

NARTM Newslink

The magazine of the National Association of Road Transport Museums

Issue 111 - August 2021



Trolleybus world.....

NARTM Chairman's Corner

Dennis Talbot

Disappointingly I have to begin with the effects of Coronavirus once again. What will we have to talk about when we eventually reach the 'new normal'? With the successes seen during the first steps of the UK Government's Roadmap it is more than unfortunate that we are seeing high levels of Covid-19 infections once again; around 30,000 on the day I am writing this piece. Armed with our 'double jabs' and Covid passports we are now apparently safe, at least in England, to which the UK Government's jurisdiction now appears to be limited. To be fair, despite the high number of cases, with almost 89% of UK adults having had at least one dose of the vaccine, we are not seeing the same level of more serious cases and many of us are now feeling increasingly confident about getting out and about, albeit armed with face coverings and a healthy element of caution.

The most relevant result of the changes in recent months for NARTM was that museums were allowed to open again from 17th May. Some were keen to open that week, others left it for a week or two, as we did in Manchester. Although delayed, the final step of the Roadmap actually happened in England on 19th July when all Covid measures could be dispensed with. However, recent experience has shown that most adults still wear face coverings in many indoor settings and although we no longer enforce mask wearing, the large majority of visitors are still using them, as are our staff and volunteers. Some very useful guidance has once again been produced and some links are included later in this magazine.

And how have we fared since reopening? Well, in Manchester we had about 25% more visitors in the first 5 weekends of opening than the same period in 2019, when we were open for three days a week and not just two. From early August we have reverted to opening on Wednesdays as we no longer need to enforce Track and Trace compliance which needed additional people on site. I sincerely hope that other NARTM member museums that have reopened have seen similarly good results, though I know some have not felt that it yet time for them to reopen.

Other events and free heritage bus services are also starting up again, initially with seats out of use, masks enforced and limited passenger numbers but with fewer restrictions as time goes on. This reflects the situation on service buses and trains where masks are still requested, but capacity limits have largely gone away. Before we get to the end of all this (soon I hope), it is worth recording the effects of Covid on local services and frequencies. One of our members has gathered over 2,000 related local service changes during the pandemic. How glad are we today that others recorded what happened to bus services in

Front cover: Huddersfield 619—1956 BUT 9641T with East Lancs body seen at Trolleybus Museum at Sandtoft during our NARTM Meeting in October 2013

the Second World War? While thankfully less destructive, this is certainly the biggest 'event' that has happened in my lifetime and its effects on public transport ought to be recorded. Who would have thought that bus destination screens would mention requirements to wear face coverings?

In relation to the planned Greater Manchester area Clean Air Zone the good news is that through lobbying and our responses to the consultations we have been successful in gaining exemption for buses over 20 years old and not used commercially. Well done to colleagues in the Portsmouth area for achieving a very similar outcome. You will see a report by Simon Gill elsewhere in this Newslink which emphasises the importance of us all being vigilant. Clean Air Zones and restrictions on driving are not just something that will happen in large urban areas – see the FBHVC item about the North Somerset CAZ which is not an area that initially springs to mind when thinking of the need to improve air quality.

It is worth reading the FBHVC notes on a later page about Autonomous Vehicles. While this may seem an irrelevant topic now, in years to come it may not be, as it is possible that some main routes may be only available to driverless vehicles, and therefore not to our historic ones. Many recently built cars have 'driver assist' software fitted and it isn't a big step from there to have the car driving itself... An Autonomous Leyland Titan or Guy Arab doesn't sound like a great idea – how would a computer double-declutch...?

I hope that some members have been able to benefit from adversity and have received funding related to the Covid-19 situation. On behalf of our Museum I have applied for funding from the first two rounds of the national Covid Recovery Grant funding and have unfortunately been unsuccessful each time. I won't be applying for the third round as the two criteria are that (1) you must have previously received funding (see above) or (2) are in danger of financial collapse by the end of the year. Thankfully the latter is unlikely in our case so it is better that the funding is directed elsewhere. However, our local Museum Development contact did suggest we should consider what might happen if we were still allowed to open, but were unable to because of volunteer and staff shortages or because visitors became much more reticent about visiting. Worth considering.

