

Well, here we are again. One month seems to go by with frightening speed! Somebody told me when I was a young lad that time speeds up as you get older – how right that person was, although I can't for the life of me remember who it was! Oh well, where was I? Ah! I remember – the Newsletter! Now where did I put it?

First, a few words from the Trustees:

Peter Duplock

RLH 53

We are still trying to repatriate 53 from the USA. 53 (together with 69 and 71) have had to be moved between various states to overcome issues with licensing requirements. These requirements vary between States. We are currently faced with towing the buses, either lift or low-loader, (low boy is the USA jargon) some 200 miles to the port of Norfolk. The towing companies appear to want \$3000+ per bus to do this. This seems extortionate and we are seeking ways to find a more reasonable cost. Hopefully we will resolve this soon and the buses will be Liverpool bound in January.



Does anyone have contacts with a towing company in the Maryland / Delaware areas on the USA?

Roger Stagg

It's been a busy time in the workshop during late November/early December. Under Andy Baxter's guidance and his and Roger Shaw's dirty hands the rear spring of RTL139 has been repaired, the air valve repaired and replaced

rendering the vehicle ready for MoT. Andy has elected to cure a few engine oil leaks before dispatch for test. A number of members set about with wet & dry, white spirit, paint and brushes and TD95 had the completion of its roof repaint undertaken as well as minor paintwork repairs all round. Following a complete inspection and attention to the rear brakes it returned on 19 Dec with a new MoT. Outstanding MoT works on M6 were completed on the same day.

Peter Smith and his very active group are making noticeable progress on UMP with a new timber sub floor laid and the commencement of inner and outer mudguard fitting, no easy job it appears, The rebuilt rear exit door has arrived courtesy of Ian Barrett. Rod Lucas and Andy Baxter will be looking into the electrics post Xmas.

Once the oil leaks are clear on RTL139 we hope to bring STL2377 into the workshop to replace the failed fluid flywheel gland and seal the oil leaks between the engine block and the crankcase.

New addition T23 is now in the main hall and Alan Heasman has taken on the task of bringing it up to our standards. He would certainly appreciate assistance from members who are not able to undertake the more physical work that takes place in the workshop.

Continuing thanks to all those who help keep our vehicles roadworthy and reassemble those that have been saved from the scrapper's torch.

Steve Edmonds

Constant change is here to stay – I Our organisation is undergoing massive change as we adjust to new and, dare I say, exciting challenges in the year ahead. I touched on this theme at the AGM and identified the importance of managing the necessary change in a way that was neither too quick nor too slow.

We must decide on the pace of change that we can realistically cope with, decide how we are going to manage the Museum as a professionally run business, keep the membership on side, increase the number of volunteers working as a

From Bus Spotter: It was good to see an RT on London Christmas Lights duties. An attempt to take the bus through the MacDonald's Drive Thru in Wandsworth was aborted and a more orderly queue at the counter ensured that slow food became the order of the day. Jingle all the way!



Crikey! A lamp post – and buses galore in Regent Street!

Photo © Peter Larkham

team to achieve our objectives, measure our successes and seek to improve continuously the service we provide to our visitors. As someone once quipped, the way to eat an elephant is one mouthful at a time.

This series of changes to the way we do things is a significant challenge at every level and in every aspect of the tasks entrusted to us. We have already set in train initiatives to devise a new management structure, a business planning process and improved membership processes and communications. We have just taken delivery of our new IT system which over the next year or so will see Membership, Volunteer, Financial, Events Management and Fundraising records incorporated. We have issued our second Membership Survey to assess the skills, knowledge and experience we hold amongst our large and varied membership. I shall publish the outcome of that Survey in the next issue of the Newsletter.

In short there is a lot going on in addition to our running four major events in 2012, continuing to support the local community and the preserved bus movement to fulfill all our published objectives. At times it may seem like we are riding a roller coaster; so how shall we equip ourselves to handle all this change? And manage the effects on any undue pressure on our volunteers? As I mentioned at the AGM this is not an "ageist" issue; most of us can contribute something and be valued within the organisation even if it is from our home computer.

It may have become a bit of a cliché to say that our people are our greatest asset. But it is true and we must do our best to ensure that our volunteers are supported and protected from the stress of overwork. Those of us who are retired did not stop paid employment so we could go back to work on a full time basis as volunteers. We all have a life outside the Museum and I've learned during a very busy 2011 that we need to guard our private lives jealously and enjoy some rest and relaxation. Next time I shall be exploring how we can survive the

pressure of change and protect ourselves against harmful stress caused by it. For now, I wish you all a peaceful, prosperous and enjoyable 2012.

We have received twenty six Volunteer cards for the Spring Gathering, as of end December. We shall need many more if we are to spread the load over the two days and ensure that everyone gets a break to enjoy the event; so please keep them coming.

David Kinnear

Can you provide a contact with any of these transport artists?

Do you have any information about the three artists referred to below? Each created a series of wonderful paintings and drawings of historic London buses over the last 40 years. I need to contact either them or their heirs, or whoever holds the copyright of their work, to see if it is possible to use various illustrations in the exhibition display designs for Sectors 3 to 5 in the London Bus Museum Timeline display. I am currently working on these sectors which are at an advanced stage, so the matter is quite urgent.

Roy Castle

Roy created a number of very fine line and poster colour pictures of buses and trams from the period 1900 to the 1970s. The pictures I seek appeared in the magnificent coffee-table book entitled "**Wheels of London**", part of the limited edition boxed presentation set published by The Sunday Times Promotions Department in 1972. The pictures, all side elevations, appear on pages 25-28 and 61-64 of the book, and look as though they were based on technical drawings. The Sunday Times says it now has no records of the artist or who produced the presentation set. This artist may have done other illustrations but we have been unable to track them down.

