go to a website and it is still telling me what is going to happen in 2018, I quickly move away and look at planning a visit somewhere else – and so will many other potential visitors.

If you think that Twitter and Facebook are not for you and are just platforms formerly used by ex- US Presidents, think again. We were fortunate to have a Dennis Trident donated to the Museum by Stagecoach recently (Thank You!) and announced this with Press Releases and on social media. Within 10 hours, more than 20,000 people had seen it on Twitter and almost 9% of them clicked and looked at other pictures or commented positively! That is all free publicity; what would you have to pay to get that level of interaction from a paper advert or leaflet?

Having just decried leaflets, we do propose to produce a NARTM leaflet again in future, but not at this stage in 2021, for the situation is so uncertain for us all. Your committee has discussed this and currently plan that when the time is right to produce another leaflet that it will contain less information about opening days and times and individual events, principally because so much information is available on line now and is accessible to a large percentage of the population. If you have a different view, do please let us know.

I casually mentioned the Dennis Trident, our newest full size bus by 13 years and new in 1999. It was one of the very first low floor double deckers in Greater Manchester and has been with the Stagecoach Manchester fleet for nearly 22 years. When it was new, it appeared at a Museum event for people with disabilities; little did we think that one day it might join the collection. A modern bus you may say, but probably not many of your favourite buses from the past had such a long working life, RTs and RM's excluded!

Finally, let us hope that by the Spring edition of Newslink things with the Covid-19 situation will be looking more hopeful and we might even be able to think of reopening and even holding a few events. Until then stay safe and our best wishes go to any of you who have been affected by this dreadful virus.



NARTM Members Focus

Cardiff Transport Preservation Group



The origins of the Cardiff Transport Preservation Group go back to 1992. Starting off with just one bus, it has grown considerably over the years and now owns around 50 vehicles with a similar number belonging to individual members or groups housed within its two sites at Barry in South Wales.

The bus that started things off was former Cardiff Corporation Metro-Cammell bodied Leyland PD2A/30 number 368 (XUH 368) which was new in 1961. It was acquired from a Hull based dealer and driven back to South Wales and initially housed within the Newport Corporation bus garage. Its long service with Cardiff, Kenfig Motors and later as a driver trainer mainly in outside storage has meant that it now requires a very extensive overhaul before it can one day return to the road.

From these early beginnings, more vehicles joined the collection and over the coming years were housed at various sites. The group has attained registered charity status with its objectives being "To preserve representative examples of buses that ran in South East Wales and the Valleys as well as memorabilia and records of the companies they ran for".

The real break through came in 2008 when CTPG received a long term lease of the former Western Welsh bus garage in Barry from Vale of Glamorgan Council. At last the group had long term undercover accommodation for its growing collection in a purpose built bus garage. The garage had been built for Western Welsh for its expanding operations in the area and opened in 1939. It served as an operational bus garage until 1992 and between its closure and CTPG taking up residence had served, amongst other things, as home to the so called "Barry Ten", some of the final steam engines recovered from Dai Woodham's scrapyard at Barry Island. The depot boasts four pits, making bus restoration and maintenance so much easier, particularly compared with periods when all work had to be done outside.

Although "The Bus Depot" can house around forty buses, the collection eventually outgrew the space available and a second site became available at Barry Dock, primarily as a storage facility.





The collection includes some notable recoveries including a 1951 AEC Regal III bodied locally by Bruce Coachworks of Cardiff which ran with one of the smallest municipal bus operators in the UK, Bedwas & Machen UDC, until 1971 when it was acquired for preservation. When its owner emigrated to South Africa, the Regal went with him. It was repatriated following fund raising by CTPG arriving back in the UK in January 2015 and is now largely restored in its original colours. Another vehicle that has returned from overseas is 1956 Park Royal AEC Regent V recovered from the south of France. New to Western Welsh 678 (LKG 678) had operated from the very depot it can once again call home. One other recovery worthy of mention is TG 6311, this bus started life in 1933 with Rhondda Transport as a tramway replacement vehicle. It is an AEC Regent which originally carried a body by Weymann, withdrawn in 1947, it was acquired and rebodied by Welsh Metal Industries of Caerphilly as a demonstrator. It was recovered in 2017 having languished in a site in rural Herefordshire for over sixty years becoming heavily overgrown.

CTPG endeavours to cater for all tastes. Amongst its older vehicles are the 1933 Regent mentioned above and a wartime Bristol K6A new to Pontypridd UDC which is being restored to its original as built condition including by retro fitting wood slat seats. The newest vehicle in the collection is a low floor Dart new to Cardiff Bus in 2000 it is currently being prepared for use including a repaint into its original colours. CTPG sees it important to have a few accessible vehicles in its collection so that visitors with mobility problems can still take a trip on one of its buses as and when it reopens following Covid 19.

As mentioned at the beginning of this article, not only are vehicles directly owned by CTPG housed at Barry, the Cardiff & South Wales Trolleybus Project owners of two former Cardiff Trolleybuses, one single deck and one double deck, have recently made "The Bus Depot" their home following a fire at their previous site which very nearly saw the buses destroyed. There are also buses owned by groups such as the Reliance Group which has recently

moved their three fully restored vehicles, an ex Caerphilly Leyland PS2, a former Western Welsh dual purpose AEC Reliance and an early Bristol RESL new to Red & White, on long term loan to CTPG.

Relationships with current bus operators is seen as being very important and has resulted in donations of vehicles, spares and equipment as well as work being carried out on certain vehicles in the collection.

Other vehicles in the collection include two tow trucks, one a former Cardiff Bus ERF and the other an AEC Matador which was converted following its retirement from military service by Western Welsh at their Central Works in Ely, Cardiff.

The collection is not all about the vehicles. Housed within “The Bus Depot” is a small exhibits room where items such as timetables, uniforms, ticket machines etc. can all be seen. There are even drivers’ badges dating back to the time when drivers were licenced by the local authority. There is also a sizable archive containing a comprehensive collection of records from the various operators in the area.

Although no events were possible during 2020 due to the Covid 19 pandemic the Group normally organises three events per year, a Barry based running day which is also a chance to view vehicles stored at the secondary site, the Barry Festival of Transport held on Barry Island in June, and an event held somewhere in the Valleys. This had been in Merthyr Tydfil for a number of years but 2019 saw an event at the Stagecoach depot in Cwmbran to make the 90th Anniversary of Western Welsh. Plans were well advanced for an event in Caerphilly in 2020 to mark 100 year since Caerphilly UDC started running buses in the town but this was another casualty of Covid 19. Other events in the area are supported giving people away from Barry to see parts of the fleet.

