

NARTM Newslink

The magazine of the National Association of Road Transport Museums

Issue 114 – April 2022



Winchester's finest...

NARTM Chairman's Corner

Dennis Talbot

You will read elsewhere in this edition of Newslink just how generous was the legacy left to NARTM by the late Neil Millington. It goes without saying that this was completely unexpected and unprecedented. Such a legacy also brings with it many more responsibilities for your directors to keep it securely and then to work on ways to use it wisely and within the guidelines set out in our Articles of Association and by the Charity Commission.

This means that we won't be rushing into distributing funds just yet, with the one exception I announced at the Spring Meeting and that is the donation of £50,000 to The Bus Archive, a national body who are doing sterling work to archive documents from across the UK and who were just at the point of needing a boost to their current appeal for a new building. This national archive centre will benefit all of us in the long term as it provides a secure, high quality deposit facility for valuable documents that will be really important in the future.

For the time being, please don't write in with appeals for funds for your project as we need to do a lot of work to make sure we have a set of processes in place to make best use of the legacy in the medium and long term to benefit the whole historic passenger transport sector. Once we are further forward we will set out how the funds will be used.

It was good to see 26 participants representing over 40 NARTM members on our Zoom call on 2nd April and there was a very good level of contributions to the discussions from around the country. We currently plan to hold a traditional meeting in late October this year, ideally with the opportunity to join in by Zoom as well. More details will follow.

It is also good to see a growing confidence and an increasing number of events being organised across the country despite the very high current level of Covid infections. Today I received an e mail to say that Visit England's 'We're Good to Go' campaign is ending and their request is to remove all mentions you may have displayed. Manchester City Council has issued similar instructions. At the same time I'd still advise caution and if you feel more confident wearing a face covering and maintaining a social distance then please do so.

At the same time it is good to be able to get out and about and recently Christine and I visited Prague, our first trip abroad for two and a half years. Prague is a beautiful city with many interesting buildings, but I will mention its excellent tram service. The city of Prague has around 1,000 trams and a population of 1.3million, not too different to the population of Glasgow – a city that also had around 1,000 trams some decades ago, but in common with other UK cities scrapped them all... The Prague trams are very frequent, clean, reliable

Front cover: Leyland Titan POU 494 climbs Magdalen Hill in Winchester, heading for Avington Cross Roads. © Stephen Bigley.

and quick and are very well used with prepaid tickets that can be used on buses, trams and the Metro. The level of other traffic on the roads was noticeably lower than in a UK city of similar size - maybe that is what a good, electrically powered public transport service can achieve? My good friend Ian Souter will concur I believe! I have no information how the power for the trams is generated; we saw solar farms and also coal fired power stations in the area but the trams are certainly 'green' at the point of use...

Meanwhile, back in the UK, we are moving towards more 'green' public transport and our NARTM museums contain many historic examples, mostly electric trams and trolleybuses but with a few pioneering battery powered examples – Enfield cars, a coal delivery lorry in Ipswich, a whole collection of electric delivery vehicles at Wythall and our 1975 Seddon Lucas bus in Manchester are some examples. Younger folks visiting and looking at the Seddon are amazed that such technology was available 'so long ago'. Another story we should broadcast to show how we can learn from previous generations.

Speaking of broadcasting, the BBC 'occupied' the Museum of Transport, Greater Manchester for a week in late January to shoot a special programme for the CBeebies channel with Mr. Tumble, whose name may mean nothing to you unless you have young children or grandchildren. Watch out for 'Mr. Tumble's Busy Bus Day' on Good Friday morning and also on BBC iPlayer. The BBC team were very well organised and good to work with, but did change plans and we had to close to the public at very short notice on the Wednesday. We advertised this on social media and the website and also offered free visits for the rest of 2022 to a small number of people who had to be turned away on the day.

Finally, you will find on page 9 of Newslink mention of our involvement with the National Transport Trust and their 'Mobilising Mobile Heritage' project. One of the key points made at the recent launch concerned the public's perception of heritage transport. To most of us, an old bus or a steam locomotive is a thing of interest and even beauty. However, to generations of people who have grown up not using public transport, or are not used to seeing an exhaust trail from a bus or locomotive, that object of beauty may be seen as a fossil fuel consuming producer of pollution. Part of our role when showing our vehicles to the public is to explain the importance of such machines and the tiny proportion of overall pollution they produce. It is also one of our responsibilities to maintain engines and fuel pumps in good order, so that excessive smoke is not produced or at least minimised.



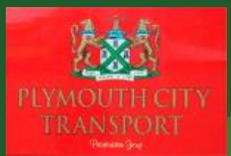
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NARTM Members Focus

Plymouth City Transport Preservation Group



The Plymouth City Transport Preservation Group was formed in July 2006. Originally vehicles were stored at the premises of Plymouth Citybus Ltd at Milehouse. Our aim is to preserve the history of Plymouth City Transport through vehicle restoration and archiving of photos, documents and artifacts. The Group owns 2 vehicles, while members keep a further 10 on site. Two Leyland Atlanteans are returning to the road after restoration as shown in the accompanying photos. We have held bus rallies and conducted small bus running events around the city since 2015 as well as attending other local events. In 2019 we were pleased to co-host a successful rally and bus running day with Citybus at their Milehouse depot where they also garage their own Plymouth heritage fleet.

