

# NARTM Newslink

The magazine of the National Association of Road Transport Museums

Issue 118 – April 2023



## Aldershot's classic...

# NARTM Chairman's Corner

Dennis Talbot

It was really good to see so many NARTM friends and some new faces at our spring conference at the excellent London Transport Museum's Acton Depot in early March. An attendance of well over 40 showed that many people are now prepared to come out and meet face to face again. We respect that not everyone is yet comfortable to do that and the few who tried to follow the meeting by Zoom unfortunately did not have a good experience and we will work to improve that. Using Zoom or Teams as in recent meetings where everyone has their own screen, camera, microphone and speaker is fine, but that doesn't work so well if you try to remotely follow a discussion with 40 people who are all in the same room.

The big news at the conference was that I was able to announce that NARTM now has a President; Peter, Lord Henty of Richmond Hill. Lord Peter is a well-known figure in public transport in the UK as well as being the owner of an historic vehicle and he will bring a wealth of experience and wisdom to NARTM. We look forward to working together in the future.

Those of you who have been NARTM members for a few years will recognise the name of David Sheppard, previous editor of Newslink and BBC Radio presenter in the south west. David has an opportunity to spend some more time working for NARTM, starting in the summer and will initially focus on supporting our scoring and grading survey which is getting underway after the Covid hiatus. David's expertise will also be very useful in developing a social media presence for NARTM in due course. Did I mention that he is quite keen on Bristol SUs as well?

As you will see in the minutes in this magazine, we covered many topics, including heritage skills training, business rates, vehicle data, environmental issues and publicity. Terry Bennett was in the meeting and we discussed the future of NARTM Mart, the email circulation of vehicle parts for sale and wanted. Terry reported that the number of items and enquiries received had reduced in recent years and it was agreed that as there were now more effective means of seeking parts using Facebook and other platforms that NARTM Mart would be closed. The committee thanked Terry for all his work over many years in keeping Mart running.

Due to the lack of car parking at Acton, (though with typically good TfL road and rail transport to the door) as well as the high cost of London hotels, several of us based ourselves in Maidenhead. Maidenhead is not just around the corner but is convenient for Colin's TVaGWOT base. Two excellent Royal Blue services ran that weekend only; to and from an Indian Restaurant on the Friday evening and then Saturday and Sunday trips using

**Front cover:** Here we see former Aldershot & District 1950 Dennis Lance K3 No.145 (GOU 845) awaiting to go on a free bus service at the vehicle holding area at Alton's Anstey Park. No.145 has East Lancashire Coachbuilders lowbridge bodywork (L25/26R). © Duncan Egerton.

Colin's splendid Royal Blue LL6B coach, 1250. With Colin at the wheel, 1250 coped well with the traffic on the M4 and also through the London traffic to Acton and then to Victoria Coach Station on the Sunday.

Thanks are due to Kat and her colleagues for setting up such a good day at Acton, which was enjoyed and appreciated by everyone. Equally, thanks to Paul, Andy, Hazel and their colleagues for their time and hospitality during our Sunday visit to Victoria Coach Station. More details about both visits are in this edition of Newslink.

Over the years NARTM has worked to mitigate the effects of changes to legislation which can often have inadvertent adverse effects on the continued operation of our vehicles. These threats will certainly not go away in the coming years and things may well become more difficult but NARTM will continue to work with others to protect our interests. In the last couple of days, Chris Butterfield from Oxford mentioned that the end of production of fluorescent light tubes not only affects the lights in our buildings, but the tubes in our more recent (last 55 years?) buses and coaches. We have replaced a lot of the fluorescent tubes in our buildings with LED tubes, which save energy, but haven't yet had to source replacement tubes for our buses. Anyone know of a source of original fluorescent ones, or if there are any suitable LED replacements? We have successfully used LED bulbs to replace traditional round interior bulbs in some of our buses.

Another recent issue is a proposal from the DVSA to withdraw facilities for testing analogue tachographs. That may not affect many of us, but it will affect some commercial operators of older vehicles so if you are affected, please get in touch.

Good news for at least some museums is that the Valuations Office Agency have agreed that most museums should have a Rateable Value based on Receipts and Expenditure, rather than the Contractors Method, as in the past. What does that mean? Well, most museums in large buildings don't generate anything like as much revenue as other commercial businesses in similar premises. Therefore after some successful appeals I have mentioned before, it has been agreed that to reduce the burden of business rates, the method of assessment should be changed. Things have moved quickly on this and best advice has changed very recently; if you are a museum open to the public and don't yet have a 2023 Rateable Value of £1, it would be worth appealing after 1<sup>st</sup> April. The VOA process is called Check, Challenge, Appeal and can be accessed online, using a Government Gateway number.

Finally a few requests for replies to all members, but thank you if you have already responded. Ray has recently sent out our annual survey which will provide useful data for NARTM. After Christmas, Gerry sent out requests to update the details held about the vehicles in your collection. At the time of the meeting, only 62% had replied and it is important that all members update the data we hold. Finally, we will soon be asking for any updates to your contact details for a new version of the NARTM leaflet and Ian will be in contact. Note that if you still haven't paid for the current year's subscription, your organisation will not appear in the leaflet – so please pay up soon!