"Meadway"

This is the signature in the corner of a number of colour paintings of street scenes featuring early London "B"-Type buses in pre-Great War days. They appear between pages 120 and

121 in Charles Klapper's book "**Roads and Rails of London**" published in 1976 by Ian Allan. I am interested to locate the current owner of these pictures and to know if Meadway did any other bus work which might be of interest to the Museum production team.

"JBM"

This artist produced a series of some 20 three-quarter view black and white line or scraper-board drawings of London buses of the 1930s to 1950s. They are absolutely superb and I would like to use them in the displays currently under production. One of our members is very kindly following up a lead, but if any one else has any information on who "JBM" is or how he (or she) may be reached, it would be a great help.

We have followed up all the usual sources including scouring internet search engines but have drawn a blank. If you can shed any light on who might currently own the works described above, please contact me on d.kinnear1@ntlworld.com. With many others, this is just the sort of interesting problem we are taking on in our new museum function. if you would like to see what we do, why not pop in on a Wednesday and introduce yourself?

Happy New Year from the Curatorial Department

We now have a web-site editor: Michael Wickham has agreed to take on this rôle and he also looks after the Museum's pages on *Facebook* and *Twitter*. Michael told *LBM News*: "I'm aware that the new web-site contains some inaccuracies and that it also needs a lot adding to it. I'm working on this and hope to have it completely overhauled by the end of January. The Members' Area is now fully operational and will be kept up to date with "inside news". Members for whom we have functioning email addresses will have received their login details for the site. If you haven't received them, just email londonbusmuseum@btinternet.com quoting your membership number."

Michael added that, although the social networking pages are mainly aimed at prospective visitors, Members may also be interested in following the Museum there. We are on *Twitter* as @lonbusmuseum and our *Facebook* page is at: <http://www.facebook.com/pages/London-Bus-Museum/209228669158358>

Members' Day

Members' Day is to be held at Cobham Hall on Sunday 18th March. All the usual activities will be on offer including the shop, traders stalls (on the ground floor in the space vacated by T23 and T448), the Brooklands Museum facilities, refreshments and bus rides. The Museum will be open to the public as usual so members will be invited to hear presentations from the Trustees on the mezzanine level of the Museum where the refreshments will also be served.

Members will be entitled to bring one guest with them at a discounted entry to the Brooklands site of £5.00. The purpose of inviting guests to this event is to encourage them to join the Trust. Any additional guests must pay the normal entrance fee. The usual Volunteers' entry concessions applying to family members will apply. Volunteers for the Spring Gathering will be briefed during the day, as will those who have newly offered their help at the museum on a regular basis. If you haven't received your latest Membership card to produce at the main entrance you will be able to pick up your card on the day.

News from the CoM

Three RLHs still await rescue from bureaucracy in America, but it is hoped that they will have left by sea on 27th December. T23 (no, not like T31) has arrived at the Museum, and is reported to drive very well. It certainly looks good with a set of RD blinds. RTLI39's spring is repaired, TD95's roof is repainted, and the latter has been MOTd, as has RT2775 which will soon be painted and have adverts applied.

It is very pleasing that increasing numbers of volunteers are coming forward on Working Days, and the

stewarding rota remains buoyant with many positive comments in the visitors' book and some appreciative letters. The climate inside the Museum is still being looked at; a new software system will soon be handling matters from membership records to vehicle licensing, and David Kinnear is busy preparing more display material for the vehicle timeline, to develop further the professional image which the Museum aims to project.

CCTV internally and externally will help in monitoring visitor numbers, in maintaining the security of our treasured vehicles, and in providing the level of service which everyone is entitled to expect. There is no doubt that the right degree of personal contact with groups and individuals enhances their visit, and encourages them to find out more by interacting with the displays and asking questions. The next CoM meeting is on Saturday 7th January.

Happy New Year!

Peter Larkham
Minuting Secretary

Survey Forms

Thirty eight members have returned their Membership and Volunteering Survey forms so far. The results will be analysed during January and a summary of the outcomes will be published in a later edition of the newsletter. All offers of help will be acknowledged and followed up. In the meantime please get your form to us if you haven't already done so.

STOP PRESS

I would like to share an experience with you all, about drinking and driving. As you well know, some of us have been known to have had brushes with the authorities on our way home from the odd social occasion over the years. A couple of nights ago, I was out for a few drinks with some friends and had a few too many beers and some rather nice claret. Knowing full well I may have been slightly over the limit, I did something I've never done before - I

took a bus home. I arrived home safely and without incident, which was a real surprise, as I have never driven a bus before and I'm not even sure where I got it from.....

Joe Kerr

A Few Brain Teasers:

1. Are RM family vehicle accumulators part of the bus' electrical system?
2. What is the engine capacity of the so-called "RTGT"?
3. What voltage is the electrical system of 702B?
4. Are there any 3-letter ultimate destinations on Central Area routes?
5. From which RM fleet number was the name "Routemaster" dropped from over the fleet number?
6. What are the recommended tyre pressures for RT/RTL vehicles?
Front: Rear:
7. Which trolleybus route was replaced by bus route 220?
8. Which London Underground stations have 3 letter "o" and no other vowels?
9. What significant event takes place in May 2012?
10. On RM family vehicles, what colour is the a) brake warning light and b) gearbox warning light?

Answers on plain paper to the editor.



Newly arrived T23 basks in the low winter sunshine, near our lamp post. (Whoops! I mean "bus stop"! – Ed.)

LB Museum News

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