The most recent restoration is Plymouth City Transport number 9 NDR 509J a Leyland Atlantean PDR2 with Park Royal bodywork. Restored over a period of 9 years from what was little more than a shell with the interior completely gutted, this is the latest bus to enter the fleet of roadworthy buses in the Group. Pictured having just emerged from painting on the 9th April 2022. It had returned to Plymouth in 2013, 26 years after it was withdrawn from the PCT fleet. During that period, it had operated for a while with A-Line of Bristol on the A49 service to Keynsham.



Plymouth City Transport number 9 NDR509J

The other Atlantean is 201 DDR 201C a Leyland Atlantean PDR1 delivered new to Plymouth City Transport in December 1965. Restored and fully repainted in 2021 it is owned by a group member who has restored it in the as delivered Orient red and cream livery.



In Primer in January 2021 and two views whilst out on an enthusiast's tour of Plymouth in August 2021.

201 DDR201C Leyland Atlantean PDR1 delivered new to Plymouth City Transport in December 1965. Restored and fully repainted in 2021.



Owned by a Group member, who handily owns Car to Coach vehicle finishers and painters, the bus was painted in the as delivered Orient red and cream to a very high standard.

Plymouth City Transport also made extensive use of mini and midi buses. N283 PDV, a Mercedes 709 with a Plaxton Beaver body was used on Plymouth park & ride services. It has been in the ownership of the Group for about 10 years and will also be returning to the fleet of operational PCTPG buses in 2022 making its debut at the 14th Penzance VR Revival and Vintage Running Day organised by TV&GWOT and CBPS.



M52 HOD is the PCTPG Support Vehicle, used for transporting the sales stand to a number of events over the last 10 years. Having been in hibernation over the pandemic, a test run was completed last December in the country lanes once served by PCT's country services around Meavy and Burrator Lake.



There will be more vehicle developments to look forward to in 2022/23.

NARTM News and Information

News and information, from Association of Independent Museums, though we have news from FBHVC in a later section.

Thanks as ever to Joyce and Paul Jefford for supplying a regular news feed of useful items from the above organisations.



Icon and Tru Vue Conservation and Exhibition Grant Scheme

Tru Vue and Icon are supporting conservation and care of collections teams with a new grant to address the challenges the pandemic has caused to the way collections are cared for and presented to visitors. The grant scheme is open to any heritage institution in the UK with less than 100,000 visitors per year.

Royal Society scheme offers grants to celebrate local science stories

Small museums across the UK can apply to Royal Society Places of Science for a £3,500 grant to fund projects that engage and inspire communities with local science stories.

AIM members' Covid survey

In January 2022, AIM surveyed its members on the immediate impact of the Omicron variant.

We received almost 200 responses, which painted a picture of a sector looking ahead to the rest of winter and the rest of the year largely expecting to survive financially, but with significant concerns about visitor figures and income throughout 2022, and a need for support with core funding, capital (including maintenance) projects, one-off projects, and particularly to support staff resilience and wellbeing.

Successful Retailing for Smaller Museums

Whether you're reviewing and improving an existing shop or establishing a new shop in your museum, take a look at our guide 'Successful Retailing for Smaller Museums' to ensure your shop is profitable and well managed.

Historic England announces grants to uncover the nation's hidden working class histories

The grants will fund community-led and people-focused projects that aim to further the nation's collective understanding of the past. The focus will be on heritage that links people to overlooked historic places, with a particular interest in recognising and celebrating working class histories.

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

Print deadline for next issue: 12 August 2022

Update from the cyber security centre

Following Russia's further violation of Ukraine's territorial integrity, the National Cyber Security Centre has called on organisations in the UK to bolster their online defences.

MEND success for AIM members

Galleries, museums, libraries and cultural venues across the country are to benefit from £48 million of funding to improve access to the arts, safeguard cultural assets for future generations and power economic growth through culture. Part of this funding comprises £18m of the Museums Estate and Development Fund (MEND), 65% of which is going to AIM members.

In welcoming the news, AIM Director Lisa Ollerhead has highlighted that £18m is a fraction of the need and AIM will continue talking to sector stakeholders about supporting maintenance, especially for small museums.

Data on first round recipients available on the AIM website. London Transport Museum and Brooklands Museum are among them.

DCMS / Wolfson Museums & Galleries Improvement Fund

From 9 May, museums and galleries across England can apply for a share of £4 million of new funding to improve displays, protect collections and make exhibitions more accessible to visitors.