I will close with those requests and wish everyone all the best for a successful spring and summer season, with great events and lots of visitors.

# NARTM Members Focus



## Buckinghamshire Railway Centre

### Road vehicles at the Buckinghamshire Railway Centre By Ricky Sutcliffe

The Buckinghamshire Railway Centre, at Quainton, near Aylesbury, is a very exciting venue to visit with its heritage steam railway and with a new up and coming vintage vehicle restoration group. Its origins go back to a little before April 1962 when the London branch of the National Railway Preservation Society was formed (the LRPS). Rolling stock purchasing started the same year with the now unique London Chatham & Dover Railway carriage of 1880, followed by the 1874 built Beattie well tank five months later.

Privately owned stock soon appeared too, and the growing collection, which was stored at two sites 40 miles apart, led to a search for a permanent home north of the Thames. The LRPS initially rented part of the 25-acre site at Quainton Road, then purchased it in stages from British Railways and it erected sheds to house the now rapidly expanding collection. The adjacent wartime food storage buildings were acquired in the late 1990s, after the Cold War, and have been converted into a large Museum building.

An opportunity to obtain a new entrance then arose and there was a major addition to the establishment – this was a gift from a developer to save a Listed Building, the former LNWR Rewley Road terminus railway station, from Oxford where the site was being redeveloped. It had been the terminus of the Oxford to Cambridge line - now being rebuilt as East West Rail. It had originally been erected from parts from the Great Exhibition building in Hyde Park, where it had been used for trains sent to the opening of the 1851 Exhibition. It was designed as an early sectional structure that could be dismantled and moved, and is now our new entrance and display building which was opened in April 2002. It is therefore more historic than many realise and now lends itself to hosting parties and receptions in an unusual glass roofed setting.



*Rewley Road station at Quainton  
with the Austin FX4 taxi*

Road vehicle restoration at Quainton started in November 2021, when we decided to get the Morris Commercial LC3 Royal Mail van running, a vehicle that had been donated to the museum from the Post Office Museum in 2010. On our volunteer's recruitment day, Ricky Sutcliffe had been working on the fuel system of the Morris when a potential volunteer, Chris Aston, watched and asked if he could help. That day he signed up as a volunteer and the group started.

For a couple of events, Ricky offered to contact friends to bring vintage classic vehicles and steam engines to the venue. Ricky then took on the organisation of our annual bus rally and an enlarged pre '78 car rally. Also the HCVS Ridgeway Run finishes at Quanton each year and the car rally has now changed its name to the pre 88 vintage vehicle rally, now including commercial vehicles in this event – with over 200 entries in 2022. In 2023, another rally will be The Leyland Society's, who are holding their Annual Gathering of Leylands at Quanton. The vehicle events have therefore grown massively in the last two years, and plans are now to build a new show ground that we can use all year round, made possible with funds from a recent legacy that's been left to the Centre.

The Morris Commercial now needs the body repainting, but difficulty is being experienced in obtaining its original registration number from Swansea as no chassis number has yet been found on it and there appear to be no surviving records to prove its identity. It may, therefore, have to be registered with a 'Q' plate, which will be a great pity!



*1948 Morris Commercial LC3*

The museum curator showed me two fire engine trailer pumps that are owned by the Centre – a Coventry Climax and a very early Dennis which had been tucked away in the back of a shed. This Dennis is a 1930s pump with a very nice early 1920s petrol engine. It is to get a full restoration and during open days we will be using it to pump water for demonstrations around the site.

In 2022, messages were received on Facebook from two young lads just leaving school and going on to college, asking if they could join in helping to restore and maintain our small collection. Of course we agreed, and we now have our first two young apprentices who come and help us during their holidays, at our event days and working on the vehicles.

We believe that the vehicle has never run since it was renovated in the early 1980s, but that work that was completed was to a good standard. After many months the Morris now is in very good running order and drives around our Centre; it is planned to trailer it to other events throughout the year.

Following the success of the Morris,

We then received a call asking if we would help to get a Daimler Conquest running and when completed, the owner has agreed to donate a sum of money to our cause. This inspired Ricky's wife, Joanne, to start up a stall and games stand. With help from her sister, they started to fund raise, so now there is enough to contribute to running and maintaining our vehicles. Recently, we received an email from a gentleman who has a large collection of vehicles. He approached me with a view to loaning some of them to the centre and these would stay with us as part of our collection. The first vehicle is a very original 1969 London Austin



FX4 taxi with only 30,000 miles on the clock. This is now on long term loan with us but over the next few years he would like to loan us his Green Goddess fire engine, a Jaguar E type, a 1950s milk float and his London Transport RT, an AEC Regent double-decker bus.

So, the vintage vehicle group is now only 18 months old, but the collection is growing very fast, now also with a Clayton and Shuttleworth traction engine which has just come in on a 4 year loan agreement from The Shuttleworth Collection at Old Warden. I have a 1947 Ferguson tractor which is on loan to the Centre to push and pull the vehicles out of the centre buildings for safety reasons, and a 1928 Swift Ten 4-seat tourer which I take to the events. It was previously owned by my father, who also supports the rallies by bringing ex-Todmorden Leyland buses to events at the Buckingham Railway Centre.

