

NARTM Newslink

The magazine of the National Association of Road Transport Museums

Issue 115 - August 2022



Leyland National 50th

NARTM Chairman's Corner

Dennis Talbot

Well, the pandemic is apparently behind us, despite high rates of infection at the time of writing. Thankfully the symptoms of the latter variants are generally much milder, though not always - as a friend of ours found recently. In common with many other premises open to the public, at the Museum of Transport in Manchester we have retained several hand sanitiser points and screens at the shop counter but our other Covid measures have gone. The eighteen months or so of lockdowns and previously unheard of restrictions were certainly the strangest period I have lived through and had almost as significant an effect on road public transport as the Second World War.

Sadly, following on from the above, we now have the tragic situation in Ukraine, which is linked to the rapidly rising price of most items and especially energy and fuel. The last diesel I bought for the car was priced at £1.98 a litre, equivalent to almost £9 per gallon. That makes running an historic bus with a fuel consumption of around 10 miles per gallon quite an expensive thing to do. It also makes running buses in service much more expensive – most operators would be very pleased if their newer buses achieved anything like 10 mpg... Together with reduced passenger numbers and other rising costs it can't be a very profitable time to be a bus operator.

Costs are going up across the board and will be affecting NARTM members up and down the country. We hope that all members have sufficient resources to meet these rising costs though it will not be easy for many museums, groups and individual vehicle owners. At the same time, museum income may suffer as the public have less spare money to spend on optional activities like visiting museums. It is certainly time to take another look at budgets and maybe revise spending plans for new projects. A great shame to defer enhancements but we must be sure that we do still have our projects to be enhanced in the longer term.

On a different but still cautionary note, safety is of high importance to us all. I recently heard of an incident where an experienced volunteer conductor, working on a free bus service, slipped on a step and fell, breaking his arm. In this case it was a simple accident and the appropriate risk assessments were in place and training had been given. But do we have risk assessments and training in place that cover all our activities, particularly those involving the public and our members? I am sure that all of us have at least some gaps which would not be good if we were to be the subject of an enquiry should there be a reportable accident. I have heard recently that the Office of Road and Rail have been taking a close interest in some of the operating practices at heritage railways. Bear in mind they also deal with Road.

Front cover: Nottingham City Transport Leyland 510 engined 1973 Mk1 Leyland National 728 and 1985 Leyland TL11 engined Mk2 724, both members of the Nottingham Heritage Vehicles Collection and photographed at Wollaton Park, Nottingham. 728 now acts as the Charity display vehicle.

After all that serious business, let's not forget that our events and open days are getting back into full swing this year and several newly restored buses and coaches are taking to the road up and down the UK. Once we were through the strictest lockdown rules, many projects were able to resume and sometimes the lack of events and museum opening gave more opportunity to make progress with restoration projects – it is an ill wind that does nobody any good. Even so we don't want another pandemic...

It was good to get out and do some driving on one of our regular free bus services from our Museum to Manchester City Centre and also nearby Heaton Park. Passengers were almost all family groups who enjoyed their trips and many visited the Museum too. The services are advertised on Facebook and Twitter and the posts clearly reach their target audience. Not sure service drivers would appreciate a full shift of manoeuvring our AEC Renown around the quite constricted Shudehill Interchange with no power steering!



In Manchester we recently applied to Arts Council England for a MEND Grant. MEND is the Museum Estate and Development Fund and its intention is to fund, 'Vital infrastructure and urgent maintenance backlogs which are beyond the scope of day to day maintenance budgets.' We applied for a costed range of property works and sustainable improvements but were sadly unsuccessful. No feedback is available, which seems to us to be quite unhelpful, so I shall be writing to ask for more information and will let you know if I find out anything useful. Clearly our bid may not have been what they were looking for, but some guidance to make an improvement would be helpful.

Behind the scenes your committee are working on how to make best use of the legacy received in the last year. This is not something to rush into as we want to make sure that best use is made of the funds we now have. For the moment the funds are safely invested. The sudden rise in income means some changes are needed to the annual check of our accounts and the way those accounts are presented – at an increased cost of course. It should be possible to reduce these costs somewhat in future years.

I mentioned Ukraine earlier and will end with some sobering news that the largest transport museum in the country, next to the tram depot at Saltivka near Kharkiv, was largely destroyed in the early stages of the conflict. This pales into insignificance in the context of so much loss of life and human suffering and it puts our own local issues into perspective. While writing these notes in early August I checked the news and the Saltivka area was targeted again today and now almost all homes in the area have been destroyed. As a small token of support we have granted free admission and hot drinks to anyone who can show evidence of Ukrainian citizenship.

NARTM Members Focus

The Dennis Society



The aims of the Dennis Society are to encourage the preservation and restoration of Dennis vehicles and to assist members with advice, provide information on the Dennis marque, make available workshop manuals and give guidance on the sources of spare parts. The Society covers the full range of Dennis products and has members with many examples from the Dennis range covering everything from a 1902 Dennis car to a 2006 Dennis (ADL) hybrid bus. And several hundred fire engines. Dennis vehicles have been in production since 1895 and this continues to the present day with current production focussed on Buses (ADL – Alexander Dennis), Municipal Vehicles (Dennis Eagle) and Lawnmowers (Dennis Mowers – Howardsons) all being produced under the Dennis family name.



1902 Dennis Car

The Society is mainly internet based and offers much information on vehicles and their history and operate a web site with a members message board where sales and wants can be advertised, together with requests for information and other related matters.