Income Tax and Gift Aid

The Government has announced that it will reduce the basic rate of income tax to 19% from April 2024. As Gift Aid is a refund of the basic rate of income tax, this will result in a reduction in the amount of Gift Aid paid from 25p per pound to approximately 23.5p. The Government has included provisions for a three year transitional period which will maintain the current rate of Gift Aid relief until April 2027 which will give charities some more time to plan for the reduction in funding.

While the fall in income tax will reduce the level of Gift Aid that can be claimed, it is good news that the Government has considered the impact on Gift Aid and has implemented a transition period in order to lessen this on charities. The long term impact of this reduction highlights the importance of projects such as 'The Future of Gift Aid' led by the Charity Tax Group which aims to unlock much of the Gift Aid that goes unclaimed and would help raise additional funds to offset the reduction caused.

Nominations open for Family Friendly Museum Award

Which museum is families' favourite in the UK? It's time to decide! Kids in Museums launches the Family Friendly Museum Award 2022 and publishes an updated Kids in Museums Manifesto.



Mobilising Mobile Heritage – NARTM report of a meeting called by the National Transport Trust (NTT)

Background

The heritage vehicle movement faces significant challenges in terms of its public perception and its 'licence to operate' that we have never seen before, partly due to the use of fossil fuels.

At the same time, Mobile Heritage enjoys a far less favourable position in the mind of government than other aspects of our culture, for example built heritage (Museums, Castles etc) and the arts.

Lack of education in schools is not helping – little if anything is taught about the importance of mobile heritage and the significant part it plays in the history of the UK.

Our sector is not alone as the same problem affects all forms of Mobile Heritage including other road transport, on rail, on water and in the air.

The future difficulties include:

- Environmental
- Fuel availability
- Education
- Skills shortages

On the plus side a National Population Opinion Poll in January 2022 noted 45% of adults are interested in Heritage Transport so the numbers are significant and need to be leveraged.

NARTM has just started working with the National Transport Trust (NTT), which represents all the sectors, on a strategy to try and address these issues and share best practice.

It's early days as this has only started at the end of March but it is encouraging that NARTM has been invited to take part in this initiative.

Common Issues

The public, especially younger people, are becoming increasingly aware of climate change and pollution and many of us will have heard comments from them that exhaust fumes from 'dirty old vehicles' are polluting the atmosphere.

Examples:

- 6yr old grandson taken to see a steam engine for the first time – not impressed as he considered the smoke and steam were polluting the atmosphere
- Visible exhaust emissions no longer acceptable

Availability of diesel after 2030-35, when new fossil fuelled cars are no longer sold, will reduce as fuel stations look for alternative income streams.

Change is already happening and the pace will increase.

NTT Green Wheel Scheme

NTT is in the process of developing a Green Wheel Scheme

- It is a Carbon Reduction and Environment Accreditation Award Scheme
- Designed to support the UK's Decarbonisation strategy
- Key point is to **reduce** not eliminate the sectors' carbon footprint
- Award to be based on five stars – draft criteria being considered
- Award will be time limited with the hope beneficiaries will progress 'up the 5* ladder'
- Organisations can display their award in public to demonstrate what they are doing to help the environment – publicity or even a plaque (at their own cost)
- We all need to be able to demonstrate how we can **reduce** our carbon footprint.
- Some organisations are participating in carbon offset schemes such as tree planting but this does not address working practices. These must also change if the movement is to survive.

Initial thoughts on what we can do

- We all need to adapt and change the way we operate and do things
- Owners and drivers need to think about what they are doing and change behaviour
- Switch off engines when a vehicle is unlikely to move for a few minutes rather than leaving it to idle
- Good maintenance to stop noticeable exhaust emissions – admittedly easier said than done
- Event programmes need to get a positive message across about what is being done to mitigate climate change / reduce carbon emissions
- Reduce / recycle waste from catering / stall holders etc
- We are aware of at least two NARTM members who have installed solar panels on museum buildings
- Stress the benefits of running heritage buses:
 - Burning fossil fuel for charitable purposes (educational demonstration)
 - Running free bus services to events (i.e. GMTS, TWM & GVVT are just some examples)
 - Running free bus services to other heritage sites / events (i.e. LHTH running between Loughborough Midland & Loughborough Central stations for major events. NTT would view this as positive for LHTH & Great Central Railway)
- Reduce the number of events – i.e. reducing from four to three events per year is an immediate 25% reduction!
- It is important to demonstrate to the general public what is being done to reduce the carbon footprint of an event
- A reduction in carbon is a positive outcome
- Share best practice between members and other sectors

If any member has already started to reduce their carbon footprint then please share what you are doing with us – we are open to all ideas!

A final Plea! - Help us to help you

This is a golden opportunity to be able to demonstrate to government and other parties the importance of mobile heritage to the UK economy and how we can reduce our carbon footprint but we need data.

It is therefore more important than ever before that you complete the NARTM Member Survey that Ray Bignell recently issued and return it to him as soon as possible.

Many of us don't like change but the world is changing and to do nothing is not an option.