### List of vehicles at our centre

Morris Commercial LC3 Royal Mail Van	1947 restored but want to fit new chassis then repaint the body
Ferguson Tractor TE20	Restored by Ricky Sutcliffe. One of the first tractors build by Harry Ferguson
Ferguson Tractor TED	1949 on long term loan from our Project manager
Dennis fire pump	Works due to start on restoration and identification
Austin Taxi FX4	1969 original taxi garage store from 1980 On long term loan with us with a view of his large collection coming to us
Daimler Conquest Century	1954 on loan for repairs
Clayton and Shuttleworth Traction Engine	On loan from the Shuttleworth collection.

# NARTM News and Information

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

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

## AIM training grants



Training grants are now open to new applications to support AIM member museums to develop the skills and expertise of their workforce, both paid and voluntary. Members can apply for up to £300, per organisation per year, to support training and development.

## Planning for lean times

Independent museums are facing what can appear to be a perfect storm. High inflation adds significantly to the costs of running and maintaining museums. Declining wages (in real terms) reduce the spending power of many visitors. Local authority finance continues to be squeezed with ever more pressures on any funding that can be deemed discretionary. And then there is the state of the economy in recession, still recovering from the pandemic and increasingly feeling the impact of a hard Brexit. These conditions depress the ability of charitable Trusts and Foundations and corporates to give the level of support the sector needs.

Charity governance experts Hilary Barnard and Ruth Lesirge suggest these exceptional circumstances present museum trustees with four big options: Shrink, Grow, Merge or Close.

## The power of possibility! AIM Conference 2023

Join us to explore what it means to be independent in today's museum sector.

How can we better engage our communities, drive new approaches to competition and commerciality, and ensure astute control and governance in challenging times? AIM Conference is the ideal place to explore these questions, hear about the latest trends and learn best practice from across the UK's museum sector. Delegates and speakers come from a range of organisations and backgrounds, not just independents, so, whether you are at the start of your career or at the top of it, there is something for you.

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

Print deadline for next issue: 12 August 2023

Thursday 15 and Friday 16 June, Surgeons Quarter, Edinburgh. In-person and online tickets now on sale with early bird rates for AIM members. Online tickets cost £80 providing access to all the main sessions on both days of the conference (15 & 16 June).

## **AIM Director Lisa Ollerhead looks ahead**

She looks to the potential challenges facing AIM members in 2023 and highlights the key areas where AIM is here to help.

"As we look ahead, the challenges facing the sector continue unabated. As ever, AIM is here to support you, so please do lean on us, and each other, for that support as you navigate these times. I know that last year didn't turn out as anyone hoped, but I believe in the ingenuity and ability of the independent sector to evolve new responses and ideas. I hope all our members, their staff and volunteers, can find time to take care of yourselves and each other as you do so."

## **New NLHF 10 year strategy**

National Lottery Heritage Fund has set out a long-term vision for the UK's heritage that is valued, cared for and sustained for everyone's future. The strategy, Heritage 2033, concisely sets out the overarching principles and ambitions. The first of a series of delivery plans that will provide further detail and direction is expected this summer.

## **Family Friendly Museum Award**

Is your venue brilliant for families? Kids in Museums is inviting museums, galleries, archives and heritage sites to apply for the Family Friendly Museum Award 2023. We'd love to see an AIM member win again so get your applications in! Image credit: 2022 winner National Emergency Services Museum.

## **From FBHVC News Issue 1 2023**

### **Historic Vehicles in a changing world**

In the light of drought in the UK, recession of glaciers in the Alps and floods in many countries there seems to be little doubt that changes are occurring in the world's climate.

Interestingly, despite the evidence, there remains a hard core of individuals who continue to deny there is any 'exceptional' climate change occurring. They argue that climate change has happened since the dawn of time, current changes are nothing surprising and anyway, the amount of emissions caused by historic vehicles is inconsequential.

One thing we should all be able to agree on is that emissions from historic vehicles are inconsequential in the context of global warming. Research by the Federation confirms that on average, a historic vehicle covers only 1,200 miles a year. In total, all the historic vehicles licenced for the road drive less than 0.2% of the mileage covered on British roads every year. A very small amount when compared to all the other pollution and emissions that surround us.



Whilst the modest impact of emissions from historic vehicles is small, the issue we have to face is public perception rather than verifiable facts. We are all familiar with the power of the internet and social media. However, recent history tells us that facts can often come a distant second to public sentiment fuelled by 'what my mate said' on social media. Whatever the strength of our argument concerning emissions, the historic vehicle community will always lose the battle in the face of one sleeve valve engine or an old diesel tractor burning a very little oil and being branded 'those old polluting vehicles'.

As members of the historic vehicle community we need to recognise this fact and demonstrate that we are responsible citizens who are prepared to 'do our bit' for our little blue planet, no matter that 'our bit' might be quite small. Interesting as it might be to hold an intellectual debate about the pros and cons of emissions from the manufacture and use of electric vehicles compared any impact our older vehicles might have; it is a completely fruitless discussion. The historic vehicle community will never win that argument. However wrong we might think the strategy for the adoption electric vehicles and however unfair the criticism of historic vehicle emissions, Government and critics of the internal combustion engine are only going in one direction, burning less hydrocarbons. We have a fighting chance of winning the argument that historic vehicles are heritage assets that should be both preserved and used but to achieve that we need to show our understanding of environmental issues and demonstrate we take these issues seriously enough to do something about them.