Visitors are normally welcomed at The Bus Depot between 10:00 and 16:00 on Fridays and Saturdays and it hoped that this will again be possible later in the year.

Membership normally stands at around 200 of which a small but dedicated few carry out much of the restoration work and maintenance of the fleet however, with such a large collection, some work is carried out by outside contractors. During the winter months members are normally able to attend monthly meetings usually a slide show but also featuring a quiz night whilst in the summer months there is usually an evening road run in one of the vehicles in the collection most months, 4 newsletters are also published every year for members and there is an active Facebook page.

For more information and membership details, visit ctpg.co.uk or contact CTPG, 19 Milton Drive, Cefn Glas, Bridgend. CF31 4QE.



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.

AIM Pilgrim Conservation Care Grants

AIM is grateful to the Pilgrim Trust for funding the Collections Care, Audit and Conservation grant schemes, and the latest round is now open for applications. The grants support small to medium sized museums to care for their collections more effectively and efficiently and to meet the standards required for Accreditation. The closing date for the next round of applications is 31 March 2021.



Dogs in Museums survey

Development Partners are trying to find out how many museums and heritage sites welcome four-legged friends and their humans. 26% of UK households own a dog and a third of owners say they'd rather not go on holiday if they can't take their dog with them. And with 40% of UK dog owners expecting to take their dogs on holiday at least twice a year, that's an awful lot of travelling dogs! Please take the time to complete this quick survey of just 10 short questions. Ultimately, Development Partners are looking at how we could generate more visits by promoting Dogs in Museums to the UK's dog-loving holidaymakers. [Click here to take the survey>>](#)

AIM publishes new Success Guide for museum trustees

AIM is pleased to share our latest Success Guide – *Successful Governance for Museum Trustees*. The guide is designed to be of practical help to Boards of independent museums throughout the UK and is a must-read if you're an existing or potential Board member of a smaller independent museum. [Click here to read Successful Governance for museum trustees>>](#)

Coronavirus update from Museum Development North West

Here's our round up of news about COVID-19 relevant to the sector from this week. These are up to date at the time of posting but please check the original source for any updates. Most of the relevant news is already included in the DCMS Museums & Galleries Sector Coronavirus bulletin published on 4th January - [Coronavirus bulletin 20210104](#). Anything additional, or updates to the information contained in the DCMS bulletin, is listed below.

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

Print deadline for next issue: 12 April 2021

Latest government information

[Latest information and advice](#) (8th January)

[National lockdown: stay at home](#) (6th January)

[£4.6 billion in new lockdown grants to support businesses and protect jobs](#) (5th January)
Businesses in the retail, hospitality and leisure sectors are to receive a one-off grant worth up to £9,000

[Working safely during coronavirus - heritage locations](#) (6th January)

[Working safely during coronavirus – the visitor economy](#) (7th January)

[Check which employees you can put on furlough to use the Coronavirus Job Retention Scheme](#) (5th January)

Caring for collections and buildings whilst closed

[Collections Trust – Collections in Lockdown](#)

In the first lockdown Collections Trust compiled a list of resources from itself and other organisations covering collections care, building security, changes to Government indemnity etc.

The Association of Independent Museum also has a page on its [website](#)

Digital content

If you're planning on moving your museum online again, Arts Council England has created the [Digital Culture Network](#), designed as a hub for the sector covering all things digital. Users can find a wealth of resources including bite-size 'how to' videos in the Knowledge Hub, sign up for events and webinars, and access free one-to-one support from a Tech Champion.

For guides on copyright, rights management and online security see the resources at [Naomi Korn Associates](#). Resources gathered by the [Disability Collaborative Network](#) will help you ensure your digital content is accessible as possible.

FBHVC News

The unveiling of the figures from the latest National Historic Vehicle survey has given us all cause for celebration because it shows, in no uncertain terms, that our community is in great shape – and growing! The figure of £7.2 billion contributed into the UK economy is one not to be ignored by the chambers of power nor the fact that the income is derived from vehicles that travel so few miles, and thus contribute little in terms of carbon emissions.



The realisation that we still have much work left to do came however, when the Government confirmed their plans to ban the sale of new vehicles running on petrol and diesel by 2030. Whilst there is no need for us to become involved in the debate over whether electric cars are the future or not, our mission must be to ensure that not only do we continue to have a supply of petrol and diesel for our heritage vehicles (and coal) but also that we are allowed to continue our activities enjoying and sharing motoring heritage unhindered.

Legislation *Lindsay Irvine*

HGV and PSV Tyres

We are also able to advise that if a vehicle eligible for exemption is presented for annual test (whether voluntary or mandatory) that the exemption still applies and we understand testers will be fully briefed ahead of the expected commencement date of 1 February 2021

Commercial Use Implications

In the last Newsletter, my Legislation colleague James had provided a complementary article on the

practical implications of the then understood tyre position. Even though the legislative situation is now favourable for our historic community, VHs will have to comply if they are used for commercial purposes. As a result, James wanted to stress that this tyre requirement encompasses both pre and post 1960 buses or trucks. Just because the pre 1959 VHs are not required to be tested does not exempt them from the tyre requirement if they are used for commercial purposes. We also remind readers (both those with heavy vehicles or cars/motorbikes) that regardless of whether this 10 year limit applies to your vehicle, that tyres (and the rest of the vehicle) must remain roadworthy at all times.

Government Consultations

The Federation did respond in detail to the **ALKS (Automated Lane Keeping System)** technology on motorways proposals and the full Federation response can be read on the website. Full details of what is proposed are on the Government paper, but essentially:

“ALKS is designed to enable the driver – for the first time ever in commercially available vehicles – to delegate the dynamic driving task to the vehicle under certain circumstances.”

This is distinguished from the more familiar driver assistance systems where the driver must remain in control of the vehicle and responsible for the driving task all times. Initially this would only be allowed on the motorway inside lane at speeds up to 37 mph but there are grander aspirations.

