

Well, here it is at last, the new updated version of "Waybill", which won't be as fancy or flashy as the last one, but it will contain much needed information, plus a few other things. We hope you enjoy it and find it useful, as it took ages to prepare – well, all of ten minutes!

The first things to tell you are messages from your local stations, in true commercial TV fashion, so here are a few from the Trustees (no more than 30 seconds each boys, or I'll edit you!):

Peter Duplock

The Chairman was asked to provide an insight into his past!

First bus you remember? It would have to be AEC Regals (coaches really) owned by Maidstone & District. I would travel with my parents from Victoria Coach Station to my paternal grandparents who lived near Rye in Sussex. I was intrigued by the KKK registrations. After that it was RMI!

Your best decade? Has to be the 1960s. Apart from losing the Trolleybuses London was swamped with Routemasters. The Beatles were at their best. I also started work in "the City" and was there while it was still fun. I resisted a career in banking and accountancy and eventually became a Chartered Insurer. Years of collecting bus numbers prepared me very well for underlining dubious claims.

How did you become involved with the Trust? In 1979 I bought, in partnership with my brother, a Fordson E83W pickup truck and the old vehicle bug bit. In 1983 we sold the Fordson and bought ex LT GS1. Some remedial work was necessary and this was undertaken at "Cobham". As bus owners we were eligible to join the Trust and I have been a member ever since. The bug had bitten! I became a Trustee and

Chairman in 2004 having volunteered to assist in some small way!

One thing we'd never guess about you? I was born within the sound of Bow Bells.

Your most prized possession? I don't really have one. For about two months this year it was RMC 1497 and then I questioned why I needed it. It went to a better home.

Favourite Icon Has to be the Routemaster (wouldn't it just) but the London FX4 taxi comes very close.

Hoard or throw away? Hoard. You cannot be an inveterate collector if you throw away.

Your preferred epitaph? There won't be another one along in a minute.

Roger Stagg

As this Newsletter will arrive close to the same time as the next magazine, I will not bore readers by repeating the same thing, so if you want to read where we are on mechanical and restoration grab the magazine when it arrives.

We are now well and truly ensconced in our new building now with the displays seemingly growing weekly. On the other side of the wall those involved in maintenance, repair and restoration are working in a clean and roomy environment, one that will improve still further once we have been able to sort out the spare parts. Just like moving into any new property its not until you are living there that you find those aspects that do not work as you wanted and Cobham Hall has had its share. Our biggest problem has been one of heat gain in the roof during high outside temperature spikes. A solution is in hand but we need to be really sure it will all work when it warms up again next June.

We spoke many times of our worries about Redhill Rd and its future if we were forced to stay. The most obvious was the asbestos and of course the condensation with its effect on the vehicles, not to say the volunteers. There are not many places where you go outside into the frost to warm up a bit. A few years ago John Bedford got me to look at one of the main column feet that was severely corroded and some welding repairs were undertaken. Following stripping of the asbestos by the demolition contractor for the new care home development I received a telephone message to call round. I then witnessed the building falling over like a pack of cards. Just an inch or so beneath the concrete surface the steel angles that made up the columns were nothing more than rust. The asbestos was actually holding the building together. The thought that it could have collapsed on top of not just the vehicles but members and visitors sends a few shivers down the spine.

The Brooklands new building is now slowly moving away from the top of the pile and the responsibilities of being the Rolling Stock Trustee are taking precedent. To avoid a big chunk of blurb in the next Newsletter, why not drop down and join the "Dirty Hands Brigade" and you will be in the know before the rest.

David Kinnear

On the Exhibition display front, work is now at an advanced stage to create the next two sets of displays - Sector 3 "The Emergence of the Motor Bus" from 1910 until 1929 and Sector 4: "The Decade of Development" from 1930 until 1939.