## Membership

It's always a pleasure to welcome a new member to NARTM and you will know that the Buckinghamshire Railway Centre joined earlier this year. You can read about their activities in the member profile of this edition. More recently we have been joined by The Revivist based in Yorkshire which was established and is run by Ashley and Kirstin Blackman. They provide commercial services to owners of historic buses but also have their own preserved vehicles. We hope to feature them in a forthcoming profile.

I'd like to take this opportunity to thank the many members who have responded to the online survey I sent out earlier in the year. If you have not yet completed it please do so, the link I sent will still work. If you have lost the invitation just email me and I will send it again.

## Setright Ticket Rolls

The Oxford Bus Museum reports that Worths of Enstone are having a clear out, and among the items for disposal are some Setright ticket rolls. Unprinted. Colour green. The Oxford museum have their own, printed rolls, so don't want them. If you could use them, please email [info@oxfordbusmuseum.org.uk](mailto:info@oxfordbusmuseum.org.uk)

## Driving a bus on a car licence

Until 1991 any bus of any size not being used for commercial purposes could be driven on a car licence. This was because the UK had a public service vehicle driving licence, issued by Traffic Commissioners. A PSV was (and still is, for operator licensing purposes) a bus with over 8 passenger seats being used for hire or reward, or one with 8 or fewer seats carrying passengers for separate fares. So if my bus developed a fault and I rang in for a replacement, a company fitter who held only a car licence could bring me another bus. The bus he drove was empty and not being used for hire or reward, so it did not constitute a PSV and he needed no PSV driving licence. In those days many a scout troop had a battered old bus to take scouts to camp and elsewhere. No fares were taken, the bus was not classified as a PSV, so the scoutmaster's car licence was sufficient.

All changed on 1 April 1991 with the standardisation of European driving licences in anticipation of the creation of the European Union in 1993. The EU wanted a Europe-wide standard licence. The concept of a public service vehicle was alien to those in Brussels who drafted the legislation. So the bus licence, henceforth category D on a driving licence now issued by DVLA and not by the Traffic Commissioner, covered any bus with over 8 seats: single-deck, double-deck, rigid, articulated, regardless of whether it was used for hire or reward. The significance of the public service vehicle for driving licence purposes had gone. I remember ringing DVLA at the time to question whether I could really drive an articulated bus without having ever sat behind the wheel of one. Yes, I was told, that was the effect of the new licence régime.



The PSV licence was one idiosyncrasy of UK law swept away by the EU. Others went over time. Until 1997 anyone who passed a test on a car and got a category B licence also got categories C1 (truck up to 7.5 tonnes) and D1 (minibus up to 16 seats, not used for hire or reward). That was revoked quietly in 1997, so as in the rest of Europe drivers would need to take a separate test to drive those vehicles. Another little-known but quite useful concession was a provision for someone who had held an HGV licence for 2 years to drive a PSV if it was being driven to or from repair or for road testing after repair. There were probably more mechanics holding an HGV licence than holding a PSV licence, so this could be very useful for many workshop staff. However, with effect from the end of 2014, that provision was removed. No reason was given. There was no publicity and it even eluded the editor of Wilkinson's Road Traffic Offences, the standard work of reference for road transport lawyers and the magistrates' courts.

There is yet another UK exception to the EU rules. It is of little relevance to the great majority of bus drivers. It is unknown to many at DVLA. It is unknown to many in the traffic police. But it is highly relevant to those involved with historic vehicles.

Tucked away in the 1999 driving licences regulations (at regulation 50) is the wording

*Part IV of the Traffic Act ..... shall not apply to a passenger-carrying vehicle manufactured more than 30 years before the date when it is driven and not used for hire or reward or for the carriage of more than eight passengers.*

The Traffic Act refers to the Road Traffic Act of 1988, which among many other things contains the requirement for drivers to hold a licence for the category of vehicle they happen to be driving. Part IV contains the provisions governing the licensing of drivers of heavy goods vehicles and of buses. So thanks to Regulation 50, those provisions do not apply to a driver of a bus more than 30 years old, carrying not more than 8 passengers, and not being operated for hire or reward.

It follows that a museum bus satisfying those three conditions can be driven on a car licence. And indeed a number of owners of historic buses and coaches do take advantage of that provision. It is usually irrelevant to the free bus rides offered to museum visitors and those attending rallies. Even though the buses in use may be more than 30 years old, it can be anticipated that there will be more than 8 on board. However, it can be very useful for taking buses to events or for road testing.

This relatively little known quirk of driver licensing has been discussed more than once at NARTM meetings. For some members who for one reason or another hold only a class B (car) licence, it is particularly significant. The exemption has been under threat from the European Union on occasions, as it is peculiar to the United Kingdom and the EU does not like such anomalies, which are invariably condemned as being anti-competitive and undermining its level playing field (although that is a curious argument to advance when the bus must not be used for hire or reward). On those occasions, it is reported, the UK kept quiet and hoped the matter would be overlooked – which it seems to have been.

