Newslink

NATIONAL ASSOCIATION of Road Transport Museums

N A R T M

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NATIONAL ASSOCIATION of Road Transport Museums

N A R T M

Chairman and Newslink Editor:	**Dennis Talbot** Email: dennistalbot25@gmail.com
Deputy Chairman:	**Colin Billington** Email: colinbillington@helacol.com
Secretary:	**Dave Stubbins** Email: stubbins.dr@btinternet.com
Treasurer:	**Laurie Powell** Email: lpowell.maillist@ntlworld.com
NARTM Director & Scoring and Grading Lead:	**Ray Bignell** Email: bignell2057@gmail.com
NARTM Director & Membership Secretary:	**Steven Booth** Email: steven.booth@gvvt.org
NARTM Director:	**Joyce Jefford** Email: joyce.jefford@btinternet.com
NARTM Director:	**Paul Statham** Email: rp_statham@yahoo.co.uk
NARTM Contact Address:	c/o Museum of Transport, Boyle Street, Manchester M8 8UW
Member's Website Login:	Login: historic, Password: member25

www.nartm.org.uk

email@nartm.org.uk

07548 204372

youtube.com/@thebusinspectors

www.instagram.com/ thebusinspectors

www.X.com/bus_inspectors

www.facebook.com/ thebusinspectors

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Chairman's Corner

I hope that you have all been enjoying the mainly sunny and dry weather we have had since the last Newslink arrived. Such weather is good for outdoor events and running days but not always great for museum visitor numbers and I know that that has affected several museums local to us. Days for visiting museums are those where the weather isn't extreme, but cloudy and not too wet; fortunately we usually get quite a few of those in Manchester!

Elsewhere in this edition of Newslink we report on the first round of the NARTM Small Grants scheme which saw fifteen applications and as a first round only bonus your directors decided that all fifteen applicants should be successful and we are looking forward to hearing how the projects are taking shape.

The Bus Inspectors podcasts are reaching audiences across the globe, including Helen and Paul Berry from Victoria, Australia who heard the recent podcast and got in touch to say they were restoring a 1927 Leyland Lion PLSC1, which worked for Lincolnshire Road Car Company until 1950. You will find their story in this Newslink. It was good to hear from them and share the details here. We don't have a Member's Profile in this issue, as the planned article was not available but it will be in the next issue. If you haven't profiled your organisation so far, please think about sharing your story with other NARTM members.

In the last edition I was looking into the matter of VAT registration and museums for Manchester and was unclear on what was correct. Finding the most relevant documents on the gov.uk website, particularly VAT Notices 701/47 and 706 really helped, as did advice from our accountants and a very helpful lady at one of the big accountancy firms.

I found that museums need not charge VAT on admissions, which currently takes our VATable turnover below the VAT threshold. The rules regarding input VAT (the VAT you pay on things you buy) are simpler than I had thought too – this is my interpretation, based on professional advice, but do check your own organisation's situation – I am not qualified to give financial advice! If you have a different view, do let me know!

- Basically, if you buy things to trade – such as items for your shop or café on which you must charge VAT then you can claim all the VAT you paid to buy them.
- If you have turnover that does not have VAT added – such as admissions to a museum, you can't claim the input VAT on anything you bought to allow that part of your turnover.
- On other things you buy, you can claim a percentage of the total VAT paid and that is based on the turnover on which you charge VAT as a percentage of total turnover. This should include items bought for restoration projects, improvements to displays, training and equipment.

Front cover *- RVPT's 1467 has recently had period adverts added including front ones for Dutton's beer which were once common on Ribble buses*

Rear cover *- Standerwick Bristol VRLL no. 60 operating in its natural environment - a motorway - the M55 at the RVPT members' day*

Thanks to several members' finance officers for helping me with this project. Following other advice from some of them, in Manchester we have begun using Xero accounting software, ahead of the Companies House requirements to file accounts online every quarter from 2027, which many NARTM members will need to do. And who knew there were so many providers of payment card systems. All this is a long way from bus restoration and operation, but a necessary distraction!

Another NARTM member was in contact recently. They had been in contact with the Fundraising Regulator, who had advised that it was fine to collect donations on board a bus on a free bus service... Our member wrote to ask why the NARTM Guidance Notes for Free Bus Service Operation very clearly stated that this should NOT happen, when the Regulator had been so clear about the 'right of a vehicle owner' to charge people for riding in his vehicle. I suspect there is some confusion here with private car sharing arrangements which can be legal. The Fundraising Regulator is an independent regulator of charitable fundraising in England, Wales and Northern Ireland.

The Fundraising Regulator can say what it will, but when it comes to the definition of "hire and reward" it's VOSA and the Traffic Commissioners whose approach matters. The NARTM guide is correct, so far as that is concerned, and we should strongly advise a member organisation not to deviate from the advice it provides. Free bus services are just that and there should be neither collecting boxes, nor any requirements for ticket purchase or anything similar connected with rides being offered.

The NARTM guidance was developed taking into account the advice from both Chris Butterfield (retired solicitor specialising in road transport law) and Chris Heaps (former Traffic Commissioner). The advice was unequivocal, i.e. No collection of money on board or collected in any way which could be construed as payment to ride on a vehicle, unless the service is run on a full commercial basis by a PSV licenced organisation with fully qualified drivers and meeting Government vehicle testing and inspection regimes for PSV operation.