Thank you
Simon Gill

THE NARTM LEAFLET: ONE OF NARTM'S PRINCIPAL COMMUNICATION TOOLS

The previous article describes NARTM's involvement in the National Transport Trust's initiative "Mobilising Mobile Heritage". It is the Trust's view that Mobile Heritage enjoys a far less favourable position in the mind of government than other aspects of our culture, for example the built heritage and the arts. This view will probably be shared by many NARTM members.

It is known from the numbers of the public who are attracted to historic vehicle displays that many in the general public are sympathetic to the survival of our road transport heritage. How then does the public get to know how to sample this heritage?

The leaflet is NARTM's shopfront with both the public and 'opinion formers' on behalf of all members. It is then to the advantage of all with an interest in road transport history that NARTM leaflets are made available to as wide a public as possible who may have untapped sentiments for this branch of history. As examples of outlets where our leaflets could get a sympathetic reception, try industrial heritage museums, heritage railways and motor museums, and even public libraries.

This year's leaflet has a revised format given that details of events can no longer be published with certainty following the pandemic. Museum members are now located on a map and there is an expanded number of statements within the text of the leaflet bringing into the open some key points from the country's public transport history. Road transport history does not exist in isolation!

Your help in cascading leaflets to the general public will be to the benefit of all NARTM members. Directing leaflets to the public's local and national representatives could be even more helpful.

IAS



Do you run free bus services and issue free tickets to passengers?

If so, please read on...

It's quite likely that you like us at Friends of King Alfred Buses in Winchester, provide people with tickets from a Setright Speed machine. We've been doing this for many years, using ticket rolls printed up with King Alfred Motor Services on the front and our charity details on the back - just like the real thing used to be!

We get through quite a few rolls in a year, as you may imagine.

But this year, when our printer sent us back the proofs for approval, they commented that they couldn't proceed because they simply hadn't been able to source any blank rolls that would fit a Setright machine!

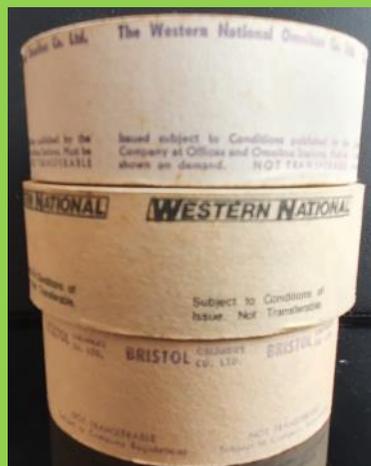
When we started investigating, our experience is just the same - nothing to be had! So, when our present stock of rolls is spent, by the end of the year, we shall be unable to issue tickets...

Have you come across the same problem? Do you have any suggestions as to where we might obtain a supply of suitable blank rolls?

If we were to find a supplier, it's likely that we'd need to order thousands of blank rolls to justify the expense of setting up, so if this is indeed a problem for others might there be interest in clubbing together (as people do with seat moquette, for example) to spread the load of an order? Could that be you?

But first of all, does anybody know where one might obtain the blank rolls at all?!

If you have any ideas or information or any other thoughts on the matter, please do contact me, James Freeman, Chair of Friends of King Alfred Buses, at chairman@kingalfredbuses.org.uk



Membership Report April 2022

I mentioned in the last edition of NewsLink that there had been a few problems with my switch to doing membership renewals by email rather than by post. While working well for most members some had not responded and I subsequently made further efforts to make contact and request renewal. I'm pleased to report that this fresh effort has produced positive results and we now have only a very small number of non-renewals. Hopefully we can make contact with these members but if you are unsure whether your organisation has renewed please do check. If you are uncertain just contact me and I will let you know if I've received payment. Given the recent

developments described in this issue by our Chairman there are undoubted benefits in retaining NARTM membership.

In early March I sent out to members our annual online survey which collects data on our activities in 2021. I've already had over 30 responses and many thanks to those who have replied. If you received the survey but have not yet responded please do so as the information collected is really valuable and is now also being used in our work with the Transport Trust – see the related article on the recent TT meeting. It's important to emphasise that no individual information is ever disclosed, it is only used in aggregate form. The survey remains open so you can return to it at any time over the next month or so. Unfortunately a number of you will not have received the survey as some of my emails were undelivered due to *"Your message looks like SPAM or has been reported as SPAM"*. Clearly some email providers are more diligent on this than others and it is frustrating when the email is quite legitimate. I'm looking to see if I can overcome this barrier and if so I will send it to those who have been blocked.

A feature of many past NewsLinks has been member profiles where we learn more about our colleagues, in particular the story of how their organisations have developed over the years. We need more profiles for future editions so please contact me if you would like to do one. The broad guideline is about 1000 words and 2-3 photos, although this is not a rigid requirement. If you would like to do this please email me at bignell2057@gmail.com

Ray Bignell

Grading Survey

Our team is gradually picking up the pace as Covid related restrictions begin to subside. As previously mentioned stage one is to update information about which vehicles are in the collections of members. As we all know there is a fair bit of 'churn' in our collections so it's important to have current information when the actual grading visits take place. If you have been asked to provide updates then please do so as it is an essential first step.