Brexit should have removed the threat to that exemption. In fact I have heard a suggestion that the category C1 and D1 concessions withdrawn in 1997 might be reinstated. So it seems the government has no appetite for revoking Regulation 50. It is of great value to the preservation movement, so let us hope it remains undisturbed.

*Chris Butterfield*

## NARTM Conference Visits

As many members will know, NARTM tries to arrange a weekend programme of events around our conferences and the spring 2023 one was no exception.

Before our conference at Acton we had an excellent but all too short tour of the larger objects in the London Transport Museum Depot. We saw the typical London Transport 'Passimeter' ticket offices, signalling equipment, Underground trains from the 1890s to almost the present day and a superb collection of London buses and bus development over more than a century. There is much more to see in the smaller objects – we just didn't have the time.



On the Sunday morning, Victoria Coach Station was as busy as ever and 1250 parked in Bay 1, where it looked very small alongside the three axle National Express coaches and others, which depart every half hour through the day to all points of the compass. I hadn't realised the structure of the departure schedule, where coaches depart together every 30 minutes through the day. We had a tour of the departure and the separate arrivals areas before going to visit the Control Room which was best of all and fascinating to see. Personally, I had previously only used VCS once, during the 1982 rail strike, and I was amazed during our 2023 visit by the volume of traffic handled each day; a very efficient operation indeed across two adjacent and restricted central London sites.



Victoria Coach Station		GATE ALLOCATIONS																			Sunday 05/03/2023			
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Time						1	2	3	4	5	6	7	8	9 <sup>10</sup>	10	10 <sup>11</sup>	13	14	15	16	17	18	19	20

## Minutes of the NARTM Members' Business Meeting

Held at the London Transport Museum at their Acton premises, 2 Museum Way, 118-120  
Gunnersbury Lane, Acton W3 9BQ on Saturday 4<sup>th</sup> March 2023 at 13.00 hours

### Members present:

#### MEMBER ORGANISATION

Aberdeen & District Transport Preservation Trust

Aldershot & District Bus Interest Group

Aston Manor Road Transport Museum

Barrow Transport Museum Trust

British Trolleybus Society

Buckinghamshire Railway Centre

Carmel Coaches Limited

City of Portsmouth Preserved Transport Depot

Colin Billington Collection

Cornwall Bus Preservation Society

Dennis Society

Devon General Omnibus Trust

Friends of King Alfred Buses

Glasgow Vintage Vehicle Trust

Greater Manchester Transport Society

Leicester Transport Heritage Trust

Leyland Society

London Bus Preservation Trust

London Transport Museum

Medstead Depot Omnibus Group

Mike Sutcliffe Collection

Midland Road Transport Group

Oxford Bus Museum

Plymouth City Transport Preservation Group

Ribble Vehicle Preservation Trust

Roger Burdett Collection

Scottish Vintage Bus Museum Lathalmond

Shetland Vehicle Preservation Society

#### DELEGATES

Gordon Mills

Ian Thompson

Nick Sargent

Laurie Powell

Alan Bishop

Dave Stubbins

Paul Dicken

Francis Whitehead

Chris Aston

Colin Ashman

Tony Hazell

*(Laurie Powell – see above)*

Colin Billington

Melvyl Williams

Caroline Spurr

*(Laurie Powell – see above)*

Paul Jenkins

Terry Bennett

James Freeman

*(Ian Souter- see above)*

Dennis Talbot

*(Dave Stubbins- see above)*

Simon Gill

Ricky Sutcliffe

Peter Osborn

Katariina Mauranen

*(Laurie Powell – see above)*

*(Ricky Sutcliffe- see above)*

John Peck

Simon Robertson

Chris Butterfield

Paul Statham

Philip Heseltine

Ray Bignell

Roger Burdett

Ian Souter

*(Ian Souter- see above)*

SHMD Joint Board	John Dyson
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	Helen Billington
	David Sheppard
Trolleybus Museum at Sandtoft	Dave Chick
West Country Historic Omnibus & Transport Trust	Robert Crawley
Working Omnibus Museum Project	<i>(Laurie Powell – see above)</i>
Workington Transport Heritage Trust	Mike Morton

**By zoom:**

Paul and Joyce Jefford Collection	Joyce Jefford
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**Apologies for absence:**

Aycliffe & District Bus Preservation Society	Ian Wiggett
Bristol Omnibus Vehicle Collection	Mike Walker
Bristol Road Transport Collection	William Staniforth
British Trolleybus Society	David Chick
Dennis Society	Tim Stubbs
Dover Transport Museum	John Lines
Eastern Transport Collection Society	Richard Alger
Friends of Clapham Traction	Richard Bourne
Keighley Bus Museum Trust	Norman Shepherd
Lincolnshire Road Transport Museum	Steve Milner
Mike Sutcliffe Collection	Mike Sutcliffe
North West Museum of Road Transport	Clive Arnold
Paul and Joyce Jefford Collection	Paul Jefford
The Provincial Society	Gerry Tormey
The Transport Museum Wythall	Denis Chick
Transport Museum Society of Ireland, Howth	John Kelleher

Dennis Talbot welcomed the members to the first face to face meeting for three years and expressed his delight at the number of attendees. Katariina Mauranen, custodian of the London Transport vehicle collection gave a brief introduction to the Museum. Dennis also thanked the guides who had escorted us round the magnificent collection.