What we have received is Emergency Response Grant funding via the local authority and Local Restrictions funding, from the period when Greater Manchester was more restricted than other areas of the country. This has made a significant contribution towards revenue lost during our closures (the museum opened for just 12 days in over 14 months) for which we are very grateful. This has given confidence to press ahead with installing a new shop and heating as well as a wheelchair lift to link our two levels, making us fully DDA compliant.

More good news is that vehicle restoration has restarted and several buses have successfully been for MOT tests. Taken with regular opening and more frequent free bus services in operation it is really starting to feel like we are getting going again. I hope that similar stirrings are taking place around the NARTM 'estate' and that the short 2021 season is a lot better for us all than the non-existent one in 2020. Finally I hope that you and your families and colleagues are all remaining safe and have not experienced Covid and its related ill-effects. Stay safe.

NARTM Members Focus



The Road Transport History Association

It was in the 1980s that discussions within the Railway & Canal Historical Society, together with an opinion survey of its members, expressed a view that too much transport history concentrated exclusively on one particular transport mode, without considering its relationship to other modes.

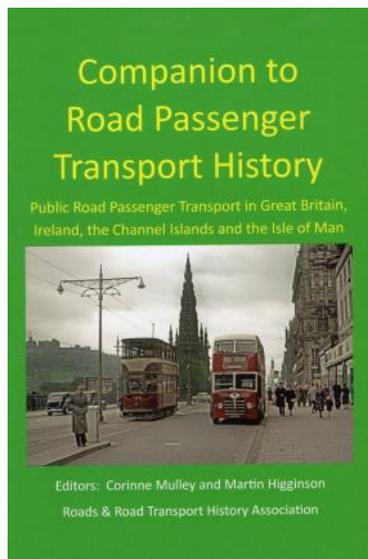
In November 1987, in pursuit of these thoughts, the late Professor John Hibbs invited to a meeting at the City of Birmingham Polytechnic those with varied interests and society affiliations. Where were the sources for information and research with which to share ideas and cultivate research?

These thoughts matured and led in March 1991 to a conference, this time at Coventry Polytechnic and attended by 78 delegates with maturing interests in transport history. No fewer than 45 of those present represented the Railway & Canal Historical Society itself together with the Omnibus Society. An informal committee that was formed to take the expressed interests forward was in the following year formally constituted as The Roads & Road Transport Transport History Conference “to promote, encourage and co-ordinate the study of the history of roads, road passenger transport and the carriage of goods”. In March 1992 the Conference (changed later to Association) was formally constituted.

The Association was to be well served by its founders, amongst whom Hibbs, initially as Chairman and later as President, was active in several roles until his death in 2014.

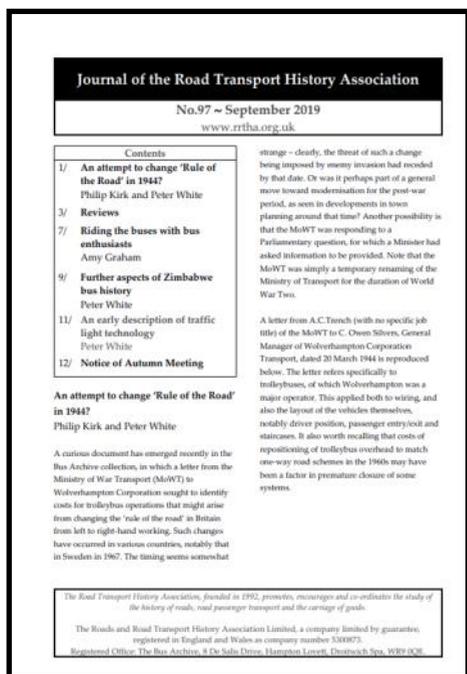
A major impact in the development of the Association was the appearance in 2003 of the *Companion to British Road Haulage History* under the distinguished editorship of five its members and its publication by the Science Museum. The central focus was the carriage of goods by motor vehicle in the twentieth century, where there had been a dearth of coverage of the history of goods transport by road.

Encouraged by the success of the *Haulage Companion*, another group within the Association took up the challenge of producing a *Companion to Road Passenger Transport History*, also to be a major work of reference, compilation of which was spread over ten years and which was published by the Association itself with the financial support of FirstGroup and Stagecoach. The *Passenger*



Companion was in 2016 awarded the Railway & Canal Historical Society non-rail transport book of the year prize.