To help us make good progress we would like to add a few extra people to our team. We divided the country geographically between seven of us but that means some of the areas to be covered are rather large. If we could get some extra help we can subdivide these regions. We also have a specific requirement in the northeast of England as our team member is currently unable to work on the project. If you would like to join our team please contact me and I can provide more details. We do have a budget for this exercise so all related costs e.g. travel will be reimbursed. You can contact me on bignell2057@gmail.com

Ray Bignell

Minutes of the NARTM Members' Business Meeting

Saturday 2nd April 2022 at 13.00 hours

By Zoom

Members present:

| MEMBER ORGANISATION | DELEGATES |
|--|---------------------------------------|
| Aberdeen & District Transport Preservation Trust | Ian Souter |
| Aldershot & District Bus Interest Group | Laurie Powell |
| Aston Manor Road Transport Museum | Alan Bishop |
| Cardiff & South Wales Trolleybus Project | Brian Maguire |
| Carmel Coaches Limited | Tony Hazell |
| City of Portsmouth Preserved Transport Depot | <i>(Laurie Powell – see above)</i> |
| Colin Billington Collection | Colin Billington |
| Delaine Heritage Trust | Anthony Delaine-Smith |
| Dennis Society | <i>(Laurie Powell – see above)</i> |
| Devon General Omnibus Trust | Paul Jenkins |
| Friends of King Alfred Buses | James Freeman |
| Glasgow Vintage Vehicle Trust | <i>(Ian Souter- see above)</i> |
| Greater Manchester Transport Society | Dennis Talbot & Dave Stubbins |
| Leicester Transport Heritage Trust | Simon Gill |
| Lincolnshire Road Transport Museum | Steve Milner |
| Medstead Depot Omnibus Group | <i>(Laurie Powell – see above)</i> |
| Midland Road Transport Group | John Peck |
| Oxford Bus Museum | Chris Butterfield & Stephen Jolly |
| Paul and Joyce Jefford Collection | Joyce Jefford |
| Ribble Vehicle Preservation Trust | Ray Bignell |
| Scottish Vintage Bus Museum Lathalmond | <i>(Ian Souter- see above)</i> |
| Southampton & Dist. Transport Heritage Trust | David Hutchings & Tom Lingwood |
| Stedham Garage Group | <i>(Laurie Powell – as above)</i> |
| Swansea Bus Museum | John Adams |
| Thames Valley & G.W. Omnibus Trust | <i>(Colin Billington – see above)</i> |
| The Provincial Society | Gerry Tormey |
| The Transport Museum Wythall | Denis Chick |
| Town & District Transport Trust | Gavin Robinson |
| Trolleybus Museum at Sandtoft | Chas Allen |
| Working Omnibus Museum Project | <i>(Laurie Powell – see above)</i> |
| Workington Transport Heritage Trust | Mike Morton |

Apologies for absence:

Aire Valley Transport Group, Aycliffe & District Bus Preservation Society, Bounty Country Buses, Bristol Omnibus Vehicle Collection, Bristol Road Transport Collection, British Trolleybus Society, Bus Archive, Cornwall Bus Preservation Society, Friends of Chatham Traction, Glasgow Vintage Vehicle Trust, Leyland Society, Mike Sutcliffe Collection & Roger Burdett Collection.

1) Minutes of the Members' Meeting held on 30th October 2021 and matters arising.

The minutes of the meeting, having been circulated to members, were and they are hereby accepted as a correct record of the proceedings.

There were no matters arising.

2) A statement by the Chairman on the Neil Millington legacy

Dennis Talbot read out the statement below, which he explained had been considered in detail by the Board and approved for release:

“At the AGM in October 2021 I made a very important announcement that NARTM is the beneficiary of a substantial legacy from the late Neil Millington. At that time I was not able to give an indication just how significant the legacy was, partly because we were aware of some challenges to the Will.

Those challenges may not have completely gone away, but a substantial amount of funds has now been transferred to NARTM, amounting to two million pounds and that does represent the large majority of the legacy.

While we didn't have the opportunity to discuss this with Neil Millington before he sadly died in December 2020, we do know that he wanted his legacy to be used to support and promote the UK heritage road passenger transport movement.

So, suddenly having £2 million is a nice problem to have, but we have a big responsibility to hold it securely and to plan for the money to be used sensibly and effectively. As a registered Charity we have specific obligations to make best use of the funds available to us. The first matter to address was where we should place the funds.

Once your directors knew that the funds would be heading our way we contacted existing well-established heritage trusts and set up an investment account with a firm of financial advisers who specialise in investments on behalf of charities. The set up was completed quickly during December and the advisers complimented NARTM for coordinating the most efficient charity set up they had ever seen. Once the account was in place funds were transferred in stages, leaving sufficient funds in our existing Lloyds and Virgin Money accounts.