The origins of the Dennis Society go back to 1994 when a group was formed to help the owners of preserved (mainly Dennis) buses from the Aldershot & District company. The Society evolved over the years and at the request of interested parties, expanded the range of vehicles to cover, initially, Dennis buses from other operators, then fire engines and, in 2011 formally recognised the full range of Dennis products by formally changing the name to 'The Dennis Society'.



Dennis Society Members Meeting

The Society endeavours to record all known preserved Dennis Vehicles and these are listed on the website. At the time of writing, 2021, the current lists show the following vehicles

Buses, Coaches and Trolleybus	135
Fire Engines	671
Goods vehicles, Ambulances	102
Private vehicles	5
Lawnmowers	46

We recognise that despite attempting to keep these records up-to-date, there may well be additional vehicles out there which have not yet been recorded. Sadly it is an ongoing task to occasionally have to delete vehicles known to have been scrapped. NARTM members are invited to look over the lists on the Dennis Society web site and contact the Society with any additions or deletions.

<https://www.dennissociety.org.uk/preserved.html>



1921 Dennis N type Fire Engine

Over the years, many Dennis products were exported and this is recognised by the fact that there are Dennis Society members in other countries and these include Australia, Austria, Hong Kong, Ireland, Netherlands, New Zealand, South Africa, Switzerland and USA. Membership is offered to groups as well as individuals and there are currently over 250 members. There is an active group of ex-employees of the Dennis company who continue to meet for an annual get-together.



1933 Dennis Ace flatbed lorry

When Society general meetings are held, members are invited to bring along their vehicles and this results in a 'mini-rally' where enthusiasts can exchange anecdotes and admire each other's vehicles. The organisation is run entirely by volunteers and there is expertise amongst the volunteers covering goods vehicles, fire engines, private vehicles (cars and tricycles), buses and even lawnmowers. Anyone with an interest in Dennis vehicles is welcome to join and the individual annual subscription is a modest £5 per year.

*1928 Dennis E type bus
under restoration*



*1954 Dennis F17 / Metz Turntable
Ladder*

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.



Not an AIM member?

All AIM grants are open to AIM members only, but it's quick and easy to join us and costs as little as £65 per year for small museums (less than 20,000 visitors a year). Take a look at all the membership benefits and the joining information on the website. [Click here to join AIM](#)

Share your views on MEND (MUSEUM, ESTATE & DEVELOPMENT FUND)

AIM's Director and Chair are meeting the team at Arts Council England to talk about the future of MEND. It would be great to hear from you:

1. What has been your experience of the MEND application process?
2. What are your suggestions or ideas for the process for future rounds?

[Email AIM with your response](#)

Latest news from Charity Finance Group

In their latest article for their small charities programme, CFG asked the CEO of Community Accounting Plus to share advice on finding and choosing an independent examiner to review your accounts, a preferred alternative to an audit for many small charities. [Read the advice](#)

Check out CFG's Charity Finance for Small Charities guides

These quick-to-read and informative guides are an introduction to a range of charity finance topics, including records management, banking, GDPR and reserves.

Digital Heritage Hub launched

A Digital Heritage Hub has been launched to answer 100 of the heritage sector's most pressing digital questions thanks to £435,300 funding from The National Lottery Heritage Fund and the Department of Culture Media and Sport (DCMS).

TWA Digitisation Grant - applications open 20 June

TWA are thrilled to announce the return of the TWA Digitisation Grant 2022. The grant window will open on 20 June 2022, with four grants of £3,000 available. [Click here to find out more>>](#)

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

Print deadline for next issue: 12 November 2022

What can the grant be used for?

The Grant can be used to fund the digitisation of bound books, manuscripts, oversized maps and plans, 35mm slides, microfilm/fiche, glass plate negatives, and other two-dimensional cultural heritage media.

New Stories New Audiences open for applications

We're pleased to open applications for our New Stories New Audiences grants, inspiring small museums to stay relevant to your audiences and to increase your impact by identifying new stories and working with a new partner, to work differently and try something new.

Funded by National Lottery Heritage Fund, New Stories New Audiences is open to all AIM members in the small museum category (up to 20,000 visitors). AIM members in England, Scotland, Wales and Northern Ireland are all eligible to apply.

The closing date for applications isn't until 31 October 2022.

AIM training grants

AIM members can apply for up to £300 to support training and development. We can support costs related to fees, accommodation (where distance travel is involved) and travel. Applications are dealt with on a rolling basis as long as funding remains available.

AIM Pilgrim Trust conservation grants

The Collections Care, Audit and Conservation grant schemes support small to medium sized museums to care for their collections more effectively and efficiently. Applications open until 30 September.

Find out more and apply

The Charities Act 2022

The Charities Act 2022 received royal assent at the end of February. Our governance experts Hilary Barnard and Ruth Lesirge of HBRL Consulting have prepared a useful summary, showing what the key changes will mean for museum charities and the action you need to take now. **Read more**

FBHVC News

Legislation *Lindsay Irvine*

Environmental Matters

Oxford

Hopefully you will have seen the update on the Federation website that the Oxford zero emission zone (ZEX) went live on 28 February. The Council boasts that Britain's first ZEX will operate from 7am - 7pm, all year round. All petrol and diesel vehicles, including hybrids, will incur a daily charge unless subject to an exemption. Zero emission vehicles, such as electric cars, can enter the pilot area free of charge. Quite small in area for now, the ZEX pilot will allow Oxfordshire County Council and Oxford City Council to gain insights before introducing a larger ZEX covering most of Oxford city centre next year (2023), subject to further public consultation. The good news is that all vehicles in the 'historic' VED class are exempt from charges and do not need to register or take any other action.