In summary we raised questions about sensor limitations in existing ALKS hardware and software (actually partly conceded in the proposals). Given that some 1920s and 1930s vehicles often had fabric and wooden bodies and sometimes were shaped quite differently from modern vehicles, we asked for assurance that the sensors could identify them before operations on the motorway are authorised. The limited options available to the ALKS equipment in the event of a problem it could not cope with (stopping in lane or handing back to the driver (issuing a ‘transition demand’)) also raised concerns. A question as to whether the driver should be allowed to occupy him or herself with other tasks (Facebook anyone – other social media sites are available?) also required some comment by the Federation on the technical and legal side.

SMART Motorways (and driving on motorways in general)

So whilst it is recognised that many historic vehicles are quite capable of holding their own on a motorway and that on occasion, a motorway stretch is the only viable journey option, they are often a hostile and brutal environment for many others. Even avoiding stressing the engine by keeping the speed down can create risk together with the other attendant limitations of certain older vehicles in terms of lighting and signalling. Whilst all machinery will wear out with use, it can wear out even more quickly through lack of use and FBHVC surveys confirm relatively low usage. Corrosion in engines and other moving parts formed during periods of even careful storage will cause premature wear and eventual failure. Parts made from rubber, plastic and similar materials also deteriorate through age; the issue of aging tyres is not confined to large vehicles.



That said, the chances of breakdown whether on the motorway or elsewhere can be greatly reduced if some precautions are taken and in that regard I direct your attention to the FIVA “Guide For Responsible Use of Historic Vehicles on Today’s Roads” and indeed the maintenance manual appropriate to your vehicle which will recommend the service intervals and actions to be taken at each.

Returning to my opening theme on SMART motorways, it is clear that the concerns many had about their operations were real, prompting government action which will hopefully mitigate the risks to all users including the historic vehicle community. However notwithstanding these improvements and the care and love expended on your treasure to keep it reliable, there are risks associated with the use of certain historic vehicles on motorways, SMART or otherwise. This means you may wish to consider that the safety concerns relating to reliability and equipment are best mitigated by choosing, where possible, alternative scenic if not SMART routes.

Environmental Initiatives

At the tactical level a number of local authority CAZ and ULEZ continue to be delayed and postponed either because they are subject to further revisions or are no longer a priority due to COVID. However in Scotland, Aberdeen and Dundee have Low Emission Zones under consideration but the proposed treatment of historic vehicles awaits finalisation of the devolved administration secondary legislation. The omens were good on those at the Transport (Scotland) Act consultation phase, but the detailed regulations have not yet emerged. Other initiatives in Manchester and a 'voluntary' environmental zone in York are being monitored but should not currently affect historic vehicles to any extent.

A REMINDER – The law regarding the permitted age of tyres on the front (steering) axles of heavy vehicles (buses and HGVs) changes from 1 February 2021

After a lengthy consultation process following two accidents resulting in fatalities due to the failure of front axle tyres on a coach and a transporter vehicle, tyres more than 10 years old (as shown by tyre date markings on one side wall of each tyre) will be banned on the front (steering) axles of buses, minibuses and heavy goods vehicles (i.e. those with a maximum gross weight exceeding 3,500 kg) from 1 February 2021. Their use of older tyres constitutes an MOT failure. This regulatory change was brought into effect by Statutory Instrument 2020 No. 1178 which was approved by Parliament on 29 October. However, as a result of NARTM's and other historic vehicle representatives' submissions and lobbying during the consultation process, Vehicles of Historic Interest have been exempt from this tyre age limit. The wording regarding the exemption in the Statutory Instrument is:

“Nothing in paragraph (1)(i) to (k) applies to a vehicle of historical interest used for non-commercial purposes, and for this purpose “vehicle of historical interest” means a vehicle which is considered to be of historical interest to Great Britain and which—

- (i) was manufactured or registered for the first time at least 40 years previously;
- (ii) is of a type no longer in production, where “type” in relation to a vehicle has the same meaning as “type of vehicle” in Article 3(32) of Regulation (EU) 2018/858(3) of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles; and

- (iii) has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.”;

Further background to this exemption is given in the Government’s consultation response:

“We have decided to proceed with exemptions, including b) vehicles of historical interest.

Most respondents strongly supported these exemptions mainly because such vehicles travel at low speed and low mileage compared to other road vehicles and must meet roadworthiness requirements set out in the Road Traffic Act and Highway Code. Furthermore, tyres for these vehicles are often not mass produced (especially for heritage vehicles) and the supply is limited so replacement tyres can be difficult to source. Respondents also highlighted that most tyres used on historic vehicles are sourced from overseas, often manufactured in small batches, in non-standard sizes and not all vehicles can use readily available replacement tyres.



We recognise that historic vehicles are usually well-maintained, are used infrequently and do not travel at high speeds but it is important to balance the granting of any exemptions with the safety of all road users and to remain consistent with existing legislation for roadworthiness testing. We also appreciate the challenges faced by owners of specialist and historic vehicles in sourcing and purchasing tyres and have recognised the need to provide further safeguards for paying passengers on historic vehicles by only applying the exemption to vehicles not in commercial use.

We consider that an exemption for historic vehicles based on the criteria for the exemption from roadworthiness testing for vehicles of historic interest is more appropriate than an exemption based on whether a vehicle is taxed as an historic vehicle. At present, the historic vehicle tax class is applicable to vehicles on a rolling 40 year basis, so in 2019, for vehicles registered pre-1979. The rules relating to roadworthiness testing exemption are more nuanced and were agreed by ministers following a public consultation in 2017, when a decision not to exempt all vehicles on a rolling 40-year basis was made in the interest of road safety.”

For those of you who wish to obtain a voluntary MOT, it is suggested that you take a copy of the above information with you in case the tester is not fully aware of the details of the exemption. It is also recommended that all NARTM members, whether or not you wish to have voluntary MOT tests, should implement a tyre management procedure which should include an inventory of tyre type, size, manufacturer, source and date of manufacture, an inspection schedule and records of tyre pressures, tread depth and any damage found.



A wet day but a magnificent line up of vehicles from the provinces- an interloper from London seems to have got in on the extreme right.

A Grand Weekend Out

Not long after I first joined Greater Manchester Transport Society in late 1981 we were invited to an event held at Covent Garden in early June 1982. We attended with our Ramsbottom Corporation Leyland PD3, the last half cab double decker to be built, and were the only non-London Transport vehicle there.

In May 1984, John Bedford, then of London Bus Preservation Group, decided that it would be of interest to visitors to Covent Garden to have a display of provincial vehicles and an excellent event took place as can be seen.