In 2006 the Association, with support from the Department for Transport and the Freight Transport Association, published a paper on *75 Years of Traffic Commissioners* that had been presented the previous year by Geoffrey Jones LLB. In the following year the Association published *The Story of May's Motors of Elstead* under the title *The Full Turn of the Wheel*, covering the 77 years of a family haulage and coach business and written by Peter May, the son of its founder.



The main means of communication with the Association's members is its *Journal*, the editor of which is currently Peter White, Emeritus Professor of Public Transport Systems at the University of Westminster. One of its previous editors, Roger Atkinson, had published his own life story, *Blackout, Austerity and Pride*, in 2015.

There exist within the Association's ranks many researchers of individual aspects of road transport history whose efforts can be enhanced by the knowledge of others – and the role of the Research Co-ordinator goes to the heart of the organisation's purpose. A contents listing that complements the scanning of the *Journal* is 'work in progress' for access via the web site.

The Association's programme of conferences enables members to open the results of their research to wider consideration and provides opportunities for inviting specialist speakers.

The Association values its historical link with Coventry's Transport Museum and its more recent continuing and beneficial relationship with the University of Wales Trinity Saint David – a link that continues under its present Chairman, Roderic Ashley.

The Association was converted into a Company Limited by Guarantee in January 2005 and in 2017 the simpler working title of Road Transport History Association was adopted.

To better understand the breadth and diversity of the Association's interests, earlier issues of the 'Journal' have been digitised and put on-line. These can be found on the Association's website www.rrtha.org.uk

The Roads and Road Transport History Association Limited, a company limited by guarantee, registered in England and Wales as company number 5300873.

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NARTM Press Release

Bus & Coach Preservation Magazine

Clean Air Zones

The importance of being able to continue running historic buses and coaches in the future cannot be overstated and the National Association of Road Transport Museums (NARTM) and its members have been taking a close interest in Clean Air Zones (CAZ) / Low Emission Zones (LEZ) since they were first proposed. Their inter-action and discussions with policy makers have been well received and so far all schemes that are being implemented have granted exemptions which benefit their members' activities.

With CAZs now operational in Birmingham and Bath, and Portsmouth to follow later in 2021, a government website is available where owners of preserved vehicles can check eligibility or exemption on a national basis (excluding London). It can be found at: <https://www.gov.uk/clean-air-zones>.

The checker is quick and easy to use and confirms that vehicles over 40 years old (VHIs) that are in the 'historic' vehicle tax class have complete CAZ exemption and can freely enter CAZs without penalty or having to register for an exemption.

Those driving in London's low or ultra low emission zones need to check the Transport for London website: <https://tfl.gov.uk/modes/driving/check-your-vehicle/>

Following discussions between the Isle of Wight Bus & Coach Museum and Portsmouth City Council an additional exemption has been agreed for 'vintage' buses and coaches aged 20-39 years in the forthcoming Portsmouth CAZ for up to ten days per year. This ensures eligible vehicles, not used commercially, attending events in the area and the Isle of Wight, where they pass through Gunwharf ferry terminal, can be exempt from paying a charge. Unlike VHI's an online application process to Portsmouth City Council will be available for this category later in the year. It is likely vehicle owners will need to supply a scan of their V5C registration document and photographs of the front, back and both sides of the vehicle.

The final CAZ plan for Greater Manchester also confirms an exemption for 'heritage' buses and coaches over 20 years old and not used for hire and reward. This follows responses to the Consultation by NARTM member the Museum of Transport Greater Manchester.

Dennis Talbot, Chairman of NARTM said 'These significant exemptions demonstrate the importance of all vehicle owners remaining vigilant and respond to plans and consultations in their local area to allow buses under 40 years old, and not used commercially, to enter CAZ areas without charge'.

END

Enquiries to Simon Gill on 07890 560776 or email simongill217@gmail.com

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.

Apply for governance support

We're still accepting new applications for our Prospering Boards governance support programme. Whether its reviewing basic good practice or dealing with complex challenges, this programme offers the opportunity to work with one of our roster of experienced and expert consultants. You can apply for two days of online support and applications will be assessed on a rolling basis for as long as funding remains available



New funding now available

National Lottery Heritage Fund digital volunteering fund £1m of National Lottery funding is now available for heritage organisations to develop a strong network of digital volunteers—wherever their location. This funding challenges organisations to remove barriers such as place and time restraints and create ‘at distance’ volunteering opportunities online.