For further details see <https://www.oxford.gov.uk/zex>



London ULEZ

Also in the news is the London Mayor's stated intention to expand the London ULEZ to encompass the whole Greater London area (basically the current LEZ) by the end of 2023.

The Mayor has asked Transport for London to consult on extending the scheme's boundary from the North and South Circular roads to the whole of Greater London in a bid to reduce pollution and congestion. The current ULEZ was only expanded from the Congestion Charge Zone to the North and South Circular roads last October. If the area is further expanded, drivers of the most polluting vehicles which don't comply with minimum emissions standards will have to pay £12.50 a day to drive anywhere in the capital.

Obviously we will monitor the situation, but we do not anticipate that any changes will affect the current exempt status afforded to historic vehicles.

Road Pricing

It's a couple of months now since the Transport Select Committee under the Chairmanship of Huw Merriman presented its report into the knotty issue of Road Pricing. That report reflects the unhappy history of various governments toying with the concept over more than 50 years. Although toll roads have been around as long as roads have been built, the 'price per mile' concept arose in the UK in the 1960s when the technological possibilities were emerging although the political will was not and public reaction has generally been hostile since. Understandably, as the numbers of EV rise which are Zero VED rated and obviously are not subject to fossil fuel tax, alternative revenue sources are being looked at, in this case by this parliamentary committee. There is no reason why historic or legacy vehicles would be in that committee's mind but road pricing is an issue the Federation will have to address its attention to if it gains political traction. So this is a "trailer" for the next edition of this column when I will set out a bit more about the history of the subject and its pros and cons, together with a few thoughts on how it might sit with our movement.

Heritage & Culture Keith Gibbins

Heritage Open Days are in action again this year

Historic activities and properties up and down the country that are normally closed to the public, or those which normally have an admission fee, are open to the public free of charge. The 2022 dates are 9th – 18th September.



The Federation is keen to link historic vehicles with the well-established heritage world that concentrates so much on historic houses and gardens.

FBHVC has a small team with specific responsibility for heritage matters who encourage the staging displays of appropriate historic vehicles at as many of these venues as practical. For more information contact the Secretary, however in essence the idea is for clubs or club sections to identify a location of interest and make contact direct.

To find a location go to: www.heritageopendays.org.uk/visiting/advanced-search

Also on Facebook: (20+) Heritage Open Days | Facebook

Instagram: Heritage Open Days (@heritageopendays) • Instagram photos and videos

YouTube: (1403) heritage open days uk – YouTube Twitter: @heritageopenday

Making Tax Digital By Barbara Whale F.C.A

MTD, as I will refer to it, is a key part of the government's plans to make it easier for individuals and businesses to get their tax right and keep on top of their tax affairs. For anyone who already uses accounting software, so long as it is MTD compliant it will do the job for you of speaking to HMRC's computers. For anyone who doesn't already use accounting software you need to talk to the accountants who prepare your annual accounts. All accountants have their favourite software but what matters most is getting the right software for your organisation.

If you don't have an accountant because you have never needed one in the past please don't bury your head in the sand and think "this will not affect our club"; simply find your tax reference and write to HMRC asking if you will be affected and when – it is better to be prepared. If you are going to be brought into the net then you will need to open a Business Tax Account, which is something all VAT registered entities have.

There are four steps in the MTD process:

The first step in the MTD plan started in April 2019 with the digitalisation of VAT for any VAT registered business with turnover in excess of the VAT registration threshold, which is currently £85,000, so many of you will already be on the journey.

The second step is the digitalisation of VAT for anyone who is VAT registered but has turnover under the VAT registration limit i.e., anyone who had registered voluntarily. There is an option to de-register, but that must be done before the 1st April 2022 deadline is reached. For organisations who have this dilemma they need to decide how much they would lose by de-registering for VAT compared with the cost of remaining in the system.

The next two steps will bring in quarterly reporting of financial data - Everyone who is VAT registered is well used to having their records up to date, at least once a quarter as they make quarterly returns. However, being up to date for VAT may not mean you are up to date for financial purposes so this could create additional work.

The third step is MTDITSA, (Making Tax Digital for income tax self-assessment), which will affect all individuals with property income in excess of £10,000 pa and also sole traders from April 2024, although some maybe impacted from April 2023; with partnerships being brought on board in April 2025, and once again some may be impacted from April 2024. The fiscal year will continue to end on 05 April and whilst that date may be appropriate for individuals it will not be appropriate for business and rules are being created to deal with the fact these organisations will have a 31st March end of financial year.

The fourth step in the chain due in April 2026 is bringing in limited companies and other organisations that are within the charge to Corporation Tax. That means being either a limited company, (whether by shares or because you have a guarantee company) or you are a group of likeminded people that are taxed on non-mutual trading profits and interest receivable.

Many clubs and groups have, historically, been exempt from completing corporation tax returns as their tax liability is so small. There is currently no news on whether these exemptions will continue, particularly if the organisation is a limited company. What we do not currently know is whether the software you use to record your transactions will ultimately be the manner in which accounts are not only filed with HMRC but also with Companies House and, if applicable the Charity Commission but it does seem the natural outcome.

Ipswich Transport Museum acquires Ransomes Trolleybus No.44 from the Science Museum Group

We're pleased to confirm that Ipswich Transport Museum (ITM) have acquired former Ipswich Corporation Transport Ransomes, Sims and Jeffries trolleybus No.44 from the Science Museum Group (SMG).