And a response from Chris Butterfield - A collection box for fuel would certainly be requesting payment for the ride. A collection box for a restoration project is in my view a different matter as it is unrelated to the ride, but I am still uneasy as payment is being requested by someone running a bus service. Take any collection box away from the bus and rattle your tin elsewhere would be my advice.

So a free bus service has to be just that – open to the public to travel on free of any charge or precondition, such as buying an event ticket or programme. Annoying as it may be that some of the enthusiast public will travel on our buses all day without paying a penny but that is the situation. I find that almost all will choose to pay to come into a site or museum and will often spend money in shop or cafe, though I am sure we all know of some who won't! If you want to charge fares on your bus service, you need to become a licenced operator with all the additional responsibilities and costs that entails.

The Bus Inspectors across the world!

I recently received an email from Peter and Helen Berry, who live in Victoria, Australia and who have been listening with great interest to The Bus Inspectors podcasts and felt they should get in contact so that their bus is known to us. They are restoring a 1927 Leyland Lion PLSC1 bus, which was built for Amos Proud of Choppington, who were soon taken over by United Auto, who then moved the bus to Boston in Lincolnshire and it ran for the Lincolnshire Road Car Company until 1950 as their number 132. It was then bought by a Mr Rose who had it shipped to Tasmania and he lived in it while he built his house in Hobart. Why Mr Rose bought a 22 year old bus from the UK when he could have bought a tram body from Hobart Tramways for around £5 is a mystery! By 1986 it was derelict and passed to Ted Lidster who saved it from scrap. Peter and Helen bought it off Ted in 2012 and have been restoring it since then.

In service in Grantham in 1946 as Lincolnshire RCC 132

The Lion originally had a Leyland body, similar to Ribble 295 which is in the Museum of Transport Greater Manchester, but in 1946 it was rebodied by TW Cawood. The Cawood body was made from Norwegian Pine and was only supposed to last five years; after all, these re-bodies/rebuilds were only a post-war stop gap until normal production of both chassis and bodies resumed. Technology was moving so quickly in the late 1920s that the PLSC Lion was outdated and superceded by 1930. It has battle scars; during the war it obviously had a bad rear end accident that necessitated a whole new second hand rear chassis end being grafted on and the front was out of alignment from many more accidents. These are all scars that are repaired but still there because they make up the very fabric of a 1.6 million mile bus.

Peter and Helen could not interest a carrier to bring it from Tasmania to Victoria so hired a truck and did the job themselves. The body had to braced for the journey as it was in poor condition after 60 years outdoors. When finished they will NOT have a bus in showroom condition but rather a bus that has indeed covered over 1,600,00 miles and has just come out from an overhaul and repaint.

As found in Tasmania 2012

Ready for the journey to Australia

A huge question restorers face is 'repair' or 'replace' and many un-necessarily just 'replace'. We have not, we have gone down the 'repair' path. All aspects of the chassis have been refurbished to a high standard and the engine is in the final stages of reassembly in Melbourne. Many new parts had to be made and the engine has been the most expensive part of the build. The clutch was also a problem as no one in Melbourne wanted to tackle the rebuilding of a hundred year old bit of kit so again, it was refurbished in-house.

It must be remembered that no Leyland Lion PLSC chassis were ever sold to Australia or New Zealand. Perth came close with Lionesses and LT1s and an LT1 is preserved over there. Along with the Cawood body, all electrics except for the magneto & generator, were replaced with war-surplus units and a starter motor was also fitted at this time. To date all electrics, auxiliaries, lights and wiring are all renewed or repaired and stored away ready for reassembly. All wheels are finished. The cab framing was the most difficult as most of it was completely missing so we worked around the Leyland tinwork and photos to reproduce it. The body is rather straight forward and all roof bows are being reused.

The bus should be finished in time for its centenary and upon completion the bus will be handed over to the Lincolnshire Vintage Vehicle Society and relocated to their museum. Both LVVS and the Sydney Bus Museum have helped with period replacement body fittings and parts and to both museums we are very grateful.

From AIM, Association of Independent Museums

Pilgrim Trust funding extended

AIM's long-standing partnership with the Pilgrim Trust is to be extended for an additional two years with a further funding boost of £292,600. In partnership with AIM, Pilgrim Trust has helped small museums to care for and conserve their collections for many years, support which has proven to be popular and invaluable to AIM members.

Museum of the Year

We were very pleased to see Beamish, The Living Museum of the North announced as Art Fund Museum of the Year 2025 last week. Not only an AIM member (and a NARTM member), Beamish will also be one of the host venues for AIM Conference 2026, giving delegates the opportunity to explore what makes them an award-winning museum.

From Arts Council England

Use of AI in writing applications

We recognise that, increasingly, some applicants may choose to use generative AI to support the drafting of an application that expresses their own, original idea, and some grant holders may use it to assist with the organisation of their reporting material. We understand that AI technologies may be useful in streamlining reports, and/or the process of applying. However, we recommend those using such tools do so cautiously. It is important to stress that applicants and grant holders are accountable for what they submit to us.

Generative AI tools create potential risks around bias, transparency, data protection and the moral and legal rights of creators. It is important, therefore, that applicants and grant holders employ these tools in ways that align with existing data protection policies, and with their own, or their organisations, values. We advise applicants to be cautious of using systems that retain users' information for the purpose of training commercial technology companies' models. You can find out how your data is used by reading the terms of service of individual AI Tools. Enhanced data protection is often, though not always, provided by paying a licence fee.