Dennis and I brought down our Manchester PD2 3460. We were garaged overnight at Chiswick along with a Leyland TD7 from the Lincolnshire Vintage Vehicle Society, a Birmingham Corporation standard brought down by the West Midlands Vehicle Society and an AEC Regal III from Oxford.

Having garaged the vehicles we met at our hotel in the company of enthusiasts I hadn't met before, we had a splendid evening in each other's company. It was my first experience of meeting people from other organisations and I'm delighted to say has led to many others! In many ways this event helped build relationships and contacts, helping NARTM to grow. It had already been in being for three years but this and a meeting held in Birmingham the same year really helped raise our profile and we were soon campaigning about tachograph exemptions!

Dave Stubbins

- May 1984



Oxford 703, Lincoln 64, Manchester 3460 and Birmingham 3225 alongside Skid Bus RM1740 on the skid pan at Chiswick Works- we didn't do any skidding!



Ramsbottom 11 at Covent Garden in June 1982- it was taken early in the Morning - the crowds did come- honest!



Re-engaging your visitors

The museum and heritage sector are dealing with shifts in visitor behaviour, reduced attendance and related income, as well as concerns on the safety of visiting. A longer-term emerging change is in the type of experiences that visitors now want from a visit.

Though it is early days, other sectors are picking up signs that a fundamental shift is happening; we should look carefully at what lessons we can learn. The key question is: are the customers we left the same as the customers that we hope will come back?

In retail, for example, the long view is that visitors are increasingly valuing experiences and emotions; when people go out, they want to feel brighter, wiser, stronger and more uplifted than before they left home. Priorities are shifting, with a focus on family, friends and social, shared activities. People will think harder about how they spend their leisure time, accelerating the shift towards creating memories and experiences.

Both the business and retail sectors highlight the issue of in-home versus out-of-home experiences. In-home experiences have expanded during the pandemic with an explosion of digital content – more videos, broadcasts, podcasts, webinars, games, music, downloads and live streaming are available, with increased social media use/content and new film releases now by-passing cinemas and going straight to streaming services. This trend is set to continue. The conditions are also ripe for Virtual Reality to expand domestically over the next 12-18 months.

Much of this analysis applies to the museum and heritage sectors. Many of our visitors are spending much of their time at home and experiencing life through a screen; many museums and heritage venues recognise this and have been adapting and supplying on-line content. As the amount and choice of in-home experiences and content increases, venues will face stiffer competition to get their digital content viewed and it will be even more difficult to monetise on-line content.

Yet when lockdowns ease people will still want out-of-home experiences, away from their screens and the same four walls. They will be looking for a dynamic, physical, exciting experiences that they cannot get in-home – to feel alive, as one retail commentator put it. The out-of-home experience is already being seen as essential to wellbeing and combating social isolation. Expectations are changing and if visitors take risks venturing out, they will want to have a really good, fulfilling time as payback.

Museum and heritage venues are well placed to meet this need; indeed, large retail parks cite museums as the king of experience they might require to attract shoppers. We have real objects, varied collections, interesting and personal stories to tell and a physical environment to explore. We are trusted as organisations and in many communities could become the focal point and safe space in which to enjoy socialising.

Yet for this to happen, we will probably need to change and adapt the experiences we give visitors, as traditional static displays of labelled objects in cases might no longer be sufficient. Taking the lead from other sectors, we will need to rethink the visitor offer to focus on what makes the out-of-home experience far better than in-home. This may be less about content and more about dynamic, immersive, sensorial experience that cannot be reproduced at home.

Venues should look at all the assets that they can use to make a visit special, starting with spaces. Outdoor spaces are at a premium, and gardens, courtyards, covered walkways, terraces can all be part of imaginative offers. Car parks are being repurposed and many venues are using awnings and marquees to utilise outside areas. Re-imagine architecture and buildings both inside and out to see how they could contribute and be used for different purposes. Is your building interesting or connected to a strong story? Buildings could be labelled as exhibits to add value to a visit and reinforce a sense of place.

We can again learn from outside the sector, especially the creative arts. Music, art and performance are developing imaginative shows with new formats or using spaces in new ways. Drive-in-opera or comedy and Shakespeare in pub gardens are just a few examples. Architects and designers are predicting a glut of empty offices and shops as work and retail patterns change fundamentally. Partnerships could help take collections and stories out beyond museum walls. We may have to re-invent how and where we engage with certain audiences.

Reduced capacity is an issue, but also an opportunity. There is scope to develop more intimate, personalised experiences, adapted to individual groups. More local visitors could encourage deeper relationships and repeat visits. Exciting offers with reduced numbers gives the potential for increased income generation (e.g. VIP tickets).

Many commentators are predicting that there will not be a return to 'normal' as our customers/visitors will have changed and move on. The museum and heritage sectors will need to understand what our audiences now want from us and ensure that we offer them really wonderful reasons to visit.

Colin Mulberg is Director of Colin Mulberg Consulting, specialising in improving the visitor experience for museums, galleries and historic properties/sites. He curates the 'Understanding Your Visitors' strand of the Museums + Heritage Show and is looking for examples of venues that have changed their offer to visitors. Contact him via the website: www.colinmulberg.com

NARTM Spring Conference

In the current situation, I sure you won't be surprised to hear that the Spring Conference, scheduled to be hosted by Cardiff Transport Preservation Group, has had to be cancelled. We are saddened to have to do this but feel we have no realistic alternative.

As you know, we held a virtual Annual General Meeting by zoom last October which was successful and so we are proposing to hold the Spring Conference in a similar way on Saturday 20th March 2021 at 2pm. The meeting lasted around an hour and a half last time so we expect a similar length meeting.

An agenda will follow in due course and the business of the meeting will be followed by a showing of photographs which were enjoyed by attendees last time. If you have any matters you'd like to have discussed please let me know and I'll add to the agenda.

If you would like to join but are unfamiliar with zoom, I would be pleased to hold a one to one session with you to help. My email is stubbins.dr@btinternet.com so please get in touch and I'll set a meeting up.

Dave Stubbins

Membership Report January 2021

Two items from previous editions of NewsLink continue to receive attention. Work continues to gather updates on vehicles held in the collections of our members so that when we can finally move forward with the grading survey we are using up to date information. If you have not yet responded to requests for updates please do so as it will be great help to our team and will reduce the amount of effort needed when we do the grading survey.