ITM contractor Derek Spall collected the vehicle, which is more or less complete and in 'barn find' condition, on Friday 22nd April 2022. The vehicle was moved straight to the ITM Exhibition Hall at Priory Heath (a former Trolleybus depot), where it was displayed to the public for the first time two days later. The vehicle has been acquired by deed of gift, and the cost of relocating the vehicle has been met by sponsorship from the Ipswich Transport Society.

Museum Vice-Chair and Trustee Mark Smith explained 'Trolleybus 44 was built and used exclusively in Ipswich, and therefore is very significant. It encapsulates the close relationship between transport and engineering which once existed in the town'.

By the 1950s, the Ransomes single-deck trolleybuses looked quite antiquated, with distinctive tramcar type bodywork. 23 similar looking vehicles delivered in batches over four years to replace trams and cater for expansion of the town from 1926 to 1930. 'They were very much part of the scene locally for over a quarter of a century. This is the only example which is complete, and is immediately recognisable as a typical Ipswich trolleybus' Mr. Smith added.

The acquisition of the trolleybus marks the end of a quest to bring the vehicle back to Ipswich permanently, which has taken over 30 years. Museum volunteer Peter Cansick initiated the most recent discussions with the Science Museum Group, which were concluded in mid-April 2022. Twenty years previously, the desire to acquire the trolleybus led to an £80,000 lottery funded museum building refurbishment project, which was completed in early 2002 - but agreement to acquire No.44 was never reached.

The vehicle will be looked after by our 'tram team' volunteers, who recently completed the £50,000 lottery funded restoration of an 1880 Starbuck horse tram. Trolleybus 44 will be subject to a full condition survey and conservation cleaning before any future restoration work is contemplated. In the meantime, it will be displayed in 'as acquired' condition for the museum's 2022 season.





Plymouth City Transport Preservation Group

When it comes to preservation of buses operated by Plymouth City Transport, it is all about Leylands. Apart from the intervening war years, when Guy Arabs and one Bristol K were bought, it was Leyland all the way from 1929 to 1982. The early preservation movement in the south west including the rescue and restoration of early Plymouth City Transport vehicles is down to the work of the late Colin Shears and his West of England Transport Collection at Winkleigh and Paul Tucker who between them ensured that rebodied TD5 141 ADR813, now rebodied Guy 249 CDR679, PD1s 89 CJY299 and 114 DDR414, PD2s 315 DJY945 and 102 OCO502 and Crossley 335 DJY965 actually still exist today. It is also very welcome to see the recent restoration of the only remaining highbridge Leyland bodied PD2 397 GJY912 (HJY297).

Plymouth is also about Leyland Atlanteans. The Corporation Transport Department, Plymouth City Transport, bought 253 Atlanteans new between 1960 and 1981 and operated Atlanteans in its frontline fleet for 46 years from 1960 to 2006, which could be a record for the UK.

Activity in the preservation of vehicles from the Plymouth City Transport fleet has waxed and waned over the last 50 years. Had it not been for the pandemic, former members of the Plymouth Bus Club, formed in 1970 with the restoration of former Plymouth Roe bodied Leyland Titan PD1, 89 CJY299, would have held a 50th anniversary reunion including a trip in 89 around the city. 89 itself has only returned since 2014 to the ranks of active preserved Plymouth buses after many decades in hibernation at various locations around Devon.

The current resurgence in activity to preserve Plymouth buses commenced in 2006, just as the last Atlantean was being withdrawn, with the formation of the Plymouth City Transport Preservation Group. Leyland Atlantean AN68 131 STK131T was the venue of that inaugural meeting of like-minded enthusiasts. The fledgling Group initially stored its growing fleet of buses in the former tram sheds which still formed part of Milehouse Depot, the operating base for Plymouth Citybus. Built in 1921 as an extension to the original Devonport and District Tramway building built in 1901, it provided covered accommodation, but could only be temporary as Citybus had plans to demolish most of the pre-war workshops because they were no longer fit for purpose. Secure covered storage in Plymouth has been a perennial problem for PCTPG and is now occupying its fourth base within the city since its formation and has not had covered accommodation for its buses since 2018. Between 2013 and 2018 it occupied a site at Colebrook on the outskirts of Plymouth with covered accommodation, which enabled a lot of restoration work to be undertaken. Following planning permission being granted for housing on the site, the PCTPG moved at the end of 2017 and leased the former Council Parks Department depot on Outland Road just a stone's throw from Milehouse. Offering ample parking space, a member's meeting room and storage sheds to store spare parts, this was a good site albeit that it offered no covered accommodation for buses. A long-

term lease could not be secured and in 2020, the Group was advised by the Council that it was going to develop the site from November 2021, the date our lease was due to end. Hence a major activity in 2021 was moving to our fourth site. Due to space limitations, vehicles that were clearly never going to be restoration projects or were duplicates of vehicles already in preservation were either sold or scrapped. Others found alternative storage in the south west. The policy is to concentrate on the rescue and restoration of vehicles from the former fleets of Plymouth City Transport and the subsequent arms-length company Plymouth Citybus Ltd, set up in 1986 by the Council as required under the 1985 Transport Act. Members also own vehicles with south west connections such as vehicles from the former Western National and Wallace Arnold (Devon) fleets, not all of which are kept in Plymouth. The majority of vehicles are owned by members of the Group, while the Group itself currently only owns two vehicles, former Citybus Mercedes Benz 709D N283PDV and PCTPG Support Vehicle, former Citybus Volvo B6 M52HOD. With a total cost of about £3000 per year to store, insure, tax, maintain and MoT these two vehicles, that is probably the limit of ownership that the Group's own resources can sustain and that it relies on members to own and therefore pay the costs of keeping their vehicles on the road.