A huge amount of research and cross checking lies behind each and I am especially grateful to London Transport Museum for generously allowing us open access to their treasure house of information. After

approval, the production team go ahead to create, print and fit the actual display material onto the huge aluminium frames which form the skeleton of the Timeline. This system, specially imported from Germany, is called "Octanorm" and is a world leader in the exhibition and display world. At LBM we have the biggest museum graphics system ever put up using Octanorm. No one has ever done anything quite like this before - we are breaking new ground with our bus museum.

The display will be completed sector by sector, as resources and money allow, thus, we are in currently what I call "Preview Mode", with completion expected to be sometime at the end of the first quarter of 2012. I am confident that the finished museum will be absolutely spectacular. Visitor numbers thus far seem to indicate that people like what we are doing. But as Ronald Regan said "*You ain't seen nothing yet!*"

On Wednesday 23rd November, the Curatorial team, including myself, met with Helen Derbyshire, our SEWS/New Renaissance MDO, to appraise her of our progress over the last year. She asked many incisive questions but gave us more guidance towards the forthcoming upgrading of Accreditation Standards, which we need to meet. This was after a presentation that I attended on 11th November at the Hawth Theatre in Crawley that was delivered by Chris Drake and Helen, plus ACEML's new regional Counsellor, Michael Cook, whom I met, telling him all about us.

ACEML's expectations of us include getting MODES XML back on stream, secure management of artefacts and their storage, reducing our uncatalogued backlog and identifying our visitor profiles and numbers. It pleases me to tell you that Helen is very complimentary about our achievements, which are considered to be nothing short of astonishing among those of the professional museum community who know about us. Helen will visit us again in the New Year.

Not bored yet? Keep reading!

Steve Edmonds

HR – It's all about the people.

Our new Museum is up and running; and how! 28,189 visitors enjoyed the historic London Bus displays during the first three months. This total includes children accompanying adults as well as school parties. It also includes over 2000 people who joined us for the "Very Best of London Buses" event on 23rd October. Most of our visitors are from the UK but we have had a good number from other European countries as well as from the more distant Canada, Australia and New Zealand. Weekends and school holidays see our largest numbers attending; our highest daily total is over 600, our lowest less than 50. The word is spreading that the new Bus Museum at Brooklands is impressive and well worth a visit.

Thanks to our intrepid band of over 70 volunteer stewards we have been able to open every day, thus securing income for the Trust of £6,250. Customer feedback has been excellent even though the displays remain "work in progress". Our volunteers have endured the heat of summer and the coolness of autumn and have developed into a highly motivated and effective team. We are also building a strong and useful relationship with our colleagues in the Brooklands Museum; amply demonstrated during planning and running the Bus event on 23rd October.

It is gratifying for me as the Volunteers' Manager to know that I can circulate a draft monthly staffing roster in the sure knowledge that the stewards will ensure that we have the required cover of four people per day. I am impressed by their team spirit and capacity to enjoy their work informing visitors about the exhibits. This augurs well for the future as we are building strong foundations for further development of our people and the organisation. I believe we have a strong basis from which to move forward and I'm already on the lookout for the next generation of team leaders and senior managers; no pressure chaps!

Gerry Job

A new member of the CoM – a new position. With the move to Brooklands and a new and more complex building, plus a seven day a week opening, we have moved into a totally different scenario from the old Redhill Road, slightly run-down, private shed to a very public attraction. This has created a need for the above addition to the Board of Trustees and I feel privileged to be the first to take up the mantle. I must admit, however, that I had not realised that the remit was quite so broad. It appears to be responsibility for everything from brooms and buckets to buses and bogs!

I do have experience in running my own manufacturing business and have had times dealing with the bank manager one minute and a plumbing problem the next, so Mr Willis comes as no surprise. It did come as a surprise that the "Ops Trustee" is also the chair of the Events Committee, so if anything goes wrong at the Spring Gathering, it will be entirely the fault of whoever I delegated to do the task! (*You think you'll get away with it?* - Ed.)