We are also increasingly aware that the use of these tools can lead to the submission of applications with similar language and text, which can distract from an application's unique proposition. We advise applicants to consider whether an application drafted with AI support offers the best and clearest representation of their project, and to ensure that any application submitted to ACE represents a true, original, and deliverable proposition.

Having taken in the above advice from Arts Council England we have found a useful feature of AI, through the Microsoft Copilot app. NARTM directors and committee members are based across Great Britain, from the south of England to central Scotland, so we use Teams to hold our meetings. Teams meetings can be recorded, and a transcript is also available. Now comes the clever part – Copilot will also produce a summary of that transcript – effectively a brief set of minutes. It is pretty good too, though I suggest that important decisions and votes are recorded separately and in some instances the summary doesn't quite get the correct emphasis of a discussion, but it saves a lot of time spent on producing minutes of a meeting where all participants are in different locations – if you are all in the same room, it thinks that every speaker is the one who signed in…

Why have I written this in the middle of 'News and Information'? Well, in the excellent 'Historic' magazine of the Federation of British Historic Vehicle Clubs they included a lengthy item about the Online Safety Act, which will affect many NARTM members. The item is too long to include in NewsLink, but Steve Booth of Glasgow VVT has used the Copilot tool to produce a summary, as below. We will send the full article out to our members by email as it is important.

From 'Historic', the magazine of the Federation of British Historic Vehicle Clubs, three items by Lindsay Irvine.

Summary: Online Safety Act 2023

The Online Safety Act 2023 (OSA), implemented in stages from March 2025, aims to protect users (especially children) from harmful and illegal online content. It imposes duties on platforms like social media and search engines to prevent and remove illegal material, including child abuse, terrorism, fraud, and content promoting self-harm or suicide. It also mandates age-appropriate access controls for children.

Although not aimed specifically at clubs, the Act applies to any service allowing user-generated content or interaction, such as forums hosted on club websites. Exemptions include internal business tools, email, SMS, and limited-functionality services. However, club forums are included due to the risk of harmful content being uploaded, not just its presence.

The Act is enforced by Ofcom, which has issued guidance and tools to help providers assess their obligations. Clubs must complete a risk assessment by 16 March and may need to implement moderation, transparency, and age verification measures. While the legislation may seem burdensome, Ofcom promises a proportionate approach, especially for smaller providers.

Regarding social media platforms like Facebook, the primary responsibility lies with the platform provider (e.g., Meta). However, club admins must still monitor and moderate content, acting swiftly on reports of illegal material to avoid potential liability.

Clubs are encouraged to consult Ofcom's online tools to determine their responsibilities and ensure compliance.

Terrorism (Protection of Premises Act) 2025 (Martyn's Law)

I have written quite a lot on this topic over the last couple of years and for a detailed summary of the background please see Editions 5 of 2023 and 2 and 4 of 2024. With a draft Bill laid by the last government following the Manchester Arena terrorist bombing with the aim of enhancing safety and security mainly at entertainment venues, readers may recall that we responded to the consultation.

The most significant duties and responsibilities for venue operators would attach to those venues with a capacity of 800 or more; there would be a need to contemplate, and institute measures not only to reduce harm after a terrorist incident occurred but also prevent it. Whilst the latter duty did not extend to smaller (standard) premises, we had concerns about the training and procedural burdens which would be placed on those responsible for smaller venues such as village or church halls, the sort of locations used by clubs for meetings and other activities. Whilst the Bill proposed to exclude entirely venues with a capacity of 100 or less from the duties under the Act, we argued that many village halls would still remain in scope and requested that the capacity limits should be reviewed and increased to at least 200. We

also expressed reservations about how larger (800+) venues used by, for example, a small club might work in terms of the applicable duties.

The Bill did not pass before the election but as I reported previously, it was included in the King's Speech. We were pleased to note that in line with our suggestion, albeit to be calculated in a different way, the new Bill's provisions did indeed exclude venues where the reasonably expected numbers were less than 200 albeit the other provisions remained very similar. The legislation received Royal Assent on 3 April albeit it will not come into effect for a period whilst secondary legislation and guidance is developed.

Although our earlier concerns on smaller venues have been assuaged, our attention is now focused again on larger venues used by member clubs, particularly non-permanent sites such as farmer's fields for larger gatherings and how the "enhanced duties" including preventing incidents might work. So can I make a request to those club officials who will be contemplating historic vehicle events particularly at bare sites and anticipating numbers of attendees of 800 and above – could you have a look at the factsheets on the Act including https://www.gov.uk/government/publications/terrorism-protection-of-premises-bill-2024-factsheets/terrorism-protection-of-premises-bill-scope-events and https://www.gov.uk/government/publications/terrorism-protection-of-premises-act-2025-factsheets/terrorism-protection-of-premises-act-2025-enhanced-duty-requirements-factsheet. Please then feed back to us what issues and challenges you identify to assist with any submissions to those developing the guidance on how to implement this. Clearly the aim is that the procedural and cost burdens attaching to any event because of the legislation are as low as possible for organisers given the other pressures on organisers.