We now have the funds held securely and in parallel your directors have been looking at areas where we may want to apply funds for maximum benefit for NARTM members and also the movement as a whole. We know that Neil Millington's principal interest was in coaches and that is an area relatively unrepresented so we could look at ways that can be addressed.

Your directors are very clear that we see this as the opportunity to protect and develop the future of tram, trolleybus, bus and coach preservation, including active use to the modest extent we are used to. Our view is that most important is the retention and development of the skills required in conservation, maintenance and use and in educating the wider public in the history of the development and use of PSVs. Without this knowledge, the skills and public support our vehicles will not survive.



To start the process, your directors have assembled a list of many different ways in which the legacy could be utilised and these are some of them, in no particular order. Heritage skills training and apprenticeships are an important area where we could invest some of the funds because without the skills available, it will not be possible to fulfil our wish to keep our vehicles in working order in the long term. There are such schemes in operation and it would probably be worth working with other partners rather than setting up our own NARTM scheme.

We could look at annual awards or grant schemes to members for specific projects, in a similar way to the awards schemes run by the National Transport Trust. In parallel with existing grant funding bodies we could contribute to building projects or vehicle restoration projects. Selecting the right projects would take quite a lot of effort to organise, but maybe NARTM should look at employing someone to ease the growing administrative workload, if volunteers can't be found to administer such a scheme.

One specific project that your directors have already agreed to is to award a grant of £50,000 to The Bus Archive's appeal for a new building. The Bus Archive is an organisation which is truly national and benefits many other organisations, students and researchers.

The Bus Archive has agreed to have a room named after Neil Millington in recognition of his generous legacy. The NARTM donation to the Bus Archive means that they are up to 90% of their funding target.

We also want to use some of the available funds to support our project to assess the vehicles in NARTM Collections and reach our goal of publishing a book to illustrate the development of buses and coaches in the UK.

Other potential areas where NARTM can assist its member organisations may be in support to improve websites and procure training for our members in how to use social media to best advantage. This will help us all to reach families and younger people where we need to gain support and goodwill in the future

We could also engage with other bodies to lobby Parliament to ensure that the historic vehicle movement is not overlooked – this links in with 'Mobilising Mobile Heritage' that we'll discuss later. We could look at the best ways to help members to become more environmentally aware and energy efficient.

As you can see there are many ways in which we could spend the legacy many times over. We need your input into selecting the most effective ways to make the best use of this new opportunity."

Dennis Talbot then took queries from members present on capital retention and grant applications. He gave assurances that in due course all comments from members would be considered but that there was obviously going to be a significant administrative burden placed on NARTM and asked that members might be prepared to offer assistance in helping with that burden. It was agreed that any offers be referred to Dennis himself in the first instance. Other members had contact with persons who had administered large donations in the past, and there was particular interest in developing a transport heritage training policy.

3) Topics for discussion

- a) **10-year old tyres and vehicle related matters-** Colin Billington reminded members to take copies of the exemption from the regulations surrounding 10 year old tyres from both the Statutory Instrument and the Testers Manual. He was still in discussion with several members who had encountered situations where the examiner was not aware of the regulations. He had copies available of the relevant documents which he would make available.
- b) **Business rates-** nothing to report
- c) **Clean Air Zones** – Dennis Talbot informed the meeting that there was a web site available reporting each Zone and the specific arrangements, including those relating to older vehicles, were displayed. The Manchester scheme had been delayed until 2026. The Portsmouth scheme was in operation but contained an exemption for vehicles over 40 years old but also an exemption for preserved vehicles of a younger age on production of photographic evidence.
- d) **Fly by events-** Colin Billington reported on an event held in Penzance that was well received. He reported on other events held. Showbus were planning an event the week before their static event in 2022. He felt that such events were popular in bringing the heritage to the wider public.
- e) **The continuing production of a NARTM leaflet-** the next NARTM leaflet had been produced and was at the printers. Changes made to the previous leaflet are that the leaflet is undated, avoiding the need to produce a new leaflet every year. 15,000 copies were being produced and were being sent directly to organisations that had requested copies, as it wasn't going to be practical to meet up with members in the short term. Ian Souter reported that several statements had been made about the importance of public transport as he had the impression that transport generally had been taken for granted and it was vital to get the message across. The leaflet contains a map showing where all the museums open to the public were located.
- f) **Setright ticket machine rolls-** James Freeman reported that Friends of King Alfred Buses were in the habit of issuing Setright tickets to passengers carried on their free bus services which were popular. Stocks were running low and his printer was unable to locate any blank ticket rolls. He asked if any other member used similar rolls and might be willing to join in with the cost. Joyce Jefford suggested that an appeal through Newslink might elicit some interest.
- g) **Dealing with COVID-19** – General comments were made on the way in which the public were responding and policies adopted within member museums. Anthony Delaine-Smith commented that he was collecting memorabilia issued during the outbreak and it was agreed that it was important to retain historical records of what was the biggest disruption to the life of individuals since the end of World War Two. Free bus services were following the rules put in place by the local bus operators.
- h) **Safeguarding-** Mike Morton raised the issue of registration under the Disclosure and Barring Service for volunteer bus drivers who come into contact with the public. He was aware that it wasn't a requirement for train conductors and bus drivers in his area. A general discussion followed on the desirability of having paid staff and volunteers checked and procedures in place for supervision and restricted activities for younger

volunteers.