Chris Wheble

RT 2775 has been MOT'd and insured, but not yet road taxed. Since the bus has been off the road for 19 years, the DVLA had not got it properly registered on their computer; it was classified as Private, Light Goods, so they demanded quite a sum for the Road Tax. Since it was built in 1952 it should have been classified as a Historic vehicle, currently £zero for Road Tax. A visit to the local office in Wimbledon was fruitless - the correct person was missing! So, it's still in the post. I have been notified that I shall have to insure T23 soon - I hope that this will be more straightforward.

Peter Larkham has taken over the Minutes taking at the CoM meetings. I should like to thank him for taking on this task since my increasing deafness has been a problem. (*What did you say?* – Ed.)

Turn over/scroll down for more!

News from the CoM

Cobham Hall hosted over 28000 visitors in its first three months. The informative displays should be extended into Sectors 3 and 4 in time for the school Christmas holiday. Steps are being taken to improve temperature and humidity control in the interests of both people and buses, and exterior lighting will be installed for safety and security. The positioning of bus stops will be negotiated with Brooklands Museum Trust, but BT is still unable to provide a dedicated landline. The Museum Shop is open on Special Event Days (and at other times on the internet) though further discussion with Brooklands will take place.

There will be a Christmas Lights Tour to reward volunteers who have worked so hard to move, reopen and staff the museum. Mileage payments within HMRC rules have been agreed in principle where offsite visits involve exceptional distance. A permanent webmaster is needed to run the new website. Customer Relations Management software is to be purchased to handle membership, Direct Debits, vehicle records (including tax and insurance) etc., and to meet Data Protection requirements.

A working party will identify storage needs at Brooklands and Northchapel. Meanwhile, a start will be made on sorting, securing and cataloguing spares and artefacts as soon as possible to meet the requirements of ACEML inspectors relating to full museum accreditation.

Following satisfactory inspection, T23 will be purchased to complement M6, helped by the Acquisition Fund. RMCI461 passed its MOT and an independent inspection revealed no defects. RTLI39's broken spring will be repaired in-house. RT2775 has an MOT and will be available for use when painting and application of advertisements are complete. RFW6 will return to the museum for restoration, CR16 will remain on loan, and the Chocolate Express Leyland for two years. The horse buses have received four new

“horses” and harnesses. It has been decided to drop Class 6 on Trust vehicles for a 6 month experimental period, though members' concerns about running are understood. PCV requirements will change from 2013.

Ken Wheeler has been appointed as Health & Safety Adviser, and CoM has co-opted Gerry Job as Operations Trustee. Thanks are due to both Michael Wickham and Tony Lay, who have stood down as Trustees, for their hard work on behalf of the Trust.

Wisley has been booked for the Spring Gathering 2012, with an option on a September event in addition. Next CoM meeting is on Thursday 15th December. Members will receive notice of the reconvening of the adjourned AGM in due course.

Peter Larkham
Minuting Secretary

STOP PRESS

CR16 Loan Extended:

Following discussions between David K and Malcolm Skevington, this amazingly little bus will now be staying with us until June next year.

From Bus Spotter:

I've noticed that there are always queries on the prices asked for Routemasters. I heard someone ask why the prices were usually significantly greater than those commanded by RFs.

The answer is simple: The Routemaster is an icon, the RF is, well an old London bus! (Discuss!)

Are you looking for something to do on those long cold winter days?

Come and shiver with the rest of us down at the London Bus Museum. You won't feel any warmer but at least you'll freeze in good company!

See you there soon.

LB Museum News

Edited by: Kevin Hibbs

Set out by: Jointhe Dots

Published by:

The London Bus Museum,
Cobham Hall,
Brooklands Road,
Weybridge,
Surrey KT13 0QN

The latest addition to the London Bus Museum display:



No, it *isn't* a lamp post!

Photo © Ian Jackson