- 1) **Minutes of the Members' Meeting held on 5<sup>th</sup> November 2022 and matters arising.**  
On a proposal by Simon Gill, seconded by Helen Billington 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) Topics for discussion

- a) **Legacy update and related activities-** Dennis Talbot reminded the meeting of the background to the legacy received from the estate of the late Neil Millington. A donation of £50,000 had been made to the Bus Archive and attention was now being focussed on addressing the skills gap in the maintenance of historic vehicles. He was delighted to announce that Lord Hendy had agreed to become the first President of NARTM. In order to explain Lord Hendy's status, I have reproduced his acceptance letter in full.

*"As requested, I am writing to say that I am happy to become the first President of the NARTM. I will do what I can to further the aims of the Association, subject of course to my other commitments, including chairing Network Rail, and the London Legacy Development Corporation, and being a member of the House of Lords. I think the effective use of the recent legacy is really important, and I subscribe to the uses to which you propose to put it. Please keep me informed!"*

It was signed Peter, Lord Hendy of Richmond Hill. It was agreed that Lord Hendy would be a significant asset to NARTM given his background and current status.

Dennis then reminded the meeting that the current constitution of the NARTM Board had been adequate to administer the operations of NARTM prior to the legacy. He had been approached by David Sheppard, a former member of the NARTM board who had resigned owing to work and specific other commitments. David is a presenter on BBC Radio and has significant media skills. Owing to a change in arrangements at the BBC David is proposing to go freelance and has offered his services on a consultancy basis to NARTM to use his skills to enhance the public's knowledge of the heritage bus industry and move the Scoring and Grading project along (see later). Following a detailed discussion at the NARTM Board meeting the previous day the Board had resolved in principle to engage David subject to resolution of a couple of minor matters.

Colin Billington then updated the meeting on the work he'd been doing to develop an apprenticeship scheme. There was an apprentice scheme underway at Brooklands focussed on body building and body restoration and one at Bicester on the mechanical and electrical side, which he had yet to visit. One of the problems was that the scheme required practical support outside the academic programme. The importance for NARTM was to set up arrangements with contractors in the hope that some might be persuaded to join the programme. He went on to point out that the braking systems for cars were significantly different from the vacuum, air and air over hydraulic systems used on buses over the years. He'd been in contact with a company based in Bristol who did offer apprenticeships on braking systems.

There was interest out there and it was important to harness that. A report from Beamish Museum had highlighted the problem of retaining the apprentices on conclusion of their apprenticeship. They had adopted an approach of trying to

recruit more senior people who may have had a career change or been made redundant. Roger Burdett commented that he'd had difficulties with an apprentice scheme and suggested a grant scheme to help properly constituted bodies get financial support for their restorations. Katariina Mauranen explained that she was planning to hold a seminar at Acton in an attempt to identify the skills available and the willingness to participate in skill based programmes. There was concern expressed about the quality of workmanship of some contractors and it was hoped that through NARTM's contacts a proper assessment could be made available.

Leon Daniels then asked about the legacy, where the funds were invested and the Board's strategy on investment policy, and over what period the legacy was intended to be spent. Dave Stubbins informed the members present that the legacy had been received in stages and that the trustees had taken advice and had appointed a firm then called Smith and Williamson, now known as Evelyn Partners to manage the legacy and make investment decisions on NARTM's behalf. They had not sought to restrict the range of investments and a discussion followed on whether certain types of investment might be excluded on ethical grounds.

In response to a question from the floor, Dave Stubbins explained that the receipt of the legacy had necessitated a full audit of NARTM's accounts. A quotation had been received from Fortus Audit who for several years had been carrying out independent examinations of the accounts in the sum of £4,000 plus VAT which had been accepted by the trustees. The process had gone extremely smoothly helped to no small extent by the fact that Laurie Powell, as a practising accountant, had prepared the accounts in the necessary statutory format for submission to Fortus.

- b) Vehicle Database and the Development of Scoring and Grading-** Ray Bignell, as head of the project, gave a detailed presentation on the project and the stages involved. Firstly, as had already been mentioned in the meeting, it was important to gather as much information as possible on the current situation with preserved vehicles. Gerry Tormey was maintaining a database that contained information on ALL vehicles known to him, whether in NARTM members' collections or in private hands. A team of regional co-ordinators had been established and he introduced those who were present at the meeting. Secondly, once that information had been received to a sufficient standard, the team would meet to analyse that data and a series of visits could then be arranged to gain as much evidence as practically possible including photographic evidence, both internal and external, to assist in the process of analysing the data.

Factors to be taken into account in assessing the importance of vehicles would be age, current condition, typicality, design development and how many vehicles that were no longer in existence that vehicle represented. It was noted that Ian Souter had produced a thorough analysis of the development of bus design through the ages which would be invaluable. Star quality was another factor which was intended to cover their appeal to the general public.

The object of the exercise was to focus in on vehicles that were considered

nationally important so that resources to ensure their survival were properly targeted. However, he was keen to point out that this was not an exercise intended to reduce the size of the database and the team understood that many of the vehicles had personal appeal to their owners.

