

Spring must be here, because the dafs are in bloom all over the place and the wildlife is getting very excited. I can't imagine why because I'm still damned cold! Perhaps they are confused. Or is it just me? While I'm trying to work it out, you can enjoy the latest action-packed newsletter:

Roger Stagg

In the last Newsletter the headhitter suggested that there was no contribution from "Rolling Stock" due to the responsible (should that be irresponsible?) person getting a new head gasket fitted. Sorry Kevin, wrong end. However, whilst it's taking longer to get back into MoT than I hoped, the STL track rod arm and ball joint that the surgeon installed as a new right knee seems to be working, even if cleaning off the rust more effectively may have better avoided an infection.

In my absence, work on UMP seems to have progressed far better without the interference and as well as completion of the mudguards there is now attention to fitting glass into the windscreens. RT2775 has now left Cobham Hall for painting at London Bus & Truck and will be back with us for Spring Gathering. STL2377 is now in the workshop for attention to a flywheel leak after which it's off for MoT. Plenty is going on in the end 16m (52'6" in old money! - Ed) of the building and with the warmer weather approaching why not call in and get some dirty hands.

Spring Gathering

Volunteers to help out at the Spring Gathering on 29th April continue to trickle in. Thanks to all those who have offered to help with the many and varied tasks to ensure the smooth running of the event. There is room for plenty more so please complete the volunteer card and send it in so we can allocate the duties to individuals and brief them at Members' Day on 18th March.

NEW for Spring Gathering 2012.

An exclusive opportunity, never offered before.

Drive a pre-war Bus at Wisley

With an opportunity for Members to Pre Book at a discounted rate. 30 mins, including 20 mins in the cab driving STL2377 (or similar subject to availability).

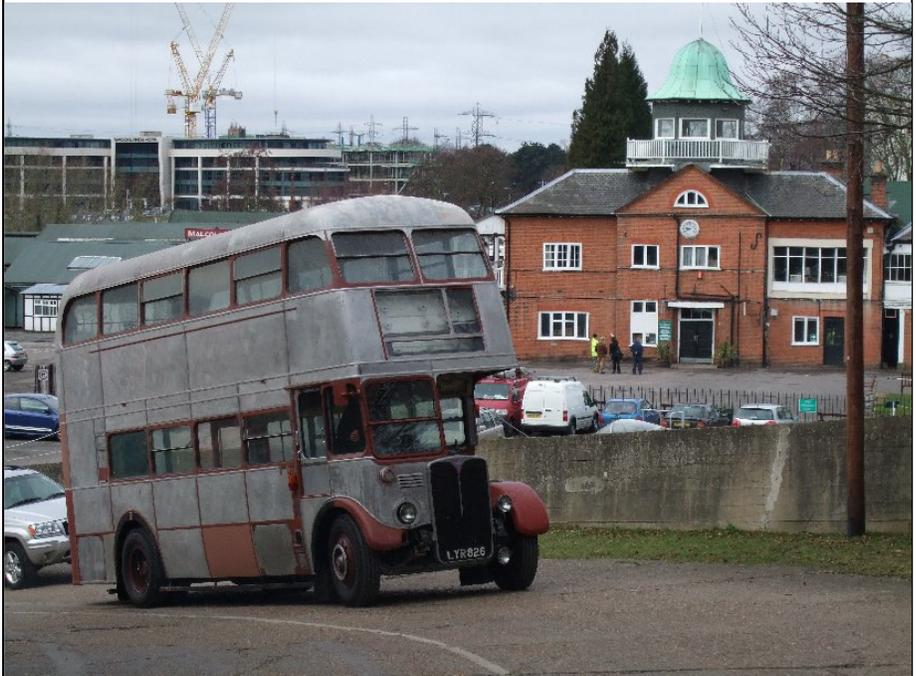
Following instruction, members will be able to drive around the Wisley Paddock area and get the real feel of what driving a pre war vehicle is really like. Conditions apply. Applicants must be LBPTL paid up members or the partner of a member, be aged over 25 and under 70, be able to climb up into the cab unaided, be under around 17st (the driving seat is non adjustable), hold a full UK driving licence (min private car rated) and have no convictions other than a maximum of 2 excess speed offences.

The courses will take place at 40 min intervals from 10.30 at a cost of £35 per session. Passengers cannot be carried but friends or relatives can take photographs.

Those wishing to partake must send a cheque payable to LBPTL for £35 requesting your preferred time zone. You must enclose a photocopy of your paper driving licence, a SAE together with full name, address, telephone number and email if appropriate. Places will be allocated upon a first come basis. Once a booking is accepted no refunds will be given unless the course be cancelled by LBPTL due to operational reasons. We regret that incomplete applications cannot be processed.

Applications to Drive a Bus, London Bus Preservation Trust Ltd, Cobham Hall, etc...

Bye bye RT2775: we look forward to seeing you in a new dress very soon.