FBHVC News

Editorial Wayne Scott Communications Director

You will have read in my column a number of times in the past, that now is the time to work together across the historic vehicle community, to put aside the differences in opinions and approaches and ensure that we tackle the challenges that lie ahead as one voice. We must be seen to be pulling together to educate and inform the wider population about the importance of transport heritage, the industry it supports and our freedom to enjoy it. It is about ‘singing from the same hymn sheet’ so to speak and at every opportunity using the chance to communicate one clear message. When that situation is achieved, it is clear to see just what power it has. One recent example of this was around National Drive it Day when the movement came together to support the FBHVC.



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

Print deadline for next issue: 12 November 2021

Legislation *Lindsay Irvine*

In my last update I covered the intervention of the Chairman of the APPHVG at the invitation of the Federation regarding the tardy introduction of Stopped Vehicle Detection (SVD) cameras and proposed criminal action against the Highways Authority arising from deaths on SMART motorway sections. This additional pressure has produced some real effect and I note the Highways Authority has undertaken to have SVD installed and working on every SMART motorway by September next year. *(Better not break down on one of these motorways for the next year then... Dennis)*

Clean Air/Low Emission Zones

North Somerset

Many of our readers will be keen consumers of the cider and cheese of Somerset whilst they enjoy the rural lanes and roads of the northern part of the county. However one of our correspondents recently notified us of proposals to be enforced by Traffic Regulation Orders (TRO) to essentially close a network of lanes between Clevedon, Yatton, Nailsea and Backwell. The policy intent was to: "Increase the number of journeys undertaken by walking and cycling by at least 300% by 2030 with a vision statement of 'Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.'"



This would be effected by: "prevent[ing] the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road, facilitate[ing] the passage on the roads of pedestrians, cyclists and equestrians and reduc[ing] the potential risk of HGV's causing damage to the road or buildings on the road."

It would also have the effect of preventing historic vehicle owners enjoying some picturesque countryside on roads of the type their vehicles would have been used on in their earlier years. (Contrast with SMART motorways!) There is little doubt that this initiative apes some of the more controversial actions in London and other large cities where pop up cycle and bus lanes have effectively removed many miles of highway from vehicle use, encouraged by Government funding.

Of particular concern, it plainly signposts copycat proposals by other rural authorities who will similarly wish to attract money from central funds. We have subsequently been notified that due to considerable outcry in the area, the proposals have been withdrawn for now. They are likely to return once further "consultation" has taken place. I think we can all sympathise with the wish to preserve the rural character of these country lanes and many will have personal experience of inconsiderate drivers using them like World Rally Championship circuits. However prohibition of freedom of movement needs to be considered in a proportionate and careful way which is why the TRO process is such a complex and detailed one. We will keep our eyes open on this one and I encourage you to scan your council website for similar proposals. *(Underling added by Dennis – it is important we all remain vigilant in our own areas)*

Who is in charge...?

Coincident with the government's release of the results of its "call for evidence" consultation into automated lane keeping system (ALKS) technology, you may have seen the resultant heavy media coverage on the subject.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980742/safe-use-of-automated-lane-keeping-system-alks-summary-of-responses-and-next-steps.pdf

I was pleased that broadly the Federation's concerns expressed in our detailed response (see FBHVC website) were reflected and indeed supported in the replies by other respondents. However one of our principal sources of unease was the intended certification of ALKS as self-driving technology rather than driver assisted. The government has confirmed in its response that (ALKS) technology

could be legally defined as self-driving, despite concerns around safety. The Department for Transport has indicated that ALKS technology, once awarded "GB type approval" – a certificate of conformity showing that a product meets a minimum set of regulatory, technical and safety requirements – and proven "there is no evidence to challenge the vehicle's ability to self-drive", it could be used on British roads for the first time later this year. Still ongoing is a consultation on Highway Code changes to reflect this autonomy.

<https://www.gov.uk/government/consultations/safe-use-rules-for-automated-vehicles-av/rules-on-safe-use-of-automated-vehicles-on-gb-roads> and a Law Commission review of driving legislation to "enable the safe deployment of automated vehicles on our roads". We will obviously monitor and respond as necessary to ensure the safety and freedoms of historic vehicle community is not compromised but the will and intent of Government is clear ... for the use of this technology, if only in a limited way in the next couple of years.

...maybe not the driver!