Medical Standards for Drivers

And now for the final topic under the "Social" Pillar. As is contained in most political manifestos, this Government had a generic promise to improve road safety and that a review is underway seems to be confirmed in its response to news features on a particularly controversial topic. One such topic featuring prominently in the media recently (April) was that of fitness to drive, specifically older drivers. Given the "age dynamic" of our movement, this is a relevant issue and I have covered it a number of times previously most recently in Edition 6 of 2023 concerning a then government consultation on medical examinations. That consultation had been prompted by a series of fatal accidents where the medical condition of the elderly drivers was found to have contributed to the collisions. The latest media coverage is of a coroner's recommendations following inquests into a number of deaths where age related medical conditions played a role. https://www.bbc.co.uk/news/articles/czrv1g2yl0xo

As you would expect, campaigning groups have renewed demands for increased driver testing, arguing that in the UK once a driver has their B licence, and subject to any intervening events, no renewal takes place until aged 70 and even then without any medical scrutiny, particularly eyesight. The UK is criticised for being one of only a few countries which does not require more regular or thorough medical tests during a driver's career behind the wheel (again excluding HGV or PSV, etc.) and because the renewal at age 70 is based on self-certification.

Up to now Governments and campaigning organisations for older citizens such as Age UK, have resisted more medicals for "private" motorists, relying on drivers and GPs to report unfitness as they are required to do in law. Indeed, should you ever have any question on the

topic, there is a detailed manual available here https://www.gov.uk/government/publications/assessing-fitness-to-drive-a-guide-for-medical-professionals targeted at medical professionals detailing the conditions which should keep us off the road. This risk-based system has arguably worked sufficiently well that

governments have not sought to change it. The UK for many years maintained a number one slot for road safety well ahead of countries which had more regular medical testing.

However, there is a growing impetus for some change. Firstly, we are no longer in top spot for Europe's safest roads. This report provides the most recent statistics https://etsc.eu/18th-annual-road-safety-performance-index-pin-report/. UK road deaths have not risen but two Scandinavian countries have improved their positions considerably. Secondly, we have a growing cohort of drivers over 80 and over 90, a situation which simply did not exist 40 or 50 years ago. (The statistics are lacking on over 80s, but in 2016 the number of drivers over 70 was 4.6 million and today it is 6.2 million. Of that, 1.65 million are over 80). Some of those will be reading this and I should say that age itself is not the determinative factor on fitness to drive. However, medical science is clear that our physical and cognitive powers decline with age, albeit compensated for by skill and experience and older drivers tend to tailor their driving ambition accordingly. In the aviation world, the airline pilot must gracefully give up Commercial passenger flying at 65 but can continue general aviation much longer.

The NARTM Grant Scheme Round One Spring 2025

Members will know of the Grant Scheme, announced at our Autumn 2024 Conference and the first round opened to applications during March and April this year. In total there were fifteen applications, for a wide range of projects as will be seen in the table. All the applications met the criteria we had set and so as a first round bonus we decided that all applicants would be successful – but that is not the plan for future rounds.

There were very few hitches or issues we hadn't foreseen. We did have to double check some details on three applications, but all queries were quickly resolved. One member enthusiastically sent in four different projects (we had not thought that anyone would apply for more than one grant per round, so hadn't included that limitation, but will do from Round 2). The member in question was one of those eventually successful. There were no late entries and no applications that were outside the scope that had been set.

Your directors met by Teams in early May and assessed all the projects. After the few queries had been resolved, I wrote to all the applicants, told them the good news, and asked for bank details so that we could send out the grants and the projects could begin. That was all achieved within the timescale we had set which was a good result. We now wait to hear back about progress on the various projects and will feature some in NewsLink. Projects should be completed or well underway within six months of the funds being received.

The next round will open on 1st September and will be open to receive your application forms until the end of October. Grants should be made in December, making a nice Christmas present for the ten successful members. We'll make a few changes to the forms and to the process, but it will be broadly the same as round one. A change I do want to make is to is to have a new person to help with the limited administration that is involved as I managed all the paperwork except payments (thanks Laurie!) myself. In future I can see the workload increasing slightly as we will have projects being completed (hopefully without having to chase for the progress reports) at the same time as applications for the next round are going through. It isn't a big commitment but an extra one I could do without so if anyone is interested in helping, please let me know.

Member	Brief description	Total project cost	Grant requested
Aberdeen	New air compressor	£1,680	£1,680
Aycliffe	Display boards	£2,000	£2,000
Buckinghamshire Railway Centre	Refurbish vehicle lift	£2,250	£1,750
Cardiff	Mech restoration of Leyland PD2	£12,500	£2,000
Devon General	Trolley jack and axle stands	£1,418	£1,418
Eastern Counties BPG	Welder and Plasma Cutter	£2,364	£1,970
Eastern Transport Collection	Glass display cabinets	£1,980	£1,980
FoKAB	Safety steps for work at height	£1,742	£1,742
Ipswich	Scanner / printer and inks	£4,454	£2,000
Isle of Wight	Repaint FLF and window rubbers	£5,042	£2,000
Leicester	New floor and seats for Tiger Cub	£2,000	£2,000
North East BPG	Brake overhaul Guy Arab sd bus	£3,965	£2,000
South Wales Transport Preservation Group	New website	£1,500	£1,500
Bus Archive	Acid free boxes for timetables	£2,665	£2,000
Wythall	Exterior paint Volvo B10M	£4,333	£2,000
		TOTAL	**£28,040**

Olympic breakthrough thanks to The Bus Archive

You must by now have heard of the Bus Archive…? NARTM made a significant donation towards the cost of setting up the new archive facility in Droitwich described below and the reading room is now named The Millington Room, after our generous donor.

In our world of bus and coach preservation and historical research it is pure gold – an amazing asset that helps us all. Just how well you can judge after reading this article, which tells the story of the discovery of a wonderful collection of blueprint drawings which have transformed the task of the FoKAB team which is bringing fire-damaged Leyland Olympic JAA 708 back to life. So here goes!