The pandemic clearly put a stop to many of the Group's activities over the past two years, particularly stopping plans for repeating the success of the 2019 Plymouth Bus Rally with a similar event at the Plymouth Citybus depot in the July of 2020. PCTPG continues to work in partnership with Plymouth Citybus providing crews so that Citybus heritage vehicles such as former Western National Bristol LHS 1557 FDV757V and Plymouth Corporation open topper PD2/12 358 MCO658 are able to attend rallies and running days. Plymouth Citybus, by now a Go Ahead Group subsidiary, has other former Plymouth City Transport vehicles in its heritage fleet, which it has acquired from the Group. The view was that Citybus had the resources to do thorough restorations and the first of those restorations of 1958 Leyland Titan PD2/40 102 OCO502 was nearly complete and ready to return to the road, until that pandemic intervened.

Most of the remaining activity over the last two years has been by vehicle owning members working on their own vehicles and keeping the two Group vehicles roadworthy. A brief synopsis of some of those vehicles follows:

201 DDR201C Leyland Atlantean PDR1 MCW H43/34F

201 has been part of PCTPG for well over a decade having originally been bought direct from PCT by former corporation bus driver, the late Mr. Eric (Bev) Beveridge in the 1980s. After a period of storage in Buckfastleigh awaiting repairs to the fuel pump and starter motor, it was brought back to Plymouth in 2020. A complete mechanical overhaul followed by a complete re-panel and repaint into PCT's red



and cream livery carried by Atlanteans delivered new between 1960 and 1971 was completed early in 2021. Now with an MOT certificate, 201 has carried out a city tour for members, visited the Plym Valley Railway vintage vehicle day and attended the TV&GWOT Kingsbridge 7'6" Running Day last September operating the arduous 164 service between Kingsbridge and Totnes without fault. It is probably worthy to mention at this point, that the owner of 201 is also owner of local firm of vehicle refinishers Car to Coach, who has now refinished to a high quality finish no less than 6 heritage vehicles with south west connections. It is planned to attend the 2022 Kingsbridge running day.

9 NDR509J Leyland Atlantean PDR2 Park Royal H47/30D



Number 9 arrived back in Plymouth on the 8th August 2013 after an absence of 26 years. In the intervening years it had been used to provide mobile publicity in Torbay, came into the ownership of Crown Coaches in the early 1990s who in turn hired it out to Abus of Bristol to operate the A49 service Bristol to Keynsham before eventually ending up in the ownership of Real Outreach in Vehicles Evangelism (ROVE) in Gloucestershire. While Rove stripped out the interior removing all seats and many fittings and applying many layers of silver paint,

had it not been for Rove, this rare vehicle would no longer exist. Nevertheless, when inspected, 9 was found to be in good structural condition and a good basis for a restoration project. Of the 57 PDR2s delivered to PCT between 1968 and 1971, this is the only one to remain in the UK. There are other survivors in Australia, but most are now scrapped or converted into up market cocktail bars, and pioneer and 1968 Earls Court Motor Show exhibition vehicle 221 JJY221G may still be in Victoria, Canada.

Restoration has taken 9 years so far. Initially stripping many layers of paint to reveal the original formica panels underneath, rebuilding the lower deck seat boxes over the wheel arches and sourcing and adapting suitable seats to replicate what had been removed previously. The original metal registration plate was uncovered when some interior paneling was removed. The bus was purchased as a non-runner and a full mechanical overhaul was undertaken in 2018 by Plymstock Commercials. Good use of auction sites has been made to replace many original fixtures and linkages to the engine fan when the fan casing decided to go "bang". 2021 was spent with the aforementioned Car to Coach, firstly to re-panel the exterior from top to bottom and replacing and repairing the fiberglass engine bustle, with some help from a local manufacturer of luxury yachts. In 2022, number 9 received a complete repaint again into the livery all PCT Leyland Atlanteans between 1960 and 1971 wore when delivered new. A little bit of artistic licence has been used since the bus was delivered one month after decimalisation, but we have only so far found a pre-decimal Autoslot self service

ticket machine, which looks the part all the same. There are still improvements to be made to the interior, including putting in new Treadmaster flooring. The plan is for number 9 to attend some local events in 2022 so as not to go too far afield

7552 M52HOD Volvo B6 Plaxton Pointer B19F PCTPG Support Vehicle

Citybus purchased 3 of these Plaxton bodied Volvo B6s in 1994, along side 30 Dennis Darts with similar design Plaxton bodies. 52 joined the PCTPG following its withdrawal in 2010. The plan was always to completely refit the interior of the bus into a sales vehicle for the Group. Repainted in PCT Red and Cream in 2014, this bus is still able to fulfil its duties as a sales and control bus at events as and when they get up and running again.



283 N283PDV Mercedes 709D Plaxton Beaver B25F

Currently the newest vehicle in the PCTPG collection, 283 was a member of the last batch of Mercedes minibuses delivered to Plymouth Citybus between 1990 and 1995, which numbered 85 replacing a similar number of Dodge minibuses delivered at the time of deregulation in 1986. Although 283 has been in the PCTPG fleet for almost 10 years, it will only be making its rally debut at the Penzance Vintage Bus Running Day on 17th April 2022 and should not look too out of place as Western National operated many of this type in the west of Cornwall.