Work has also started on the annual online survey of activities in 2020. The survey will be out shortly or may have arrived by the time NewsLink is distributed. Given how little activity was possible in 2020 it may seem odd to be asking for information but it is important to measure the impact Covid-19 has had on our members. You will see that the survey asks the usual questions which allow us to measure activity year-on-year but there are more 'discussion' items this year. Once again my request is that you respond to the survey as the more responses we get the better the data.

Finally we recently received the sad news that Neil Millington of Classic Connections has died. Classic Connections became a NARTM member in 2013 and Neil's coaches were a familiar site at rallies especially in the north of England. The six coaches in the collection are reported to be with new owners.

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

Just before the second lockdown at the end of October, over 300 people (more than in 2019) attended the last running day of the season, with an interesting selection of vehicles including Roger Burdett's Coventry Daimler GKV 94 and an SMT Leyland TD5 from Stephen Morris. It is impressive how Wythall have managed to successfully run Covid-compliant heritage bus journeys, while most of the rest of us still have this firmly in the too difficult box. Sadly with lockdowns and further restrictions on travelling this isn't possible at present – fingers crossed for later in the spring.

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

The magazine carries an entertaining account of the retrieval of a Royal Blue LL6B coach, 1264 (LTA 893) from a field in Devon, where it had lain for over 50 years. A small but effective team managed to be socially distanced while achieving this with the aid of a friendly farmer who removed gateposts and a hedge to get the bus to a road where it could be placed on a low loader. 50 years in a field doesn't do a vehicle much good.



From 'Bus Lane', the magazine of the Oxford Bus Museum Trust

It appears that the coach referred to above was initially bequeathed to the Oxford Bus Museum, who decided it had little connection with their collection and diverted the unwanted gift to TVaGWOT, who gratefully received and recovered it.

From 'MTT News', the magazine of the Merseyside Transport Trust

The magazine suggests registering with Amazon Smile and PayPal Giving and then encouraging members to use these platforms when shopping on line so that your charity can benefit by 0.5% of the value of your purchases. An idea worth copying!

In common with many other magazines, MTT News is carrying more historical articles, this time including an explanation of the distinctive Liverpool Corporation running boards, which were still in use on Merseyside until Deregulation. All looks very complicated, but I am sure the staff knew what it all meant!

From 'Whott's News!' the magazine of the West Country Historic Omnibus and Transport Trust

The Trust doesn't have an online shop, but used some pages of the magazine to show pictures of surplus second hand books they have for sale. Initially the spines of the books were photographed, and raised several hundred pounds. The next edition carried pictures of the front covers, as some of the spines were not too visible.

From 'The Enterprise', the magazine of the Isle of Wight Bus & Coach Museum

Despite all their events being cancelled, the famous 'Buses, Beer and Walks' weekend was marked in October with some visiting vehicles and two pubs in Sandown held collections for the IoW Bus Museum, raising £150. The 'Island Line' railway runs immediately behind the Museum and while the line is closed for upgrading and introduction of new (second hand) trains, it is planned to do plenty of maintenance on the rear of the building. Isle of Wight Railway stock tends to be replaced about every 25 years, so we hope they do a good job!

From 'Swansea Bus Museum News'

In common with many of us, Swansea Bus Museum got off to a flying start in 2020, with some very successful events raising much needed funds, but that of course came to a rapid halt. Lots of hard work behind the scenes has helped plug the gaps in the museum's finances, but there is still the monthly rent bill to be paid..

From the 'Broadway Bulletin', the magazine of the Friends of King Alfred Buses'

A newcomer to these pages, (thanks James!) this is another very well-produced magazine for members and others. This issue contains news of professional restoration work on the King Alfred Leyland Panther and a feature on a display of 11 buses held to support Heritage Open Days in September. Each bus took a turn around the city centre every half hour, creating interest, but sadly not carrying passengers due to the restrictions with which we are all familiar. Much interest was created, which was the object of the exercise.

From 'Wheels and Tracks', the magazine of the Workington Transport Heritage Trust

Ever innovative, Workington THT list some novel fundraising methods, including the sale of obsolete and surplus overseas banknotes to a specialist dealer and a scheme called, 'Giveacar'. This is a not for profit organisation who will accept donations of unwanted old cars and either sell them on or scrap them. They then donate the proceeds to your preferred charity – e.g. WTHT!

NARTM Membership List

Aberdeen and District Transport Preservation Trust

Ellengowan, Cults, Aberdeen, AB15 9QT |
ellfordbuscollection.webs.com |
gordon1.mills@btinternet.com | 01786 832383

Aire Valley Transport Group

13 Every Street, Todmorden, OL14 5RA |
www.avtg.co.uk | wyrcc@aol.com | 07957 630102

Aldershot & District Bus Interest Group

Hampshire House, 204 Holly Road, Aldershot, GU12 4SE
| www.adbig.co.uk | sales@adbig.co.uk | 01252
331973

Alton Bus Rally & Running Day

23 Somertons Close, Guildford, GU2 9YB |
www.altonbusrally.org.uk |
altonbusrally@hotmail.co.uk | 07921 368767

Amberley Museum & Heritage Centre

Amberley, Arundel, West Sussex, BN18 9LT |
www.amberleymuseum.co.uk |
office@amberleymuseum.co.uk | 01798 831370

Angus Transport Group

2 Mearns Drive, Stonehaven, Aberdeenshire, AB39
2DW | www.angustransportgroup.co.uk |
ian.forbes@sepa.org.uk | 01569 763228

Aston Manor Road Transport Museum

Aston Manor RT Museum, Shenstone Drive, Aldridge,
Walsall, WS9 8TP | www.amrtm.org |
amrtm1@aol.co.uk | 0121 308 0659

Aycliffe & District Bus Preservation Society

35 Lowther Drive, Newton Aycliffe, Co. Durham, DL5
4UL | www.aycliffebus.org.uk | ianwiggett@uwclub.net
| 01325 317657

Barrow Transport Museum Trust Ltd

22 Alexandra Road, Windermere, LA23 2DA |
AN68@hotmail.co.uk | 01539 534869

Beamish Museum

Beamish, Stanley, Co Durham, DH9 ORG |
www.beamishtransportmuseum.co.uk |
museum@beamish.org.uk | 0191 370 4058

Biggar Albion Foundation Ltd

Albion Motor Museum, Inverarity House, Symington,
Biggar, South Lanarkshire, ML12 6FT | www.albion-
trust.org.uk | info@albionarch.org.uk | 01899 220708