You will not be so naïve as to believe that permitting self-driving cars to pootle along at 37mph in the inner lane of a motorway during periods of congestion will be the end of the story. The previous Legislation Director, Bob Owen, recently attended a virtual conference on the longer term aspirations for Connected and Autonomous Vehicles (CAVs). You can expect a longer article on this once the conference papers are available but I will briefly summarise the headlines.

New Driving Tech

We could soon see GB drivers using an automated system that can take over control of a vehicle at low speeds





It is obvious that there are powerful industry and consultancy advocates for a fully automated future. What that means is that they believe that to achieve the full safety, economic, environmental and strategic potential of automaticity, the driver must be removed entirely from the loop. That is, non-autonomous vehicles will ultimately not be permitted on the roads. One conference speaker mused that non-autonomous vehicles would first be excluded from “the strategic road network” which is at least the Motorways and probably some A Roads, with a potential ban of non-autonomous use of the roads by 2040.

Not only would there be implications for cars and other vehicles but pedestrians and cyclists would not be able to have the “uncontrolled” access to roads they had previously had. (Autonomous motor bike anyone?!). The impression gained at these conferences is often of a dystopian “Robocop” big tech corporate oligarchy in league with government to “control the customer”. Bob considered that there was little thought being given to human beings save as the passive beneficiaries of being able to be taken around at will by machines. The idea that people like driving seemed to be overlooked.

Some reality crept into the proceedings with a recognition that there would need to be common standards across countries, which requires compromise. A cybersecurity expert suggested the vulnerabilities of these systems are multiple and serious and the ability of the 5G network actually to reliably support all the required connectivity was also open to question.

So there is clearly a fair way to go on the route to an autonomous nirvana, but ALKS in the UK is probably the starting pistol and we need to be aware and alert to certain ideas (by no means fanciful) that, as I have previously stated, amount to an existential threat to our freedoms in the medium as opposed to long term.

DVLA Ian Edmunds

In the last edition of FBHVC News I mentioned the possibility of DVLA removing a 'scrapped' marker from a vehicle record in some circumstances. I am pleased to report that in the case of one of the vehicles that prompted the original question that change of status has been satisfactorily accomplished.



There are not very often driving licence topics to report in these pages, but it may be worthwhile to remind those of you over 70 that if your UK licence expired between 1st February and 31st December 2020 during the Covid restrictions, it was automatically extended for 11 months. As these extensions expire the licence must be renewed in the normal manner.

It is now possible in many cases to renew your driving license online, go to - <https://www.gov.uk/renew-driving-licence-at-70> and you can renew your licence online at any time before the extension ends. The online renewal facility is not available for the renewal of C1 or D1 licenses as in these cases additional information is required and the application must be made by post.

Museums & Archives Andy Bye

Archives

Over recent weeks many Clubs have been reviewing the Archives they hold and utilising the checklist we produced at the end of last year to help evaluate their current position. As a result of this activity, I have joined a couple of club committee meetings to help facilitate a discussion on what next steps they should take to preserve and protect their archive material, but it is clear that every club has their own unique circumstances and there is most definitely not a single solution which can be applied across the board.

I have some other club sessions planned and hopefully I can offer the encouragement and guidance to help committees to make decisions that suit their club needs.

Museums

The Federation has now engaged with many more museums who have become Federation members and we should not forget that they have had a very bleak 12 months with their doors shut and no income coming in. We therefore took the decision to lend our support to these businesses and in early April launched the FBHVC Museum Action Plan. We have joined the Association of Independent Museums and are actively working within the sector.

We have over 500 subscribing organisations representing a total membership of around 250,000 historic vehicle enthusiasts. Clearly with this high number of vehicle enthusiasts we represent we can offer a perfect promotional base for Museums and can help promote the events they have planned for the remainder of the year.

Our website has averaged a fantastic 597 hits per day over the past 12 months as enthusiasts use it as the “go to” place (with a massive number of hits over lunchtimes) for details of what is happening in the classic vehicle world and we have also recently launched a museum locator on the website as another great source of information.

During lockdown, the Federation launched its interactive map of transport museums in the UK. At the same time, we have been inviting museums to join our directory and tell transport enthusiasts of the exciting displays and activities they offer. The directory continues to be continually updated and if you are looking for an interesting day out just take a look at what our collection of museums has to offer: fbhvc.co.uk/museums.