- i) **Mobilising Mobile Heritage-** Simon Gill reported that he had attended a meeting hosted by the National Transport Trust. He presented a detailed report which is on page 9 of this magazine. He referred in particular to the National Heritage Trust's "Green Wheel" scheme. A second meeting was to be held at the end of April and comments from organisations were welcome. The National Transport Trust were particularly interested in the operation of free bus services, especially those linking differing heritage sites as they presented an opportunity to reduce car usage. The important thing was to work with other organisations to reduce the carbon footprint. He stressed the importance of having relevant data so the completion of the membership surveys was particularly important. Members recounted actions they were taking and had taken to reduce their carbon footprint such as installing efficient lighting systems, tree planting and organising park and ride schemes at events.

However, on the subject of solar panels, several members reported that they were unable to feed into the national grid and therefore the scheme was unviable.

A further discussion took place on the fact that many electric vehicle schemes had been introduced over a hundred years ago and the merits of the modern battery powered schemes against the traditional trolleybus systems and the use of milk floats.

3) Reports on member services

- a) **Membership & Recruitment-** Ray Bignell reported that he had conducted the membership renewal process entirely on line this year for the first time and in general it had gone well. There was a small number of members who hadn't responded and he would liaising with Board members to contact them. He was however aware of several more modern vehicles owned by younger groups of people who had shown no interest in joining in with other more established groups but were liaising between themselves primarily on social media platforms. He invited members who were aware of such groups to let him know so he could try to make contact. He further reminded members that he needed to have a series of membership profiles for inclusion in future issues of Newslink. Finally, he referred to the membership survey and the need to collect data from individual members for use in submissions to bodies such as the National Lottery Heritage Fund, the DVLA and others. Comments were made that it would be helpful to have a list of the questions contained in the on line survey in advance so that completion would be easier, rather than having to answer each question in turn without the possibility of moving on until the particular question was answered. Denis Chick pointed out that Bus & Coach Preservation might be able to run a monthly NARTM column where requests for information could be displayed in a side column. Simon Gill agreed to take that up with B&CP and continue to be the conduit. The importance of having a social media presence was important and it may be a useful use of some of the legacy funding..

- b) **Vehicle Database and the development of scoring and grading-** Ray Bignell reminded members of the objectives of the survey which were to establish a scoring and grading system for road passenger vehicles, to enhance the understanding of the evolution of road passenger transport both technical and operational, to improve the data held by

NARTM on the core national collection including photographic records of those vehicles, assess the importance of those vehicles in terms of design and operational development and allow for a future focus on conservation and restoration. He stressed the importance of getting the information held up to date and that a series of seven regional coordinators were in contact with organisations. However it had become apparent that some of the areas, in particular the Midlands and Yorkshire and the whole of the South of England other than the South West fell to one individual and more offers of support to allow these regions to be split would be helpful.

- c) **Website-** Gerry Tormey asked that members review the information and photographs held on our web site about your organisation. It was very easy for such information to get out of date .He also pointed out that the web site had a page advertising events organised by members and that was especially important given that they were no longer going to be published in the leaflet.
- d) **NewsLink-** The press date for the next issue is 12th April. Requests for information to be included were made.

5) Date and venues of future meetings

Colin Billington informed the meeting that 2022 was the 90th year since the opening of Victoria Coach Station and he had been contacted with a suggestion of a behind the scenes tour of the station. He had also been talking to Katariina Mauranen, who had attended a NARTM meeting in the past and was now a senior manager at the London Transport Museum who had suggested that the Museum's premises at Acton would be available to host the meeting on the Saturday and that arrangements would be made to transport members from their hotel to Victoria coach station on the Sunday. The date would be Saturday 29th and Sunday 30th October. It was agreed that future meetings should be arranged to allow an attendance by zoom or similar platforms.

6) Any other business

Dennis Talbot raised the issue of the use of vehicles for filming work and whether the activity could be construed as hire or reward necessitating an operator's licence. A discussion followed and it was acknowledged that this was a grey area in the legislation but it was felt that most of these activities did not involve the carriage of any passengers, and even if there were some people being carried they were film extras, and therefore the hire and reward provisions did not apply to such activities. The discussion was then widened to cover all activities carried out with heritage vehicles involving members of the public and it was further agreed that any opportunity to raise the issue at a high level in Government should be taken.

Denis Chick mentioned that Wythall were holding their bus festival at Gaydon on July 2nd and that NARTM members were welcome to attend, bring vehicles and have stalls to display their activities.