The Bus Archive came into being some years ago, amalgamating several separate strands of archiving, notably those of the Kithead Trust and the Omnibus Society. Under the professional leadership of lifetime bus industry professional former Managing Director of the Oxford Bus Company Philip Kirk (who has made many a presentation about the Bus Archive to NARTM member organisations and others besides) a major project has been taking shape to acquire and fit out a major new building at its Droitwich headquarters. This nationally recognised project, involving significant fund-raising, has now reached fruition in the shape of the opening of a superbly fitted-out building with a state-of-the art archiving system for storing huge amounts of material in carefully controlled atmospheric conditions.

Not only has the new set-up vastly increased the capacity of the Archive at a time when material is flowing in thick and fast, but the deployment of a piece of technological wizardry, in the shape of a mobile racking system, has enabled the team, led by Philip, and recently appointed Senior Archivist Elizabeth Shuck, to devise and implement a cataloguing system which means they know where everything is and can easily access whatever people need, when they need it.

Nobody who visits the new facility can fail to be impressed by the scale of what has been achieved. It's not just the hardware, either. An enormous amount of work has already been devoted by an expert team, many of them well-known names from the bus industry (people very familiar to me from my career, like Martin Sutton and Neil Barker, who were there on the day of my visit) who continue to devote countless hours of their time to the project, ensuring that everything is identified and put away where it can be found.

It was also my first chance to meet Elizabeth Shuck, who is a qualified professional from the world of conservation and who has recently joined the team as Chief Archivist, ensuring that the Bus Archive has a strong future as the leading national facility for the preservation and curation of material chronicling the history of Britain's bus industry.

In addition to the opportunity to visit and admire the new facility with my NARTM hat on, my visit had another, specific, purpose, related to the rescue and restoration of the highly unusual chassisless 1950 Leyland Olympic HR40, which was very badly damaged in a big fire at a storage facility in Hampshire towards the end of 2023.

The Olympic, which served with the famous King Alfred Motor Services in Winchester from 1950 until 1965, was rescued from a field in the middle of Ireland in the early 1990s and was

the subject of a comprehensive rebuild by FoKAB members in the ten years leading up to 2012.

As has been reported in these pages before, on the night of 8/9 December 2023 it was in a building that was caught up in a much bigger fire. Disastrously, seven buses were completely destroyed, but the Olympic survived in a recognisable state and was eventually rescued from the destroyed building and taken to Winchester for assessment.

This bus is now the subject of a major re-restoration by a team led by Andrew Crockett who is based at the Scottish Vintage Bus Museum at Lathalmond in a massive three-year programme that is expected to cost up to £500,000.

This is where the Bus Archive comes into the story, because thanks to the foresight of John Seale, an industry professional who took a leading role in bus preservation in the West Midlands for many decades, a huge cache of blueprint drawings from the MCW factory at Washwood Heath in Birmingham was saved when the building was closed and swept away a few years ago. They went initially to the Midland Bus Museum at Wythall, where they were catalogued and photographed. Last year, these highly valuable artefacts were transferred to the Bus Archive and in amongst them (you've guessed it!), are 179 individual drawings of the HR40 Leyland Olympic, covering all aspects of its construction. This includes aspects that would normally be drawn by the chassis manufacturer, but in this case the nature of the Olympic's revolutionary monocoque construction means that the MCW drawings cover absolutely everything in incredible detail.

This treasure trove transforms the restoration process, giving intimate details of all aspects of the bus and allowing Andrew Crockett's team to ensure that the work they do can faithfully follow the original specifications.

The Bus Archive has already provided us with the catalogue of the collection of drawings, together with a copy of a scan of each one. This will allow Andy Crockett to decide which blueprints might need to be selected to be scanned in 1:1 size to assist the conservation work.

If ever there was to be an illustration of the worth of the Bus Archive, in providing not just a very safe home for priceless materials from the past, but access to that material to assist other conservation projects, then this is it. When the Olympic is restored to the state it was on the night of the fire, we will need to thank the Bus Archive and all the volunteers who support its work, for helping to make it happen.

In conclusion, I would like to thank everybody involved with the Bus Archive at Droitwich for their welcome on the occasion of my visit and for their diligent work that is creating a truly unrivalled collection of easily-accessed and safely-stored materials that between them tell the story of the bus industry.

The Bus Archive is open for individual visits for research purposes. Check their website for details. In addition to the major facility at Droitwich, there are two other sites, at Walsall and in London, each with their own teams of dedicated volunteers. Between them, they are a national asset of huge significance of which we can all be proud.

By James Freeman

Scoring & Grading – an update by Ray Bignell

The summer period was always likely to be a slower period for scoring visits as many member organisations and scoring team members are involved with numerous events throughout the country. Nonetheless David Sheppard and I had a very productive visit to the Bounty Country Buses collection in Cheshire courtesy of the Emerton family. A fascinating fleet with a focus on two main aspects – small prewar buses which mainly served country areas and Crossley coaches and buses. The collection is housed not far from what was the Crossley family's country seat and a reminder of what was once a major British manufacturer.

A first visit has also been made to the Museum of Transport Greater Manchester hosted by our Chairman Dennis Talbot. Indeed Dennis has volunteered to join the scoring team where he will work with other new recruits to the northwest team Leona Edge and Gerard Butler. We also have other recruits who will soon start work on the project. I have visited our two Scottish team members, Stephen Allcroft and Peter Grant and I hope to support them as they begin work on our members' collections. We are still looking for additional support so if you would like to know more please contact me or David.