Attention will turn to returning other former Plymouth buses in the PCTPG collection to full running order in the coming years starting with AN68 TTT168X, PDR1 WJY758 which was converted to open top by PCT in 1975 to operate a new service between Western King and Bovisand Beach and another PDR1 FJY914E.

Philip Heseltine is currently Treasurer of the PCTPG, who along with brother Ed Heseltine and PCTPG members Dave and Marian Jenkins, have undertaken and funded the long-term restoration of NDR509J. Philip says "PCTPG will continue to explore better facilities for its vehicles and will work in partnership with other more established Groups in the South West with a combined aspiration to establish a Devon Vintage Bus Depot Project.

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 'Terminus', the magazine of the Eastern Transport Collection

A useful tip resulting from some apparently random electrical malfunctions on Eastern Counties LS 789 was traced to a relay problem but also 'tired and dirty fuse wire'. I recall similar fuse related problems so if you have electrical problems – the wrong lamps lighting for example, take a first look at the fuses!

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

After being given notice by their landlords, CTPG successfully moved their collection from the depot at Barry Dock to several buildings on the Llandow Trading Estate, a former airfield. Not all buses made the move as the site is smaller but all found new homes. A list reveals that CTPG has 54 buses, coaches and service vehicles with 34 other private vehicles making an impressive total of 88 'in the care of the Group'.

Since the latest 'Bustler' was published, we received the sad news that a long term supporter of CTPG, Viv Corbin, died recently aged 86. While we never met, Viv was for many years the main contact with CPTG and the Editor of Bustler until recently. He had a life long interest in vintage vehicles and local history.

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

Bank Holiday Monday 2nd May this year saw the return to Winchester's streets of The Original King Alfred Running Day. With over 30 vehicles committed, 14 of them from FoKAB's own fleet, it was the first time since May 2019 that FoKAB had offered the public such a comprehensive event. Overall, the 2022 figures show that thier efforts were worth it. It is estimated that almost 8000 tickets were issued in all on the day.

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

While restoring their battery powered coal lorry a 12 volt converter was inadvertently connected to the main 80 volt supply, which destroyed the converter. A new one was ordered for £33; when delivered the supplier had sent two, because they considered it a worthwhile cause, what a nice supplier!

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

Another organisation taking a new look at events as the well-known Open Days have come to an end, reported as becoming victims of their own success and having become 'too big'. As the event grew, bus services ran from an industrial area across the road from the museum, but over the years that road had become very busy, with lots of fast traffic and dangerous for visitors to cross. In 2022 there are a series of smaller bus running days which are much simpler to organise and operate, but attractive to local families while still generating some useful funds.

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

A new depot building has been constructed, named after David Croft who left a legacy which enabled the Trolleybus Museum to acquire a substantial piece of land adjacent to the existing site. The Woodland Trust has also donated a quantity of hedging plants and saplings for use on the new site.

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

A water main problem was discovered on site which could have meant digging up the entire floor of one of their many Sheds according to a contractor. Fortunately a Scottish Water specialist pinpointed the exact location of the leak, which was not inside the Shed, and after digging down over 9 feet the leak was revealed and repaired. So don't always take the first and expensive diagnosis as correct.

From 'KBMT News', the magazine of the Keighley Bus Museum Trust

The magazine tells of the search for new premises, which is proving difficult in the Keighley area. More recently they have been given notice to leave their Riverside building, making the search all the more urgent. We wish them well and hope they find suitable premises soon.

From 'Fare Stage', the magazine of the Glasgow Vintage Vehicle Trust

The Trust have been working with museums specialist and Executive MBA students on the future direction of the project, described as 'A museum within an operating garage'. Favourable outcomes for the project are forecast. Watch this space!

From the magazine of the Ribble Vehicle Preservation Group

The Trust have obtained an £10,000 grant from the National Lottery Heritage Fund to replace their old overhead lighting with new energy efficient LED lighting – cheaper to run and also brighter. Well done for spotting the opportunity and following the tortuous application process.

Membership Report

August is the month when NARTM membership is renewed. I'll be sending out requests for renewal and as last year I will do this by email. In general the email approach worked well but there were a few instances where the request 'went missing', especially those that went to an "info@" address. I will do my best to target the emails to named individuals but if you have not seen the renewal request please do contact me and I'll resend.

The sharp rise in many costs, notably fuel, is having an impact on all of us and affects what we can achieve in terms of running events, progressing restorations etc. In recognition of this the NARTM Board has decided that the subscription rates for the 2022-23 membership year will be halved to £12 for the smaller groups and £25 for the larger ones which are normally open to the public. This will allow us to cover operational costs for members (e.g. NewsLink) but offer you some support. Your rate will be confirmed when the renewal emails arrive.

In addition to the renewal request I will also send a data sheet which summarises key information I have on your group. Please update as necessary.

I trust the renewal process will go smoothly but if you have any questions please do contact me.

Ray Bignell NARTM Membership Secretary

NARTM Autumn Conference/AGM

You may be aware that London's Victoria Coach Station is 90 years old this year and several events are being planned in celebration of that event.

We feel able to hold our Annual General Meeting with a physical attendance of members again, although arrangements will be made for members wishing to join us by zoom to be able to do so.

We have been offered the use of a room at the London Transport Museum's superb Acton premises on Saturday 29th October. The Acton building houses many historic road and rail vehicles, engineering equipment, original artworks and posters, signs and maps and complements the displays at the Museum in Covent Garden.

On the Sunday morning the management at Victoria Coach Station have offered NARTM members a chance to go behind the scenes at the Coach Station. More details to follow.