On her way out, with the Brooklands Museum Clubhouse in the background.

Steve Edmonds

Membership and Volunteering Survey

Thanks to those who have submitted their forms and have expressed an interest in volunteering. I am gradually working my way through the sixty or so responses I have received. I have identified a number of people who might be able to assist Bob Bailey in his Education team.

Also there is a number of existing volunteers who wish to expand their experience and try some new tasks like archiving, record keeping and upholstery. The last mentioned already has a team of four with more interested. A good number wish to get involved with vehicle restoration and maintenance and I shall be contacting them shortly. If you have offered to lend a hand with some aspect of the Museum's work I will be in touch with you as promised.

One question on the form is "Is there anything that the London Bus Museum is not doing that you think it should consider doing in the future?" I have produced a synopsis of the responses below:

1. No items of clothing are currently available to purchase in the shop. Could they be obtained and sold to raise funds?
2. Train younger members towards their PCV driver's licence
3. PSV and CPC training
4. A number of the public expect a ride on a bus
5. Paid rides for the public between the buildings and static exhibits on the Brooklands complex
6. Provide bus rides in school holidays to raise funds
7. Revert to using the vehicles more to raise funds, especially the class 6 buses
8. More social events to bring the membership together
9. Proactive attendance at as many events as possible

10. Displays of ticket machines, destination blinds, staff uniforms
11. Provide background information and technical notes for vehicle controls and equipment, routes and how they were operated etc
12. Create a childrens/youth group
13. Develop more interactive Museum exhibits to engage younger visitors
14. Encourage younger people to join the Trust either as practical helpers on restoration or learning engineering
15. Obtain a "Playbus" for the kids with bells and hooters
16. Provide someone from the stewarding strength to dress in a conductor's uniform and issue tickets using a Gibson or Bell punch dispensing tickets to children

My thanks go to all those who submitted these ideas. I hope that some of them will be addressed elsewhere in this issue or in a future one.

Peter Duplock

RLHs

The long saga of repatriating the three RLHs is, at long last, in sight with the help of Hugo Miller of Arun Coaches (Hugo just happened to be in the USA at an appropriate time). Hugo put the consortium in touch with a sympathetic man with a tow truck and he has stepped up to help with transporting the vintage trio to the Port of Norfolk in Virginia. The buses are scheduled to leave on the Atlantic Conveyor v.2360 sailing on the 30th March arriving on the 10th April in Liverpool. Fingers crossed!

The saga of the RLHs has not daunted our enthusiasm for recovering old buses. As this issue goes to press, an expeditionary force is going to France (not for the first time) to assess an RT3. The RT3 (2657) has been housed in a Paris Museum since (we believe) 1961 and has been offered to the Trust. If all goes well, this veteran will also be joining the Trust Fleet.

Early Green Line T Model Coach

This superb, precision 12th scale scratch-built model was gifted to us on 24th February by the Reynolds Family. It was constructed by Ted Reynolds, now 85. and is made from small pieces of old aluminium bus panel found in the skip at the garage where he worked. Ted spent his life working for LT and ended his working days as an inspector for London Country. It is encouraging that we are being perceived as the place to be entrusted with such valuable personal artefacts. You can see the T model coach on display on the mezzanine gallery.

Alongside the T, the Curatorial team, led by Brian Jones is assembling a display of larger scratch built models in the ex-Cobham display cases that have been beautifully refurbished by Roger Shaw, John Hutchinson and some other hard-working volunteer members. We are always pleased to hear from model-making members who are prepared to help us repair and put some TLC into the increasing trickle of model buses donated to us.



Ted Reynolds, posed by our own T448 with his model of T162.

Induction Training

Steve Edmonds is running an Induction course for new volunteers on Saturday 31st March. If you had been thinking that you might volunteer at some stage, might this be the right time for you to take the plunge? The application form can be downloaded from the LBM website. If you want more information please contact Steve on 0208 661 0745, 07906 587687 or email him at stevenstef@tiscali.co.uk.

Membership Renewal

Please remember your membership renewal date, as we no longer send out reminders in view of the cost involved. The best way to remember is to complete a Direct Debit form, which can be downloaded from the LBM web site. It is perfectly safe and gives you the peace of mind that your renewal will happen automatically. If you wish to terminate your membership you just need to contact our Membership Manager, Debbie Morris. If you wish to continue to pay by Standing Order, please ensure that you tell your bank to amend it to reflect the 2012 increase.

Members' Day

Please remember that Brooklands Museum has offered a concessionary £5 entry to one guest on Members' Day, if you wish to bring someone with you who might be interested in joining LBPT. All others accompanying members must pay the normal entrance fees. Debbie Morris will be based at the main entrance to deal with any membership queries, as she has done in the past. Doors open at 9.30 for us, 30 minutes before the usual time.