An overview of the Bounty collection of small country buses

The Bounty collection also focuses on Crossley buses and coaches. FJU 818 is a SD42/7 with a Burlingham coach body. This coach started its working life in Market Harborough with Adams Coaches and served with them until 1953

We have mentioned that the sad death of our colleague Gerry Tormey set us back this year as we couldn't access his databases. David has now gained a USB stick with all Gerry's NARTM information which will be a big help to us.

Our wider project – The Bus Inspectors – continues to make an impact. The fifth podcast is now available on the BI site and other podcast sources. The podcasts have made an impact including a couple in Australia who are restoring a Lincolnshire Leyland Lion and have been in touch after listening to the series. David often works with UK bus companies and has been pleased by the number of senior people who have commented (favourably!) on the podcasts. It all helps to promote awareness of bus preservation.

We have mentioned previously that Gerry's death also meant that we could no longer edit the NARTM website. Given that the site was an old design using software which is no longer available the NARTM Board commissioned David to design a new site. That work has been completed in July and will be launched shortly.

I appreciate that many members have not yet had a scoring visit but rest assured we will be contacting you soon and welcome your support.

Members' Contact Details

Aberdeen and District Transport Preservation Trust
www.alfordbuscollection.webs.com | David Liston | davidaliston@sky.com | 07583 690913

Aire Valley Transport Group
www.avtg.co.uk | Alex Lawson | wyrcc@aol.com | 07957 630102

Aldershot & District Bus Interest Group
www.adbig.co.uk | Bill Tutty | sales@adbig.co.uk | 01252 331973

Angus Transport Group
www.angustransportgroup.co.uk | Ian Forbes | ian.forbes.0966@icloud.com | 01569 763228

Aston Manor Road Transport Museum
www.amrtm.org | Alan Bishop | amrtm1@aol.co.uk | 0121 308 0659

Aycliffe & District Bus Preservation Society
www.aycliffe-bus.com | David Clark | aycliffe-bus@hotmail.com | 07935 551766

Barrow Transport Museum Trust Ltd
www.barrowtransportgroup.co.uk | Stuart Killip | an68@hotmail.co.uk | 01539 535475

Beamish Museum
www.beamishtransportmuseum.co.uk | Paul Jarman | museum@beamish.org.uk | 0191 370 4058

Biggar Albion Foundation Ltd
www.albion-trust.org.uk | Brian Craigie | chairman@albionarch.org.uk | 01899 221497

Black Country Living Museum
www.bclm.co.uk | Tim Shields | Tim.Shields@bclm.com | 0121 521 5693

Bounty Country Buses
Leona Edge | Lhedge74@gmail.com | 01829 782197

Bristol Omnibus Vehicle Collection
www.bristolbuses.co.uk | Dr Mike Walker | drmichaelwalker@hotmail.com | 01749 673319

Bristol Road Transport Collection
www.bristolbusevents.co.uk | William Staniforth | williamstaniforth136@gmail.com | 07941 615333

British Commercial Vehicle Museum Trust Ltd
www.britishcommercialvehiclemuseum.com | Hannah Jacobs | enquiries@britishcommercialvehiclemuseum.com 01772 451011

British Trolleybus Society
www.britishtrolley.org.uk | Paul Dicken | pcdicken@gmail.com | 07803 968272

Broadcast Television Technology Trust
www.mcr21.org.uk | Nick Gilbey | nick@mcr21.org.uk | 07831 219957

Buckinghamshire Railway Centre
www.bucksrailcentre.org | Ricky Sutcliffe | sutclifferick@gmail.com | 07884 006519

Bus Archive
www.busarchive.org.uk | Philip Kirk | hello@busarchive.org.uk | 01922 629358

Cardiff & S Wales Trolleybus Project
www.cardiff-trolleybus.co.uk | Keith Walker | keith_walker49@hotmail.com | 02920 733206

Cardiff Transport Preservation Group
www.ctpg.co.uk | Mike Taylor | mikeystrad73@btinternet.com | 07733 302242

Carmel Coaches Limited
Tony Hazell | carmelcoaches@hotmail.com | 07770 302597

Castle Point Transport Museum
www.castlepointtransportmuseum.co.uk | Marian Patten | marianpatten1245@outlook.com | 07869 830033

City of Portsmouth Preserved Transport Depot (WOMP Limited)
www.cpptd.co.uk | Robert Chalmers | secretary@cpptd.co.uk | 07879 823528

Colin Billington Collection
Colin Billington | royal_blue@lineone.net | 07990 505373

County Durham Bus Preservation Group
David Slater | david.slater@mypostoffice.co.uk | 0191 236 2029

Commercial Transport in Preservation
www.thectp.org.uk | Mary Bailey | m.bailey1950@btinternet.com | 01747 823365

Cornwall Bus Preservation Society
www.cornwallbuspreservation.co.uk | Melvyl Williams | Melvyl1@aol.com | 07979 315660

Delaine Heritage Trust
www.delaineheritagetrust.org | Anthony Delaine-Smith | enquiries@delaineheritagetrust.org | 01778 422866

Dennis Society
www.dennissociety.org.uk | Andy Boulton | secretary@dennissociety.org.uk | 01252 331973

Devon General Omnibus Trust
www.dgot.org.uk | Paul Jenkins | pauljenkins133@gmail.com | 07738 696377