We also work with the National Association of Road Transport Museums (NARTM) and their website (nartm.org.uk), accessible via fbhvc.co.uk/museums lists many bus museums.

Membership report

By the time you read this edition of NewsLink you should have already received a request to renew your membership for 2021-2 (our membership year runs from August to July in line with our financial year). Previously the renewals have been posted out to members but this year I am doing it all by email. You will receive a letter giving details of how to renew; once again the amount is £25 for groups not normally open to the public and £50 for the larger groups which are open, typically formal museums. This of course follows a 12 month subscription ‘holiday’ in 2020-2021. Unlike previous years we are not requesting voluntary donations for a leaflet as we have not yet decided how to proceed following all the disruption to events in the past 18 months.

There will also be a document summarising the principal data we have on your organisation, in particular contact information which can easily become out of date. You will be given various options for doing the updating so please do help us keep our records updated.

Despite all the obstacles we have encountered over the period since early 2020 NARTM has continued to work hard on behalf of members interests. In particular we have lobbied on important topics such as Low Emission Zones and 10 year old tyres and have achieved benefits for our members. I hope you will continue to support NARTM and if you have any questions or suggestions please do contact me.

Ray Bignell

NARTM Members Survey 2020



Introduction

As we are only too aware 2020 was a traumatic year worldwide and certainly had an impact on the activities of NARTM members. Once again we carried out an online survey of activity in the year and just under 50% of members took part. My thanks to all of you who participated. We were keen to quantify the impact of the pandemic and the survey has certainly highlighted just how much we were all affected. The results have to be treated with some caution as the comparison of 2019 with 2020 is not strictly compatible; there were different responders in the two years. However, two thirds of those who responded did so both years so the results do give a fair reflection of what happened.

Quantification

As usual the first questions measured levels of activity and the table below shows clearly how much we were affected. (Numbers are rounded)

Question	2019	2020
How many members do you have	9000	8500
How many active volunteers in the year	2100	1170
Volunteer hours in the year	380,500	106,000
Visitors to your site	718,500	70,000
Events organised by you	195	23
Other events you attended	480	2
Bus days – your buses out on the road	3850	300
Vehicles in your collection under restoration	220	295



Comment is hardly needed, the message is very clear. While membership levels were steady all measures of activity were greatly reduced. The impact of this is examined below.

Specific questions

This year the survey included a number of questions to understand in more depth how the pandemic has affected our activities. In all cases the questions refer to calendar year 2020 with comparison with 2019 where relevant.



Did you run free bus services: only 23% of responders did so which contrasts with 80% last year.

Have you organised any events for the public: only 10 reported and three of these were before mid-March and a couple were online only. Several other events were organised but had to be cancelled.

Have you lost significant income: 60% said yes with the emphasis on significant

Please indicate how much income has been lost: just over half the responders chose to answer this question. Their replies totalled £945,000. It would be unwise to extrapolate too much from this number but given that it represents just over 25% of NARTM members it's not unreasonable to say the total across all groups could be in the order of £2 million. Not surprisingly the big museums suffered most from the loss of income and as they have significant fixed costs that compounds their problems.

Did your organisation receive any financial support from government bodies – national or local: this was more encouraging as 40% of those responding got some form of support. The sources varied but most seemed to have been awarded and administered locally.

Have you appealed for donations to help with the shortfall of income: about a third said yes, but the majority did not. Possibly this reflected a wish not to impose additional demands on members who may have been having a difficult year personally.

Have you offered members a subscription holiday or reduction: only 15% said yes. Given the loss of income described above it seems most of us felt their members would be keen to maintain support to help out.

Did you make special arrangements for members such as Zoom meetings, special newsletters, webinars etc: this was approximately 50/50 split between those who did and didn't.

Have you increased your social media presence during the year: 60% said yes to this question. This seems logical as the usual methods for keeping ourselves in the public eye had been severely curtailed.

Will any changes you made become permanent features: this was another 50/50 split. It is often said that crises accelerate change and perhaps this is another example.

Did you make use of Zoom or similar systems during the year: once again it was a 50/50 split. Most of those who did use this technology did so for Board / Management meetings but a few also did member briefings.

We then had a couple of questions about policy issues which have been to the fore recently.