Car parking is in the Mercedes Benz World "Additional Parking" outside the main entrance to Brooklands. Volunteers are to park in their usual place behind the hangar please. If you are volunteering to help on the day, Steve Edmonds will brief you in advance but there will be a final verbal briefing in the staff canteen at 9.00 am. We look forward to seeing you there.

Bus Spotter

Eagle-eyed viewers of the TV series *Upstairs, Downstairs* may have noticed what purports to be a London Bus. Is it a pre-war RLH or a mock up dodgy Daimler?

Trust member Harold Turner was spotted on BBC news travelling on the new "Boris Master" LT2 on route 38. I'm told he was so overcome with sheer joy that he has to leave the bus at Islington Green to recover at a nearby inn.

Lord Mayor's Show, 10th November 2012

Negotiations are in hand for the Museum's Dennis, D142 to take part in this year's LMS. It may be joined by the Three-Light Andrews Star horse bus as well. We await the livery company's decision with some excitement. Watch this space!

First Aid at Cobham Hall

We have a responsibility to our visitors and volunteers under Health and Safety legislation to provide emergency First Aid cover in the event of illness or accident within the confines of the Museum. We have always had a First Aid presence over the years and at Redhill Road half a dozen or so trained people was sufficient. The new Museum requires a larger contingent of First Aiders to meet responsibilities arising from daily opening.

We have therefore recently trained thirteen new First Aiders increasing our capability to nineteen which should be enough for us to provide a service on most days. If you volunteer at the Museum you might like to know who they are.

This is the list of trained First Aiders who attend the Museum from time to time: Bob Bailey, Peter Brown, Graham Burgess, Simon Douglas Lane, Steve Edmonds, Alan Eggleton, Colin Fradd, Mike Garside, Peter Goodfellow, Graham Hayward (Chief First Aider), Kevin Hibbs, Ian Jackson, Gerry Job, David Kinnear, Rod Lucas, John Rawlins, Colin Read, Arun Sharma and Roger Stagg.

CR16

I am delighted to announce that following agreement with CR16's owner, Malcolm Skevington, this wonderful little bus will for the present, be remaining at the London Bus Museum in Sector 4, *The Decade of Development 1930-1939*. Not only will this very rare, technically advanced Leyland REC Cub be on display, you will be able to see it in action, when it goes up to the Wisley Spring Gathering on April 29th.

Puzzle: Who's the artist?

Here's another of my little picture quizzes: can anybody identify the full name of the artist whose initials "MJ" and the date "81" appear in this fine drawing of RT1? Even better if you have a contact to follow up. If so, please contact me at d.kinnear1@ntlworld.com.



"Paris" RT2657

Plans are being made to repatriate this 3RT later in the year. It was formerly on display in the RATP (Paris) Museum. More from Peter Duplock on this in due course.



Upcoming new Display Galleries

Construction of the next phase, Sector 3, *The Dawn of the Motor Bus 1914-1929* commences in time for Members Day, Sunday 18th March. It will rapidly be followed by the display galleries for Sectors 4 and 5, *The Decade of Development* and *RT-the Bus designed for London* - both scheduled for the Easter school holidays. These three new galleries present probably the most complex and colourful period of London's bus history. I will be explaining a little more about them and future development of the Museum at Members' Day. Some of the previously unseen photographs of buses of the 1930s from the important Bernard Philips Collection acquired for our Museum last year will feature in Sector 4.

Setting a 'Setrite' right.

Who's this servicing a Setrite ticket machine - and cleverly not getting ink all over his fingers?

Ah! its member Peter Larkham, our Minutes Secretary.



Peter Larkham adjusts a SetRite – note: no ink on fingers! (photo: David Kinnear)

LB Museum News

Edited by: Kevin Hibbs

Published by:

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

German for Beginners

(A busman's glossary)

Driver	Der Schteerinwheel Verker
Coach Driver	Der faster und faster mit grossen flatauten Schteerinwheel Verker
One Man Driver	Der Handelturning mit ticketund fingerwaving Schteerinwheel Verker
Conductor	Der Dingdingmann mit bag und rollticketmaschine das schauen holdverytight bitte
Speed Limit	Das Softpedlin und Mirrorgazen fur das koppwagen
Minicar	Die buzzboxen mit der Traffikweavin und nicht stoppen causen der fistwaven mit der zwei Fingerraisen
Timetable	Das liste von Gessenwerke fur die latekommenpassenger
MBS	Der Hissenthrobrattler mit Allesverstanden
Late Bell	Der zufargehen mit stopperschauten und longwalkbacksagen
GS	Der Schpitfeuer

From "London Country Magazine" No.6 Autumn 1971 (original author not credited)

Quiz time

We had to move a few vehicles to get another out for maintenance. Which of those vehicles is Alan Eggleton trying to extract from the Museum in the photo below:



Answers in your bestest handwriting on the back of a fag packet to the Editor at the usual address. No entries will be returned.