Finally, it was hoped that the details would be publicised and made widely available whether in a book or on a web site, etc. Helen Billington pointed out that the National Lottery Heritage Fund had funds available to help out with “vehicles in crisis” and this information would be extremely valuable to them.

Several members asked questions and raised comments and a fruitful discussion followed on the vehicles to be included, the information that might be given about private locations and in particular on the definition of originality where for example a vehicle may have been converted to open top..

- c) **Business rates** – Dennis Talbot reported that there was a need to lodge an appeal against the 2017 rating assessment before the end of March if an organisation wanted to do so. However he warned that an appeal might result in a higher assessment so he urged caution unless there was a significant chance of success. He also reported that the rating arrangements for all premises in England were available to view on [www.gov.uk](http://www.gov.uk) and he’d noticed that several museums were listed as industrial premises and rates would be charged to them on a different basis to those recorded as museums.

- d) **Mobilising Mobile Heritage**- Simon Gill explained that the National Transport Trust (“NTT”) were concerned, along with many of its affiliated organisations, of which NARTM is one, that the public perception of heritage in all its mobile forms was not the same as that of fixed heritage, i.e. buildings. Mobile heritage covers all aspects of mobile transport including aircraft, shipping and railways. The NTT were keen to raise the profile of mobile heritage so that a counter argument to the use of petroleum and fossil fuels could be counteracted. He stressed the importance of the vehicle database in providing information to the NTT and with David Sheppard’s background in the media we were well placed to make a positive contribution.

A long discussion followed as members recounted their experiences but there was agreement on the need for our organisations to work with their own members to reduce the risk of adverse reactions by issuing positive messages in programmes, etc, maintaining vehicles to reduce smoke emissions, switching off engines at every opportunity and encouraging the use of public transport. It was also felt that every opportunity should be taken to engage with schools. It was also felt that NARTM should develop an environmental statement.

- e) **Notices and proceedings** – Colin Billington asked members to let him know if they held any records of Notices and Proceedings issued by the Traffic Commissioners as he’d received a request from an individual and he felt it would be useful for them to be more widely available.

### 3) **Reports on member services**

- a) **Membership & Recruitment-** Ray Bignell reported on the current membership status and pointed out the need to inform NARTM of any changes of contact details. He also explained the procedure he had adopted for dealing with the survey forms in that the questions to be asked were sent to members in advance so that on receipt of the survey itself it should take no more than 10 minutes to complete the survey.
- b) **NewsLink-** Dennis Talbot reported that the deadline date for the next issue was 12<sup>th</sup> April and asked for more members' profiles to be submitted for general interest.
- c) **NARTM Mart-** Terry Bennett outlined the reasons why the NARTM Mart was established several years ago as a means of putting members who had parts available in touch with those who wanted them. Over the past two years the number of requests and offers had declined as dedicated social media sites had taken over and his view was now that the service had outlived its usefulness. It was agreed that the service would be discontinued. Terry was warmly thanked by the members present for his efforts over the years.
- d) **Other items- Leaflet-** Dennis Talbot referred to the previous decision to produce a leaflet that was not dated but included details of all member organisations and asked members present how many still had stocks of the current leaflet and how many had run out and needed more. By consensus it was agreed that a reprint would be necessary in time for the 2024 Spring Conference. Various suggestions were made for additional features such as QR codes to be included to link to the member organisation's web site.
- 10 year old tyres-** again it was stressed that it was an advantage to take copies of the relevant section from the tester's manual as many of the newer testers were unaware of the regulations relating to VHIs.
- Golden contacts-** in response to a question raised by Francis Whitehead on the subject of recommended contractors, Dennis Talbot pointed out that there was a section in the members' area of the NARTM web site called "Golden Contacts" where recommendations could be posted and asked for recommendations so that the section could be updated.

### 4) **Arrangements for the weekend and dates and format and venues of future meetings**

Colin Billington explained the arrangements for the visit to London Coach Station the following day. Dave Stubbins commented that this had been the first physical meeting held since the outbreak of COVID-19 and had been well attended with one member in attendance by zoom. It was agreed that the opportunity for members to meet was very welcome and that future meetings would take place on the same basis. The Annual General Meeting was to be Saturday 28<sup>th</sup> October with venue to be decided.

**There being no other business, the Chairman closed the meeting.**

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

Members may also be aware that Keighley Bus Museum had been given notice to quit their Riverside premises and had been looking for alternatives, without much success. Towards the end of last year, their landlord gave the Trust the opportunity to buy the building – not an easy task but an option they are embracing. At the same time space had to be made to allow the former foundry's furnaces to be dismantled and taken away as scrap. A very trying time as their magazine's editorial says.



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

Staying with the property theme, this Trust is always on the lookout for suitable covered accommodation and recently viewed two buildings in the Workington area. I include this news to give an idea of the potential costs in an area which, with all due respect, will not have the highest property prices in the country. A good, modern building of about 16,000 sq. ft. carried an annual rental of £50,000 and a smaller one, into which 8 buses could be 'squeezed' with 3 outside, had an annual rental of £15,000. The latter equates to a cost of almost £2,000 per bus, once other costs are added in. Bus preservation is not a cheap activity!