Do you have a written tyre policy: this has become particularly relevant following legislation on 10 year old tyres and NARTM has been heavily involved in representing our interests in this subject. Perhaps surprisingly only 20% of those who did the survey have a written policy. The survey was conducted in the early part of the year so hopefully more will have implemented a policy since then.

Are you located in a Low Emission Zone (current or proposed) or run services in them: this is another subject which NARTM has actively lobbied on. 25% said yes, this does directly affect them.

Have you been invited to make submissions to any proposed zone: only 6 have done so and 3 of those said their proposals have been adopted. This is certainly a topic which seems to be dealt with sensibly by many local authorities and our proposals have played an important part.

Conclusions

We know 2020 was a difficult year for our organisations and this year is also causing problems. The survey has helped to put some of this into focus and we should try to benefit from some of the new ideas which have been introduced by members. A topic for a future meeting?

Once again many thanks to those who completed the survey and for those who didn't please consider doing so next year. I will be back!

Ray Bignell

Our first event since 2019 was held on Stokes Bay Sea Front over looking the Solent and the Isle of Wight on 1st August with 54 vehicles and 17 stalls in attendance. We also ran a limited free bus service following the current Covid regulations. *It's good to be back doing what we all enjoy!*



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

Congratulations to the team at Wythall on their success in receiving £42,500 from the Culture Recovery Fund, allocated to specific projects. A new logo has also been designed for use on signs, documents and merchandise.

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

The magazine includes a thought provoking article about the potential future conflicts between the requirements to conform to environmental legislation and concludes with a suggestion that to keep our vehicles mobile we may need to invent an electric power unit to substitute for the conventional 5 or 6 cylinder diesel engine, presumably with a sound system to make up for the lack of a Gardner, Bristol or AEC engine under the bonnet!

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

The Trust's volunteers have returned to Burscough and are making good progress with a number of vehicle restorations and small scale events are being planned.

From the magazine of the Ribble Vehicle Preservation Group

Echoing many other members, the Group have been spending time reorganising the Freckleton Depot and more recently deep cleaning vehicles ahead of attendance at a few events in the rest of the summer and a special members' open day in August.

From KBMT News, the magazine of Keighley Bus Museum

Another newcomer to these pages, thanks Mick. The magazine records some really good progress on a number of vehicles. Following a court case involving one of their members regarding an incident which took place elsewhere, they have reviewed their Safeguarding Policy which is an important document we should all have in place and maintain. The safeguarding element refers to the well-being of children and vulnerable adults so is clearly very important. In Manchester we have worked with Keighley to produce a Policy which is available to all NARTM members on request.

From the East Anglian Transport Museum Newsletter

Once volunteers were allowed back on site in April, they seem to have returned in numbers, with 51 on site one day! The site has enlarged considerably and the narrow gauge railway is the first element to be extended, with a new building and more impressive progress. The Museum reopened as soon as it was allowed with a restricted but popular operation. Interestingly, it was decided not to increase admission charges this year, reflecting the difficult position many potential visitors will find themselves in.

From 'Duplicate', the magazine of the Scottish Vintage Bus Museum

After a ban on all work on site, vehicle owners returned and in common with other locations, good progress is being made. Plans are also in hand for events, with hopes that the traditional Open Weekend in August can go ahead.

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

The Museum did indeed reopen as soon as possible after the 17th May 'Step', initially on Mondays, Wednesdays, Thursdays and Sundays and with a one way system in place.

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

Good news is that work has started on the Trust's new vehicle storage building at Lillyhall. For the third year, a donation has been made to an organisation which plants trees to help offset Carbon Dioxide emissions made by the Trust's activities in the past year – estimated at 25 tonnes even in a year of lockdowns. Finally there is advance notice of an event provisionally on 1st May 2022 to mark 50 years of the Leyland National.

From 'Bustler', the magazine of the Cardiff Transport Preservation Group

Although no public events are planned at the time of writing, volunteers are back on site over 4 days each week and include some new faces – what is the secret please! This is aiding work on a number of different projects as well as several vehicles getting a much delayed wash, which sounds familiar.

From 'Swansea Bus Museum Mag'

The Editor and Chairman pays tribute to his colleagues who have stuck with the museum project through lockdowns and through some 'scarily choppy waters'. At the time of writing it was not known when restrictions in Wales would ease, but they are looking forward to seeing visitors again.