Dave Stubbins
Hon Secretary

NARTM Membership List

Aberdeen and District Transport Preservation Trust

9 Westerton Drive, Bridge of Allan, Stirling, FK9 4AX |
alfordbuscollection.webs.com |
gordon1.mills@btinternet.com | 01786 832383

Aire Valley Transport Group

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

Aldershot & District Bus Interest Group

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

Alton Bus Rally & Running Day

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

Amberley Museum & Heritage Centre

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

Angus Transport Group

Unit 5, The Old Foundry, Bridge Street, Montrose,
Angus, DD10 9AJ | www.angustransportgroup.co.uk |
ian.forbes@sepa.org.uk | 01569 763228

Aston Manor Road Transport Museum

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

Aycliffe & District Bus Preservation Society

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

Barrow Transport Museum Trust Ltd

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

Beamish Museum

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

Biggar Albion Foundation Ltd

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

Black Country Living Museum

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

Bounty Country Buses

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

Bristol Omnibus Vehicle Collection

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

Bristol Road Transport Collection

Green Bank, Windsoredge Lane, Nailsworth, Stroud,
GL6 0NP | www.bristolbusevents.co.uk |
williamstaniforth136@gmail.com | 07941 615333

Bristol Vintage Bus Group

74 Ridgeway Lane, Whitchurch, Bristol, BS14 9PJ |
www.bvbg.org.uk | cwn629c@gmail.com
| 01275 832052

British Commercial Vehicle Museum Trust Ltd

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

British Trolleybus Society

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

Broadcast Television Technology Trust

The Abbots House The Street Charmouth DT6 6QF |
www.mcr21.org.uk | nick@mcr21.org.uk
| 07831 219957

Buckinghamshire Railway Centre

BRC Station Road Quainton Aylesbury HP22 4BY |
bucksrailcentre.org | office@bucksrailcentre.org |
07884 006519

Bus Archive

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

Cardiff & S Wales Trolleybus Project

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

Cardiff Transport Preservation Group

24 Warren Drive, Caerphilly, CF83 1HQ |
www.ctpg.co.uk | mikeystad73@btinternet.com |
07733 302242

Carmel Coaches Limited

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

Castle Point Transport Museum

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

City of Portsmouth Preserved Transport Depot

16 Bitterne Way, Southampton, SO19 4EA |
www.cpptd.co.uk | chairman@cpptd.co.uk
| 023 9259 8990

Classic Southdown Omnibuses

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

Colin Billington Collection

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

Commercial Transport in Preservation

55 Catherine Crescent, Downton, Salisbury, SP5 3NR |
www.thectp.org.uk | m.bailey1950@btinternet.com |
01747 823365

Cornwall Bus Preservation Society

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

County Durham Bus Preservation Group

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

Cumbria Classic Coaches Limited

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

Darlington Bus Preservation Group

37 Heron Drive Heron Park Darlington DL11DL |
darlingtonbus50group.yolasite.com |
darlingtonbuspreservationgroup@outlook.com |
07827 811001

Delaine Heritage Trust

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

Dennis Society

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

Devon General Omnibus Trust

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

Dover Transport Museum

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

Dundee Museum of Transport

Dundee Museum of Transport, Unit10 Market Mews,
Market Street, Dundee, DD1 3LA | www.dmoft.co.uk |
manager@dmoft.co.uk | 01382 455196

East Anglia Transport Museum

Chapel Road, Carlton Colville, Lowestoft, NR33 8BL |
http://eatransportmuseum.co.uk |
antonyhilton@talktalk.net | 01502 731459

Eastern Transport Collection Society

26 Yarrow Drive, Carlton Colville, NR33 8NG |
www.easterntransportcollection.org.uk |
richard.alger@hotmail.com | 01502 511887

First Group Heritage Trust

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

Friends of Chatham Traction

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

Friends of King Alfred Buses

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

Glasgow Vintage Vehicle Trust

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

Ipswich Transport Museum

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

Irish Transport Heritage

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

Isle of Wight Bus & Coach Museum Trust Ltd

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

Keighley Bus Museum Trust

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

Lead Mill Classics

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

Leicester Transport Heritage Trust

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

Leyland Society

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

Lincolnshire Road Transport Museum

Whisby Road, North Hykeham, Lincoln, LN6 3QT |
www.lvvs.org.uk | info@lvvs.org.uk | 01522 689497

London Bus Preservation Trust Limited

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

London Transport Museum Library

Albany House, 98 Petty France, London, SLO1H 9EA |
www.ltmuseum.co.uk | enquiry@ltmuseum.co.uk |
 034 3222 5000

Manchester Transport Museum Society limited

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

Manx Transport Trust / Jurby Transport Museum

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

Medstead Depot Omnibus Group

Hampshire House, 204 Holly Road, Aldershot, GU12
 4SE | www.mdog.org.uk |
duncan.egerton@talk21.com | 02380 769519

Merseyside Transport Trust

9 Edington Street, Liverpool, L15 4NB | <http://mttrust.org.uk> |
enquiries@mttrust.co.uk
 | 07802 792808

Midland Road Transport Group - Butterley

37 Park Road, Mansfield Woodhouse, Mansfield, NG19
 8EG | www.mrtg.org.uk | john@johnpeck.co.uk |
 01623 629136

Mike Sutcliffe Collection

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

Museum of Transport Greater Manchester

Boyle Street, Cheetham, Manchester, M8 8UW |
www.gmts.co.uk | email@gmts.co.uk | 0161 205 2122

National Bus Preservation Group

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

National Tramway Museum

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

North East Bus Preservation Trust Ltd

Relly Steading, Broom Lane, Durham, DH7 7RJ |
www.nebpt.co.uk | bob.kell@nebpt.co.uk | 0191 384
 5146