Black Country Living Museum

Black Country Living Museum, Tipton Road, Dudley DY1
4SQ | www.bclm.co.uk | karen.davies@bclm.com |
0121 521 5693

Bounty Country Buses

Glebe House, Acton, Nantwich, Cheshire, CW5 8LE |
gerald@emerton.org.uk | 01270 624889

Bristol Omnibus Vehicle Collection

Combe Barton, High Street, Dinder, Wells, Somerset,
BA5 3PL | www.bristolbuses.co.uk |
drmichaelwalker@hotmail.com | 01749 673319

Bristol Road Transport Collection

Green Bank, WindsorEDGE Lane, Nailsworth, Stroud,
GL6 ONP | www.bristolbusevents.co.uk |
williamstaniforth136@gmail.com | 07941 615333

Bristol Vintage Bus Group

66 Nags Head Hill, St George, Bristol, BS5 8LW |
www.bvbg.org.uk | cwn629c@gmail.com | 01275
832052

British Commercial Vehicle Museum Trust Ltd

King Street, Leyland, PR25 2LE |
www.britishcommercialvehiclemuseum.com |
enquiries@britishcommercialvehiclemuseum.com |
07889 950949

British Trolleybus Society

2 Josephine Court, Southcote Road, Reading, RG30 2DG
| www.britishtrolley.org.uk | wiltshireman@aol.com |
0118 958 3974

Bus Archive

The Bus Archive, 100-102 Sandwell Street, Walsall, WS1
3EB | www.busarchive.org.uk |
hello@busarchive.org.uk | 01922 629358

Cardiff & S Wales Trolleybus Project

211 Hillrise, Llanedeyrn, Cardiff, CF23 6UQ |
www.cardiff-trolleybus.co.uk |
keith_walker49@hotmail.com | 02920 733206

Cardiff Transport Preservation Group

24 Warren Drive, Caerphilly, CF83 1HQ |
www.ctpg.co.uk | mikeystrad73@btinternet.com |
07733 302242

Carmel Coaches Limited

Station Road, Northlew, Okehampton, Devon EX20 3BN
| www.carmelcoaches.co.uk |
carmelcoaches@hotmail.com | 01409 221237

Castle Point Transport Museum

105 Point Road, Canvey Island, SS8 7TD |
www.castlepointtransportmuseum.co.uk |
marianpatten@hotmail.co.uk | 07533 349094

City of Portsmouth Preserved Transport Depot

16 Duncton Road, Clanfield, Hants, PO8 0YR |
www.cpptd.co.uk | chairman@cpptd.co.uk | 023 9259
8990

Classic Southdown Omnibuses

Dormy Cottage, 2 Alan Road, Wimbledon Village,
London, SW19 7PT | eric@thestobarts.co.uk | 020
8947 3002

Colin Billington Collection

Ledger Farm, Forest Green Road, Fifield, Maidenhead,
Berks, SL6 2NR | royal_blue@lineone.net | 07990
505373

County Durham Bus Preservation Group

37 Birchwood Ave, North Gosforth, Newcastle upon
Tyne, NE13 6QA | david.slater@mypostoffice.co.uk |
0191 236 2029

Commercial Transport in Preservation

55 Catherine Crescent, Downton, Salisbury, SP5 3NR |
www.thectp.org.uk | geoff.ridler1950@gmail.com |
01725 238135

Cornwall Bus Preservation Society

10 Collygree Parc, Goldsithney, Penzance, TR20 9LY |
www.cornwallbuspreservation.co.uk |
Melvyl1@aol.com | 01736 711882

Cumbria Classic Coaches Limited

Bowber Head, Ravenstonedale, Kirkby Stephen, CA17
4NL | www.cumbriaclassiccoaches.co.uk |
wh@cumbriaclassiccoaches.co.uk | 01539 623254

Delaine Heritage Trust

8 Spalding Road, Bourne, Lincolnshire, PE10 9LE |
www.delaineheritagetrust.org |
enquiries@delaineheritagetrust.org | 01778 422866

Dennis Society

Hampshire House, 204 Holly Road, Aldershot, GU12
4SE | www.dennissociety.org.uk |
secretary@dennissociety.org.uk | 01252 331973

Devon General Omnibus Trust

22 Standstone Road, Swindon, SN25 2FE |
www.dgot.co.uk | pauljenkins133@gmail.com | 07738
696377

Dover Transport Museum

Willington Road, Port Zone, Old Park, Whitfield, Dover,
CT16 2JX | www.dovertransportmuseum.org.uk |
jhnlines@aol.com | 01304 368556

Dundee Museum of Transport

Dundee Museum of Transport, Unit1-4 Market Mews,
Market Street, Dundee, DD1 3LA | www.dmoft.co.uk |
manager@dmoft.co.uk | 01382 455196

East Anglia Transport Museum

26 Yarrow Drive, Carlton Colville, NR33 8NG | [http://](http://http://eatransportmuseum.co.uk)
eatransportmuseum.co.uk |
kblackert@tinyworld.co.uk | 01502 731459

Eastern Transport Collection Society

288 Raglan Street, Lowestoft, NR32 2LB |
www.easterntcollection.org.uk |
richard.alger@hotmail.com | 01502 511887

First Group Heritage Trust

128 Seafield Road, Aberdeen, AB15 7YQ |
joemackie@btopenworld.com | 01224 314905

Friends of Chatham Traction

31 Usher Park Road, Haxby, York, YO32 3RX |
www.chathamtraction.org.uk |
richard@thebournes.me.uk | 01904 766375

Friends of King Alfred Buses

34 High Street, Nutfield, Redhill, Surrey RH1 4HQ |
www.kingalfredbuses.org.uk |
info@kingalfredbuses.org.uk | 01737 823436

Glasgow Vintage Vehicle Trust

Bridgeton Bus Garage, 76 Fordneuk Street, Glasgow,
G40 3AH | www.gvvt.org | info@gvvt.org | 0141 554
0544

Ipswich Transport Museum

Old Trolleybus Depot, Cobham Road, Priory Heath,
Ipswich, IP3 9SD |
www.ipswichtransportmuseum.co.uk |
masmithipswich@yahoo.co.uk | 07900 607430