Dover Transport Museum
www.dovertransportmuseum.org.uk | Rev John L Lines MBE | jhnlines@btinternet.com | 01304 368556

Dundee Museum of Transport
www.dmoft.co.uk | Sonja Nowicki | SonjaN@dmoft.co.uk | 01382 455196

East Anglia Transport Museum
www.eatransportmuseum.co.uk | Steve Hobbs | shobbs@eatransportmuseum.co.uk | 01502 731459

Eastern Transport Collection Society
www.etcs.org.uk | Richard Alger | richard.alger@hotmail.com | 01502 511887

First Group Heritage Trust
Joe Mackie | joemackie@btopenworld.com | 01224 314905

Friends of Chatham Traction
www.chathamtraction.org.uk | Richard Bourne | richard@thebournes.me.uk | 01904 766375

Friends of East Kent
www.weebly.com/fotek | Alwyn John Conway | fotek.sales@outlook.com | 07434 951985

Friends of King Alfred Buses
www.kingalfredbuses.org.uk | James Freeman | info@kingalfredbuses.org.uk | 01962 849268

Glasgow Vintage Vehicle Trust
www.gvvt.org | Steven Booth | info@gvvt.org | 0141 554 0544

Hooton Park Bus Owners
David Jones | shmdboard@aol.com | 01282 413179

Ipswich Transport Museum
www.ipswichtransportmuseum.co.uk | Mark Smith | masmithipswich@yahoo.co.uk | 07900 607430

Isle of Wight Bus & Coach Museum Trust Ltd
www.iwbusmuseum.org.uk | Brian Dicks | info@iwbusmuseum.org.uk | 01983 567796

James Willmott Collection
James Willmott | badgerline5531@gmail.com | 07799 888465

JJP Holdings Southwest Limited
www.jjpsouthwest.co.uk/ | Jonathan Jones-Pratt | info@jjpholdings.co.uk | 07525 761791

Keighley Bus Museum Trust
www.kbmt.org.uk | Simon Waye | board@kbmt.co.uk | 07465 897497

Lead Mill Classics
John Wilkinson | jewilkinson_sma@hotmail.com | 07702 316729

Leicester Transport Heritage Trust
www.ltht.org.uk | Simon Gill | info@ltht.org.uk | 0116 281 3693

Lincolnshire Road Transport Museum
www.lvvs.org.uk | Steve Milner | info@lvvs.org.uk | 01522 689497

London Bus Preservation Trust Limited
www.londonbusmuseum.com | Peter Brown | peter.brown@londonbusmuseum.com | 01296 622949

London Transport Museum
www.ltmuseum.co.uk | Katarlina Mauranen | library@ltmuseum.co.uk | 034 3222 5000

Manchester Transport Museum Society limited
www.heatonparktramway.org.uk | Jeremy Valentine | info@HPTramway.co.uk | 0161 4398203

Manx Transport Trust / Jurby Transport Museum
www.jtmiom.im | Collette Handscombe | jtm.info@manx.net | 01624 825572

Medstead Depot Omnibus Group
www.mdog.org.uk | Duncan Egerton | duncan.egerton@talk21.com | 02380 769519

Merseyside Transport Trust
www.mttrust.org.uk | Mike Cammack | mttsecretary@live.co.uk | 07802 792808

Midland Road Transport Group - Butterley
www.mrtg.org.uk | John Peck | john@johnpeck.co.uk | 01623 629136

Mike Sutcliffe Collection
www.mikesutcliffe.com | Mike Sutcliffe MBE | sutcliffes@leylandman.co.uk | 01525 221676

Museum of Transport Greater Manchester
www.motgm.uk | Dennis Talbot | email@gmts.co.uk | 01942 884810

National Tramway Museum
www.tramway.co.uk | Malcolm Wright | enquiries@tramway.co.uk | 01773 854321

North East Bus Preservation Trust Ltd
www.nebpt.co.uk | Peter Mitchell | pm@meikleriggs.co.uk | 0191 640 1710

North West Museum of Road Transport
www.nwmort.co.uk | Clive Arnold | clive@nwmort.co.uk | 01744 451681

North West Vehicle Restoration Trust
www.nwvrt.com | James Rowlands | jameslrowlands@yahoo.co.uk | 07725 842039

Northern National Restoration Group
https://nnrg.org.uk/ | Mike Donley | donleymike9@gmail.com | 07768 423376

Nottingham Heritage Vehicles Charity
www.nottinghamheritagevehiclescharity.co.uk | Adam Lowings | adam@nhvc.co.uk | 07971 105491 (SL)

Oxford Bus Museum
www.oxfordbusmuseum.org.uk | Paul Statham | rp_statham@yahoo.co.uk | 01296 925797

Paul and Joyce Jefford Collection
Paul & Joyce Jefford | pauljoyce.jefford@btinternet.com | 01673 858536

Plymouth City Transport Preservation Group
www.plymouthcitytransport.net | Philip Heseltine | philipheseltine@btinternet.com | 07709 777245

Potteries Omnibus Preservation Society
Peter Blanchard | blanchardpeter21@gmail.com | 07702 127523

Ribble Vehicle Preservation Trust
www.rvpt.co.uk | Ray Bignell | bignell2057@gmail.com | 01524 548007

Roger Burdett Collection
Roger Burdett | rogerrbctc@aol.com | 07889 214236

Routemaster Operators & Owners Association
www.routemaster.org.uk | John Ward | chairman@routemaster.org.uk | 07554 910540