There being no other business, the Chairman closed the meeting at 1610 hrs.

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?



Space issues have meant we can't include too many items this time, and an FBHVC update about the DVLA is included here.

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

In common with other NARTM museums Ipswich are seeing the return of school party visits. The magazine tells us that the History of Transport is on the curriculum for Year 1 pupils, who are very young but mostly attentive and enthusiastic (as I found out when allocated to show a group of 5 and 6 year olds around recently!) This must be an area where we can reach out to local schools and who knows what future interest might be sparked as a result of a school visit.

From 'The Conrod', the magazine of the Lincolnshire Vintage Vehicle Society

While in good financial shape the Chairman's pages point out that costs keep rising, while income will be steady or reduced as, for a variety of reasons, the Society no longer operates its large events which brought in some significant income in previous years. Using money saved over the years to fund operating costs is all right in the short term but not for too long. We all know which way almost all running costs are going – for home and for our heritage activities.

From 'The Provincial Press', the Provincial Society Journal

The magazine reports a restructuring in the way the Society is operated and improved communication with members with a monthly newsletter in addition to the magazine. There is a detailed study of the effects of the pandemic on bus services in the area during 2020, with ridership down by 90% on some routes. Hopefully members across the country have recorded the effects of Covid on local services in what has been the most disruptive event in most of our lifetimes.



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

The Museum is starting a project to gather stories from those who came to the West Midlands from other countries to work on Birmingham and Midland Red buses. I hadn't known before that they operated a recruitment centre in Dublin. Many other people came from Eastern Europe, India, Pakistan and the Caribbean to work on the buses and their stories need to be heard and recorded. Visitor numbers in the part of 2021 when the museum was open were 2,500 up on the same period in 2019 with a total of over 9,000.

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

Another organisation which is considering the future. Many of the buses at the SVBM are privately owned – what can be done to maintain the integrity of the collection and also preserve the valuable rental income received from the owners of those vehicles? A plan is suggested to ask owners what their intentions are for the long term future of their vehicles – hopefully as in recent cases, new owners can be found who want to retain the buses at the Museum. If vehicles are donated to the museum, ideally they would be accompanied by some funding to provide for their accommodation for the years to come.



From 'Sandtoft Scene', the magazine of the Trolleybus Museum at Sandtoft

A new 'Back-a-Bus' scheme is being introduced to build up funds to restore some of the Collection's 'orphan' trolleybuses which need a boost to continue their restoration. These include Bradford 562, Maidstone 72, Nottingham 466 and Porto 140. £10 a month is the suggested contribution. Another magazine pointed out that the new steam loco 'Tornado' was largely funded by people contributing 'The price of a pint' each week. The scheme runs in parallel with the Custodianship scheme under which members can clean and undertake minor repairs on their chosen bus, with no financial cost

From the FBHVC News

DVLA update from Ian Edmunds

As a result of the recently reported formation of the DVLA Historic Vehicle User Group the Federation now automatically receives 'Your DVLA', a regular newsletter produced by the Agency primarily for the benefit of its corporate customers. Much of the content, although interesting in a general sense, is not of direct significance to the historic vehicle community.



There are two subjects where I will draw on the DVLA information as it does have some relevance. The first of these is the situation of DVLA itself and its workforce which has now improved considerably. At the last ballot a large majority did not support further strike action and DVLA's recovery plans are now well underway. These include a wide range of measures to recover the position on the paper application services including leasing new accommodation, recruitment of additional staff plus overtime and shift working. The processing of vocational driving licence applications has been prioritised and as a result these are now back to normal.

DVLA digital services have not been affected and have performed well throughout the pandemic and the period of industrial action. They continue to encourage all customers to use the digital services whenever possible. However from a historic vehicle perspective we know that some transactions can only be processed via paper applications and that in some cases there have been significant delays. The turnaround times should now return to normal and any backlog will be progressively cleared.



**Driver & Vehicle
Licensing
Agency**

I will close with some mind-boggling statistics as the second 'take-out' from 'Your DVLA'. The sheer magnitude of their operation is not only difficult to comprehend but also serves

to remind us what a tiny part of the whole are historic vehicles. I suspect through no fault of their owners but due to the diversity of supporting documents etc. they are also one of the most troublesome groups of vehicles to process. We should perhaps in times of difficulty and disagreement remember that!

Every year, we...

- Collect £7 billion in vehicle excise duty
- Answer more than 18 million phone calls
- Deal with over 1 billion online enquiries
- Respond to over 600,000 emails and webchats

Back page Top: *Leyland Panther UOU 417H passing St Mary's Church, Crawley, Hampshire on free bus Service 8/9 from Stockbridge to Winchester. © Stephen Bigley*

Back page bottom: *AEC Renown 596 LCG passes Stoke Charity. © Stephen Bigley*

NATIONAL ASSOCIATION OF ROAD TRANSPORT MUSEUMS

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