Irish Transport Heritage

3 Donegall Drive, Whitehead, Co Antrim, BT38 9LT |
www.ith.org.uk | howard@upsilon.org.uk | 028 93
372449

Isle of Wight Bus & Coach Museum Trust Ltd

The Bus Depot, Park Road, Ryde, IoW, PO33 2BE |
www.iwbusmuseum.org.uk |
info@iwbusmuseum.org.uk | 01983 567796

Keighley Bus Museum Trust

Unit 5, River Technology Park, Riverside, Dalton Lane,
Keighley, BD21 4JP | www.kbmt.org.uk |
board@kbmt.co.uk | 07465 897497

Lead Mill Classics

483 Aigburth Road, Aigburth, Liverpool, L19 9DL |
jewilkinson_sma@hotmail.com | 07702 316729

Leicester Transport Heritage Trust

8 Ingrams Way, Wigston, Leicester, LE18 3TU |
www.ltht.org.uk | info@ltht.org.uk | 0116 281 3693

Leyland Society

213, Castle Hill Road, Totternhoe, Dunstable, LU6 2DA
| www.leylandsociety.co.uk |
info@leylandsociety.co.uk | 01525 221676

Lincolnshire Road Transport Museum

3 The Paddock, High Street, Skellingthorpe, Lincoln,
LN6 5TR | www.lvvs.org.uk | info@lvvs.org.uk | 01522
689497

London Bus Preservation Trust Limited

Cobham Hall, Brooklands Museum, Brooklands Road,
Weybridge, KT13 0QN | www.londonbusmuseum.com
| petervbrown@aol.com | 01296 622949

London Transport Museum Library

enquiry@ltmuseum.co.uk | www.ltmuseum.co.uk |
enquiry@ltmuseum.co.uk | 034 3222 5000

Manchester Transport Museum Society limited

Park Office, Heaton Park, Prestwich, Manchester, M25
2SW | www.heatonparktramway.org.uk |
info@HPTtramway.co.uk | 0161 740 1919

Manx Transport Trust / Jurby Transport Museum

36 Victoria Road, Castletown, Isle of Man, IM9 1ED |
www.jtmiom.im | jtm.info@manx.net | 01624 825572

Medstead Depot Omnibus Group

13 Bassett Green Close, Bassett, Southampton, SO16
3QQ | www.mdog.org.uk |
duncan.egerton@talk21.com | 02380 769519

Merseyside Transport Trust

65 Liverpool Road South, Burscough, Ormskirk, Lancs,
L40 7SU. | www.mttrust.co.uk |
enquiries@mttrust.co.uk | 07802 792808

Midland Road Transport Group - Butterley

37 Park Road, Mansfield Woodhouse, Mansfield, NG19
8EG | www.mrtg.org.uk |
midland.railway@btconnect.com | 01623 629136

Mike Sutcliffe Collection

Valley Forge, 213 Castle Hill Road, Totternhoe,
Dunstable, LU6 2DA | www.mikesutcliffe.com |
sutcliffes@leylandman.co.uk | 01525 221676

Museum of Transport Greater Manchester

9 Holmbrook, Tyldesley, Manchester, M29 8XJ |
www.gmts.co.uk | email@gmts.co.uk | 01942 884810

National Bus Preservation Group

6 Milliners Green, Bishop's Stortford, CM23 4QQ |
http://nationalbuspreservationgroup.weebly.com/ |
nbpgrp.contact@gmail.com | 07738 228151

National Tramway Museum

Crich, Matlock, Derbyshire, DE4 5DP |
www.tramway.co.uk |
malcolm.wright@tramway.co.uk | 01773 854321

Nottingham Heritage Vehicles Charity

49 Valley View, Mansfield, NG18 4US |
www.nottinghamheritagevehicles.co.uk |
enquiries@nottinghamheritagevehicles.co.uk | 07971
105491

North East Bus Preservation Trust Ltd

147 Toft Hill, Bishop Auckland, DL 14 0JB |
www.nebpt.co.uk | bob.kell@nebpt.co.uk | 0191 384
5146

North West Museum of Road Transport

The Old Bus Depot, 51 Hall Street, St Helens, WA10
1DU | www.nwmort.co.uk | clive@nwmort.co.uk |
01744 451681

North West Vehicle Restoration Trust

45 Trispen Close, Halewood, Liverpool, L26 7YP |
www.nwvrt.info | jamesrlowlands@yahoo.co.uk |
07725 842039

Oxford Bus Museum

15 Croft Road, Aylesbury, Bucks, HP21 7RD |
www.oxfordbusmuseum.org.uk |
crbutterfield@btinternet.com | 01296 337622

Paul and Joyce Jefford Collection

Whitegates Farm, Hatton, Market Rasen, LN8 5LS |
pauljoyce.jefford@btinternet.com | 01673 858536

Plymouth City Transport Preservation Group

20 Thornhill Road, Mannamead, Plymouth, PL3 5NE |
www.plymouthcitytransport.co.uk |
 enquiries@plymouthcitytransport.co.uk | 07779
 004813

Potteries Omnibus Preservation Society

49 Ballinson Road, Blurton, Stoke-on-Trent, ST3 3AL |
<https://potteriesops.wixsite.com/website> |
 potteriesops@gmail.com | 01782 328644

Quantock Heritage

Rosebank, Langley Marsh, Wiveliscombe, Somerset,
 TA4 2UJ | www.quantockmotorservices.co.uk |
 stephenamorris@icloud.com | 01984 624076

Ribble Vehicle Preservation Trust

37 Hall Park, Lancaster, LA1 4SH | www.rvpt.co.uk |
 bignell2057@gmail.com | 01524 61856

Roads & Road Transport History Association

c/o The Bus Archive, 8 De Salis Drive, Hampton Lovett,
 Droitwich Spa, WR9 0QE | www.rrtha.org.uk | <http://www.rrtha.org.uk/contact>

Roger Burdett Collection

Fir Tree Farm, Common Lane, Corley Moor, Coventry,
 CV7 8AR | rogerrbct@aol.com | 01676 541802

Ron Greet Nostalgic Transport

Bickaton Farm, Broadhempston, Totnes, TQ9 6BY |
www.nostalgic-transport.co.uk | info@rongreet.co.uk
 | 01803 813416

Scottish Vintage Bus Museum, Lathalmond

12 York Place, Dunfermline, KY12 0DA |
www.svbm.org.uk | eandmtaylor12@gmail.com |
 01383 720241

SELNEC Preservation Society

SELNEC, 220 Adswood Road, Stockport, SK3 8PB |
www.selnec.org.uk | selnec@ntlworld.com | 0161 736
 9899