From the Aberdeen and District Transport Preservation Trust Newsletter

Another museum that has been waiting for its government to give some clear guidance, at the time of writing volunteers were being allowed back in to pick up the pieces of their restorations in progress. There is also a note to say the bus Collection at Alford is now open to the public once again.

From 'Priory Press', the magazine of the Friends of Ipswich Transport Museum

Another museum to open in late May and welcome visitors back on site. A useful 10.5 by 4 metre mezzanine floor has been erected in the museum, with a new display area for electric vehicles below. All went well apart from the delivery being late – the delivery lorry's key had broken in the ignition minutes away from the museum. As they say, you couldn't make it up!

NARTM Autumn Conference/AGM

One again the NARTM Board have reluctantly decided that, in the current environment, it would be wrong to hold a conference physically in October 2021 and so the Autumn Conference and Annual General Meeting ("AGM") will be held by zoom on Saturday, 30th October.

Our sincere appreciation goes to the Scottish Vintage Bus Museum who had offered to host the meeting.

This also means that it will not be possible for members to attend the AGM in person. Under NARTM's Articles of Association, the AGM requires ten members to be present in person or by proxy for the business to be transacted and can therefore be held using proxies. A Notice of Meeting will be sent out towards the end of September together with a Form of Proxy explaining the business to be transacted, which will be limited to the adoption of the Report and Accounts and re-appointment of directors. Instructions on completing and returning the Form of Proxy will be sent at the same time and members are encouraged to complete it.

The March conference, also held by zoom, had 38 participants and so we hope that we can have a full agenda and that you will join us. Many of us have grown used to meetings held on this platform and it may well be that future meetings can be organised so that members who can't or don't want to travel the inevitable long distances for some, wherever we hold the meeting, can participate.

Dave Stubbins
Hon Secretary

NARTM Membership List

Aberdeen and District Transport Preservation Trust

9 Westerton Drive, Bridge of Allan, Stirling, FK9 4AX |
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Aldershot & District Bus Interest Group

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331973

Alton Bus Rally & Running Day

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www.altonbusrally.org.uk |
altonbusrally@hotmail.co.uk | 07921 368767

Amberley Museum & Heritage Centre

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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

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Castle Point Transport Museum

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City of Portsmouth Preserved Transport Depot

16 Bitterne Way, Southampton, SO19 4EA |
www.cpptd.co.uk | chairman@cpptd.co.uk | 023 9259
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Classic Southdown Omnibuses

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0141 554 0544

Ipswich Transport Museum

Old Trolleybus Depot, Cobham Road, Priory Heath,
Ipswich, IP3 9JD |
www.ipswichtransportmuseum.co.uk |
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Irish Transport Heritage

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Isle of Wight Bus & Coach Museum Trust Ltd

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www.iwbusmuseum.org.uk |
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Keighley Bus Museum Trust

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London Bus Preservation Trust Limited

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London Transport Museum Library

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Manchester Transport Museum Society limited

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midland.railway@btconnect.com | 01623 629136

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National Bus Preservation Group

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National Tramway Museum

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Nottingham Heritage Vehicles Charity

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North West Museum of Road Transport

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North West Vehicle Restoration Trust

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Oxford Bus Museum

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Southampton & District Transport Heritage Trust

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Thames Valley & Great Western Omnibus Trust

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The Teesside 500 Group

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

The Provincial Society

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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

Chapel Lane, Wythall, Worcestershire, B47 6JX | www.wythall.org.uk | enquiries@wythall.org.uk | 01564 826471

Town & District Transport Trust

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Transport Museum Society of Ireland, Howth

Howth Castle Demesne, Howth, Co Dublin, Ireland |
www.nationaltransportmuseum.org |
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Trolleybus Museum at Sandtoft

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 0LW | www.busmuseum.org.uk |
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Working Omnibus Museum Project Ltd

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 | www.wtth.co.uk | enquiries@wtth.co.uk | 01900
 67389

Rear cover top: Wellington (New Zealand) 82 is a BUT RETB1 with Met Camm B42D body. When new in 1963 it was road tested on the Walsall system before being shipped. The chassis was built at the Scammell Works in Watford, so has a Scammell chassis number. © Chas Allen

Rear Cover Bottom: Rotherham 37 is a Daimler CTE6 new in 1950 with an East Lancs B38C body. It was rebodied by Roe (H40/30R) in 1956 and withdrawn in 1965 .© Chas Allen

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