The Science Museum
www.sciencemuseum.org.uk | Abi Wilson | Abi.Wilson@ScienceMuseum.ac.uk | 0161 6060154

Scottish Vintage Bus Museum, Lathalmond
www.svbm.org.uk | Eddie Taylor | eandmtaylor12@gmail.com | 01383 720241

Shetland Commercial Vehicle Preservation Society
Mark Robinson | mark_robinson1@me.com | 01595 830220

SHMD Joint Board
David A Jones | shmdboard@aol.com | 01282 413179

Silver Star 42 Group
Barry Thomas | barry.thomas32@gmail.com | 01305 820721

South Yorkshire Transport Museum
www.sytm.co.uk | Martyn Benson | museum@sytm.co.uk | 07852 298082

Southampton & District Transport Heritage Trust
www.sadtht.co.uk | David Hutchings | chene.arbre@talktalk.net | 02380 581536

Southdown Omnibus Trust
www.amberleymuseum.co.ukPeter Edgeler | pete.edgeler@btinternet.com | 01798 831370

Swansea Bus Museum
www.swanseabusmuseum.com | David Roberts | secretary@sbm.wales | 01639 643961

Thames Valley & Great Western Omnibus Trust
www.tvagwot.org.uk | Colin Billington | enquiries@tvagwot.org.uk | 07990 505373

The Eastern Counties Bus Preservation Group
www.easterncountiesbusgroup.co.uk | Jamie Vendy | info@easterncountiesbusgroup.co.uk | 07985 274379

The Leyland Society
www.leylandsociety.co.uk | Mike Sutcliffe | info@leylandsociety.co.uk | 01525 221676

The Teesside 500 Group
www.teesside500group.co.uk | Bill Woodward | bill.500group@btinternet.com | 01642 317039

The Provincial Society
www.provincialsociety.org | Bob Jackson | bob.jackson@provincialsociety.org

The Revivist Collection
www.therevivist.com | Ashley Blackman | hello@therevivist.com

Transport Museum Wythall
www.wythall.org.uk | Dave Taylor | enquiries@wythall.org.uk | 01564 826471

Town & District Transport Trust
www.tdtt.co.uk | Mark Whitehead | info@tdtt.co.uk

Trolleybus Museum at Sandtoft
www.sandtoft.org | Chas Allen | trolleybusmuseum@sandtoft.org | 07968 481762

Tyne Tees Heritage Transport

www.ttht.org.uk | Trevor Hines | hines.a@sky.com | 07798 720425

West Country Historic Omnibus and Transport Trust
www.busmuseum.org.uk | Robert Crawley | robertkal.whott@btinternet.com | 01395 567795

Western Isles Transport Preservation Group
www.witpg.org.uk | Calum Maclennan | witpg@aol.com | 07765 131493

Wigan Transport Trust
www.wigantransporttrust.wordpress.com | Simon Flower | 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
www.wtht.co.uk | Alistair Grey | enquiries@wtht.co.uk | 01900 67389

Membership report for 'Newslink' July 2025

Hello everyone,

It is membership renewal time! All renewals were emailed out at the end of June. We've had a great response so far with people getting in early to pay their membership fees. Thank you for that. Many are opting to pay online which is great. Helps streamline the process. If you are thinking that you haven't seen an email about renewal, then please check your junk or spam folders in case it has fallen in there. Any problems then please drop me a line at steven.booth@gvvt.org.

If you haven't already responded to the request to renew then please look it out and attend to it soon. We know that there are organisations who have been members in the past but for various reasons no longer are. If this is you and you're reading this, please consider re-joining and get the benefits of being part of the national body representing road transport museums and collections. We are also aware that there are quite a number of other groups out there who have never been members. If you are aware of any groups like this then please let me know. I have drawn up a 'hit list' of ones I'm aware of that I intend to approach in the coming weeks to see about joining.

A last request please. When the renewal notices were issued, we asked you to check the information we hold about your organisation. If you haven't so far returned it, please drop me a line at steven.booth@gvvt.org with any changes or to confirm that nothing has changed.

All the best,

Steven Booth

NATIONAL ASSOCIATION of Road Transport Museums
N A R T M

A date for your diaries…
AUTUMN CONFERENCE AND ANNUAL GENERAL MEETING 2025

The above event will be held on Saturday 27th September 2025, commencing at 13.00 hours.

The chosen venue this time is the Pitbauchlie House Hotel in Dunfermline. The hotel has recently been acquired by Best Western from a private owner who has owned it for the past 40 years- the rooms are comfortable and there are good bar and bistro facilities. The meeting rooms have been seen and are excellent, with good wifi available, though we need to confirm if remote access to the meeting will be available on line. Room rates are being negotiated so please don't yet contact the hotel direct. We will issue more details and a Booking Form as soon as possible.

Provisionally we will arrange a short visit to Lathalmond on Saturday, leaving the hotel at 10.00 and returning by 12.00. The Lathalmond site is extensive so a full day visit and site tour including areas usually off limits to visitors is being arranged for the Sunday. As usual there will be a buffet lunch arranged from 12.15 on Saturday at the hotel, followed by the AGM and Conference, starting at 13.00. An evening meal at the hotel will be arranged.

We hope that members will join this Conference; the first time we have been to Scotland for a few years and the first in the Lathalmond area since 2005. The view below shows one of the resident buses during our last visit.

Standerwick
LRN 60J
Standerwick
BR12 CPA