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

Good news is that the Trust's September Running Day will return to the streets of Liverpool for the first time in 4 years and they are hoping that 1955 Leyland PD2 L161's restoration will be completed in time – its pictures already look good. Something to make some of us feel quite old is the 60<sup>th</sup> anniversary of the entry into service of L501, one of the first of many 'Liverpool style' Atlanteans new in 1963, very much in the Beatles era!



© Neil Hilton

## From HCVS News, the magazine of the Historic Commercial Vehicle Society

Sad news this time is that reluctantly the 2023 London to Brighton Run has had to be cancelled. There are a number of factors, not least a clash of dates with the Coronation, which lead to a proposed change which did not fit with some suppliers and volunteers. Another start venue also has to be found, ideally outside the newly extended London ULEZ. Much better news is that the 2024 Run will go ahead on Sunday 12<sup>th</sup> May.

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

A warning about the effects of ethanol in petrol is issued following the effect of E5 (5% Ethanol) petrol on a Lister truck that had been off the road for some years, but started regularly. This time it refused to start and the cause was found to be that the ethanol had dissolved rubber washers in the fuel taps, causing them to seize and block the fuel pipes. That was caused by E5 petrol, beware that E10 is now the standard petrol available on forecourts and that inky vehicles built after 2011 are ethanol-resistant. And don't forget that there is also 5% ethanol in forecourt diesel.

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

Members will be aware that Stagecoach has decided to put its fleet of heritage vehicles up for sale and indeed some have been housed in NARTM member museums for many years. SVBM probably has more than other museums and Sir Brian Souter has added six resident vehicles to the two he already owned. That leaves another ten buses and coaches in Stagecoach ownership and housed at Lathalmond. The sale is being handled in three stages; the south of England is already in progress, to be followed by the English Midlands and North and finally Scotland.

## A unique opportunity to own a piece of British Bus History



A wide selection of vehicle types and manufacture available. All buses located at depots across the South of England.

1984 AEC Regent MP6 944P  
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1958 Leyland Olympian F601 MSL

1984 Leyland P63 408 DCD  
1929 Leyland Titan T21 LP 4818  
1958 Leyland Titan PD2 LBV 992  
1981 Dennis Dart J261 G2D  
1986 Bristol LPT JAH5 52D

Stagecoach

To arrange viewings please contact  
audrey.merriman@stagecoachbus.com

## From 'The Bus Archive News'

It is five years in April since the creation of The Bus Archive brought together the collections which had previously been held by the Omnibus Society Library and Archive, and The Kithead Trust into a new, free-standing charity. Looking back on the five years, the thing which stands out is the tremendous support we have had from both the bus industry and the enthusiast movement. Last year alone we were donated the equivalent of more than 500 'banker boxes' worth of material. This not only enhances our collection but also the sale of surplus material provides a valuable source of funds to keep the project going.



The Bus Archive was recently able to give the go-ahead to start work on fitting out our new building at Droitwich, so there is lots more to look forward to. (To which of course NARTM made a donation last year).

## From 'Terminus', the magazine of the Eastern Transport Collection

At the recent AGM a local member present asked the question, 'Why are so many of our vehicles off the road being worked on?' The reply was quite simply because they require attention.

I am always impressed when reading 'Terminus' by the amount of work carried out by a small team and the work they do is recorded in great detail. I can't claim to be a 'hands on' bus restorer these days, but have done a lot in the past and appreciate the work that is required. The author of the report in 'Terminus' makes the point that these vehicles are not in the first flush of youth, being sixty plus years old with equipment that is growing tired and throwing up failures that are sometimes quite difficult to locate or diagnose.

I remember being berated when I wrote something similar some years ago in 'Classic Bus' magazine and illustrate the issues faced by us all when confronted with an aged bus that is often in far worse condition than at first thought!

## From 'Wheels', the magazine of Leicester Transport Heritage Trust

A new magazine name, A5 format and editor from this issue which includes a lot of interesting content, including a mention of how the cost of restoration is increasing – a radiator repair that will cost double the price quoted two years ago as an example and also Treadmaster flooring, minimum order now 12 sheets costing over £2,000

**Back cover:** two more photographs of former Aldershot & District vehicles which have been saved by members of the Medstead Depot Omnibus Group:

The upper picture shows 1953 ex-A&D Dennis Lancet J10C No.196 (LAA 231) with Strachans full-front coach bodywork (FC38R), initially used on express services to and from London. The picture, kindly supplied by Malcolm Spalding, shows the coach when still in service. No.196 is currently stored at MDOG's base, undergoing restoration. It is mechanically and structurally sound, but needs the interior to be completely refurbished. Malcolm Spalding has been leading a very small team on this complex and detailed task, hoping to re-commence 2023 season work in the coming weeks.

The lower picture shows a bus that was absolutely typical of North Hampshire in the heyday of Aldershot & District, namely a 1956 Dennis Falcon P5, registration POR 428. No.282 in the fleet, this country `bus has Strachans B30F bodywork. This picture shows the Falcon during some vehicle shunting operations that took place on 19th February 2022. Unusually, this `bus was one of those which required help from the battery trolley in starting; it is normally an excellent performer, so winter storage must have taken its toll. © Duncan Egerton

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