North West Museum of Road Transport

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

North West Vehicle Restoration Trust

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

Nottingham Heritage Vehicles Charity

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

Oxford Bus Museum

Old Station Yard, Long Hanborough, Witney, Oxon,
 OX29 8LA | www.oxfordbusmuseum.org.uk |
crbutterfield@btinternet.com | 01296 337622

Paul and Joyce Jefford Collection

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

Plymouth City Transport Preservation Group

32 Burleigh Manor Torr Lane Plymouth PL3 5NT |
www.plymouthcitytransport.co.uk |
enquiries@plymouthcitytransport.co.uk
 | 07709 777245

Potteries Omnibus Preservation Society

21 Sheringham Covert, Beaconside, Stafford ST16 3YL |
potteriesops@gmail.com | 01782 328644

Quantock Heritage

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

Ribble Vehicle Preservation Trust

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

Roads & Road Transport History Association

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

Roger Burdett Collection

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

Ron Greet Nostalgic Transport

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

Scottish Vintage Bus Museum, Lathalmond

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

SELNEC Preservation Society

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

Shetland Commercial Vehicle Preservation Society

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

SHMD Joint Board

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

South Yorkshire Transport Museum

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

Southampton & District Transport Heritage Trust

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

Southdown Historic Vehicle Group

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

Stedham Garage

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

Swansea Bus Museum

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

Thames Valley & Great Western Omnibus Trust

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

The Provincial Society

58 Childe Square, Stamshaw Portsmouth PO2 8PL |
www.provincialsociety.org |
bob.jackson@provincialsociety.org | 07437 220643

The Science Museum

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

The Transport Museum Wythall

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

The Teesside 500 Group

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

Town & District Transport Trust

446 Bacup Road Rawtenstall BB4 7JA | www.tdtt.co.uk
| info@tdtt.co.uk

Transport Museum Society of Ireland, Howth

Howth Castle Demesne, Howth, Co Dublin, Ireland |
www.nationaltransportmuseum.org |
john.k.kelleher@tudublin.ie | 00 353 1 832 0427

Trolleybus Museum at Sandtoft

Belton Road, Sandtoft, Doncaster, DN8 5SX |
www.sandtoft.org | trolleybusmuseum@sandtoft.org |
07968 481762

West Country Historic Omnibus and Transport Trust

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

Western Isles Transport Preservation Group

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

Wiigan Transport Trust

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

Working Omnibus Museum Project Ltd
c/o Powdin & Co, Hampshire House, 204 Holly Road,
Aldershot, GU12 4SE

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

Rear cover top: *Former Barton of Chilwell coaches, now part of the Nottingham Heritage Vehicles Collection. Photographed outside the restored 1936 Trent Motor Traction depot in Hucknall, Notts. This is now the home to the main charity collection. Here we have 1988 DAF MB230 647 with Plaxton Paramount bodywork, 1980 Leyland Leopard 564 with Plaxton Supreme bodywork and the now unique 1966 Bedford VAL14 966 with Yeates Europa Bodywork.*

Rear Cover Bottom: *Part of Nottingham Heritage Vehicles Charity, Nottingham City Transport collection - photographed inside the main museum depot. Here we have 1995 Volvo B10M 769 with Alexander PS bodywork alongside 540, the first Leyland AN68 for NCT, a 1973 East Lancs example, 1973 Leyland National 728 and 1981 Leyland Atlantean 433 with Northern Counties bodywork and the pneumatic 'Help' bumper carried by many Nottingham vehicles.*

NATIONAL ASSOCIATION OF ROAD TRANSPORT MUSEUMS

- Chairman and Newslink Editor:** Dennis Talbot
9 Holmbrook, Tyldesley, Manchester M29 8XJ
Tel: 07395 574750 | Email: dennistalbot25@gmail.com
- Deputy Chairman:** Colin Billington
Ledger Farm, Forest Green Road, Fifield, Maidenhead, Berkshire SL6 2NR
Tel: 01628 624111 | Email: colinbillington@helacol.com
- Secretary:** Dave Stubbins
'Brome', Green Lane, Flookburgh, Grange-over-Sands LA11 7JT
Tel: 07807 836591 | Email: stubbins.dr@btinternet.com
- Treasurer:** Mike Sutcliffe
213 Castle Hill Road, Totternhoe, Dunstable, Bedfordshire LU6 2DA
Tel: 01525 221676 | Email: sutcliffes@leylandman.co.uk
- Membership Secretary:** Ray Bignell
37 Hall Park, Lancaster LA1 4SH
Tel: 01524 61856 | Email: bignell2057@gmail.com
- Webmaster and Database Secretary:** Gerry Tormey
30 Wises Court, Mumby Road, Gosport, Hampshire PO12 1DD
Tel: 07791 800434 | Email: gerry.tormey@outlook.com
- NARTM Director:** Simon Gill
Tel: 07890 560776 | Email: simongill217@gmail.com
- NARTM Director:** Joyce Jefford
Whitegates Farm, Hatton, Market Rasen, Lincolnshire LN8 5LS
Tel: 01673 858536 | Email: joyce.jefford@btinternet.com
- NARTM Director:** Laurie Powell
Hampshire House, 204 Holly Road, Aldershot, Hampshire GU12 4SE
Tel: 01252 331973 | Email: lpowell.maillist@ntlworld.com
- NARTM Website:** www.nartm.org.uk **NARTM Phone Number:** 07548 204372