Shetland Commercial Vehicle Preservation Society

Stroma, Olligarth, Whiteness, Shetland, ZE2 9GJ |
mark_robinson1@me.com | 01595 830220

SHMD Joint Board

47 Brantfell Drive, Burnley, BB12 8AW |
shmdboard@aol.com | 01282 413179

South Yorkshire Transport Museum

Unit 9, Waddington Way, Aldwarke, Rotherham, S65
 3SH | www.syt.m.co.uk | museum@sytm.co.uk | 07852
 298082

Southampton & District Transport Heritage Trust

104 Oak Tree Road, Bitterne Park, Southampton, SO18
 1PH | www.sadtht.co.uk | chene.arbre@talktalk.net |
 02380 581536

Southdown Historic Vehicle Group

73 Cuckfield Crescent, Worthing, West Sussex, BN13 2EB
 | www.southdownhistoric.co.uk |
 southdownqueenmary@ntlworld.com | 01903 520286

Stedham Garage

17 St Valerie Road, Worthing, W Sussex, BN11 3LL |
ad.hurley@virgin.net | 01903 235192

Swansea Bus Museum

Swansea Bus Museum, c/o The Courtyard, 100 Brynau
 Wood, Cimla, Neath, SA11 3YQ |
www.swanseabusmuseum.com |
secretary@sbm.wales | 01639 643961

Thames Valley & Great Western Omnibus Trust

Ledger Farm, Forest Green Road, Fifield, Maidenhead,
 Berks, SL6 2NR | www.tvagwot.org.uk |
enquiries@tvagwot.org.uk | 07990 505373

The Teesside 500 Group

61 Birchwood Road, Marton, Middlesbrough, TS7 8DD
 | www.teesside500group.co.uk |
bill.500group@btinternet.com | 01642 317039

The Provincial Society

70 Church Way, Pagham, West Sussex, PO21 4QQ |
www.provincialsociety.org | johnhorn1@hotmail.co.uk
 | 07437 220643

The Science Museum

Science Museum, Exhibition Road, London SW7 2DD |
www.sciencemuseum.org.uk |
SCMObjectEnquiries@sciencemuseum.org.uk | 020
 7942 4862

The Transport Museum Wythall

Station House, Station Road, Houghton, ST18 9HF |
www.wythall.org.uk | enquiries@wythall.org.uk |
 01564 826471

Town & District Transport Trust

| www.tdtt.co.uk | info@tdtt.co.uk

Transport Museum Society of Ireland, Howth

National Transport Museum, PO Box 11737, Baldoye,
 Dublin D13 NF 86 |
www.nationaltransportmuseum.org |
john.k.kelleher@tudublin.ie | 00 353 1 832 0427

Trolleybus Museum at Sandtoft

9 Coach House, Bishopdale Court, Settle, BD24 9EB |
 www.sandtoft.org | trolleybusmuseum@sandtoft.org |
 07968 481762

West Country Historic Omnibus and Transport Trust

'Kalmia', Church Road, Colaton Raleigh, Devon, EX10
 0LW | www.buseum.org.uk |
 robertkal.whott@btinternet.com | 01395 567795

Western Isles Transport Preservation Group

43b Lower Barvas, Isle of Lewis, Scotland, HS2 0QY |
 www.witpg.org.uk | witpg@aol.com | 07765 131493

Wigan Transport Trust

491 Gidlow Lane, Beech Hill, Wigan, WN6 8RJ. |
 wigantransporttrust.wordpress.com |
 simon.flower8763@gmail.com | 07740 342751

Working Omnibus Museum Project Ltd

c/o Powdin & Co, Hampshire House, 204 Holly Road,
 Aldershot, GU12 4SE

Workington Transport Heritage Trust

22 Calva Road, Seaton, Workington, Cumbria, CA14 1DF
 | www.wtth.co.uk | enquiries@wtth.co.uk | 01900
 67389

Rear cover top: 1880 Starbuck horse car No.7 of Cambridge Street Tramways next to 1901 "Brush' tram No.33 of Ipswich Corporation. Restoration of the former was completed in early 2020 and East Anglia's sole surviving horse tram moved to the main display hall at the Ipswich Transport Museum. Ipswich's own Starbuck double deck cars were contemporary with this one, and looked very similar – both systems had single deckers rebuilt to double deck. We think No.7 originated in Bath, before becoming a steam tram trailer for the Bradford and Shelf system. It then passed to Cambridge as a horse tram once more, and when reliveried, the existing Bradford crest was adapted by the Cambridge company.

Rear Cover Bottom: A rear nearside view of Cambridge No.7, and 1880 Starbuck car. The five-year restoration was undertaken by Ipswich Transport Museum volunteers, who drew on help from the wider museum community to obtain parts, patterns and bits to copy! The replica horse is named Edwin, after tram projects leader (Edwin) Mike Abbott, who passed away shortly before the project was completed. Mike masterminded lottery funding of some £50k for this project.

NATIONAL ASSOCIATION OF ROAD TRANSPORT MUSEUMS

Chairman and Newslink Editor: Dennis Talbot

9 Holmbrook, Tyldesley, Manchester M29 8XJ
 Tel: 07395 574750 | Email: dennistalbot25@gmail.com

Deputy Chairman:

Colin Billington
 Ledger Farm, Forest Green Road, Fifield, Maidenhead, Berkshire SL6 2NR
 Tel: 01628 624111 | Email: colinbillington@helacol.com

Secretary:

Dave Stubbins
 'Brome', Green Lane, Flookburgh, Grange-over-Sands LA11 7JT
 Tel: 07807 836591 | Email: stubbins.dr@btinternet.com

Treasurer:

Mike Sutcliffe
 213 Castle Hill Road, Totterhoe, Dunstable, Bedfordshire LU6 2DA
 Tel: 01525 221676 | Email: sutcliffes@leylandman.co.uk

Membership Secretary:

Ray Bignell
 37 Hall Park, Lancaster LA1 4SH
 Tel: 01524 61856 | Email: bignell2057@gmail.com

Webmaster and Database

Gerry Tormey

Secretary:

30 Wises Court, Mumby Road, Gosport, Hampshire PO12 1DD
 Tel: 023 9236 3287 | Email: bristolstu@ntlworld.com

NARTM Website:

www.nartm.org.uk

