



LONDON BUS MUSEUM MAGAZINE



The Journal of the London Bus Preservation Trust, Cobham Hall, Brooklands
Issue 12

Summer 2014

£4 to non-Members

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01932 837994. The phone is manned by the duty volunteers during opening hours but please bear in mind that most of the officers work from home, so it may be a question of passing a message on. Contact by email (see below) will usually bring a quicker response.

Email

Please use the General Enquiries e-mail form on the Museum's website.

Post

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Please note that this address cannot be used for visits in person, which should be via the main entrance.

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FRONT COVER PICTURE

RT1 pursued, in vain, by a new Routemaster, passing the Bank of England whilst working route 22 on 12th April.
(Peter Zabek)



The views expressed in this magazine are those of the individual contributors. They are not necessarily the views of the London Bus Preservation Trust Ltd., its Trustees, Directors or Officers, London Bus Museum Ltd., its Directors, or the Editor.

ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at michaelhcbaker@londonbusmuseum.com, or by post to the Museum at the address opposite.

**LAST COPY DATE FOR THE
AUTUMN 2014 EDITION
15th AUGUST 2014**



The Year of the Bus has certainly lived up to its promise so far. The weekend of 12th and 13th April will live long in the annals of the LBPT. After a fierce, extremely wet winter and early spring the weather suddenly relented and at the time of writing, we have had scarcely a day without at least some sunshine, certainly down in the sunny South over the last two months; which always cheers the spirits.

Your editor last visited Ash Grove when Transport for London's collection of historic buses was being moved out to Acton and was able to ride in STL 469 through the relatively quiet streets of east London to Covent Garden where the collection was put on display for the day. Now, with the ever increasing patronage of buses in London Ash Grove is once again an operational garage and arriving there in RT 1 by way of Tower Bridge, where, on the rare occasions when I get to travel over it in an RT, I fleetingly wondered if it might just start to open up as it once did on 30th December 1952 for RT 793, we found the yard already very nearly full with a wonderful collection of members and close friends of the RT family all preparing to do duty on the 22 to Piccadilly, to the

delight of not only of large numbers of enthusiasts but equally surprised and equally delighted members of the general public, some of whom must have surely switched sides to the enthusiast tendency.

Graham Smith writes on the following pages of the terrific follow-up the following day at Brooklands, where the sun really did shine indiscriminately on both the righteous and the also rans.

Our vehicles have been out and about all over the place, not least the annual HCVS run to Brighton, which virtually kicks off that amazing city's Festival, and we are looking forward especially to the 22nd June, when one of London's busiest and most famous thoroughfares, Regent Street no less, will be closed for much of the day to all traffic to accommodate a unique display of London's buses from the days when the horse reigned supreme through just about every significant type from the first standard B, not forgetting 'Ole Bill' in this 100th commemoration year of the terrible descent from peace to the horrors of the Great War, to the latest variation on the New Routemaster theme.

Michael H C Baker

E-News re-launched

The monthly electronic newsletter has been re-launched after a break of six months. It will be published early each month with the first full issue, May, already distributed.

Did you receive a copy? 600 of our members did, 25 emails were rejected, and the remainder of our members have not told us of their email address if they have one. For

those of you who didn't receive a copy, the first page is reproduced on the back cover.

E-News aims to provide members with up to date news, brief reports on recent events and diary dates. Deadline for contributions is the last Monday of the preceding month and submissions should be less than 100 words and can include photos.

If you haven't received your copy please send your email address to londonbusmuseum@gmail.com

Don't forget to keep your membership contact details correct. Any changes to address, phone numbers & email should also be sent to the above email, or the museum's postal address.



STL 2377 at London Road Bushey on 30th March. The event was a running day in and around Watford organised by the Amersham & District Motor Bus Society to mark the centenary of route 142.

(Mark Lyons)

News from behind the workshop doors

By Roger Stagg

It's nothing new to see a hive of activity behind the newly painted red doors to the workshop but currently it's at an all-time high. Having now two younger volunteers is really making a difference to us old codgers; we have to keep spritely just to keep up!

Chris Rose who has been with us for six months now has been joined by Steve Gillett although Steve appeared too late to offer Chris relief in replacing the header tank and bottom hoses of RF 395 which Andy Baxter afterwards, with a big smile, reckoned was a baptism of fire. A job well done and the bus back in service. The workshop team has now been joined by Owen Wright ex-LT fitter who headed up the engineering in a number of LT garages in the South East. Owen has made a big contribution along with Chris and Steve keeping the pressure off Andy to enable him to concentrate his major efforts into the Class 6 fleet.

Owen's experience with RTs, RFs and RMs will be of benefit to keeping the fleet safe and mobile and give the mechanical crew under Andy a fighting chance of getting on top of some of the backlog. Taking much of the leg work out of the recent engine overhaul of RT 3491 enabled the department to see it on the road well before RT 75. Last year's bus usage exceeded all previous years by a large margin and 2014 does not look to be any less busy.

In the early months of 2014, RT 1 was given a new Certificate of Initial Fitness by VOSA bringing it into Class 6 standard. On 11th April it then ran in service on the RT 75 route 22 celebration run. We shall now be able to run this bus from time to time for special events. It's hoped to return G 351 and STL 2377 to Class 6 in the future to complete our obligation to the Science Museum Prism Fund.

UMP presented us with some problems of holding its air pressure but Andy soon diagnosed a compressor problem which Owen, Steve and John Capes quickly replaced. Currently they are looking to put the Paris RT back in service and the last few weeks have seen a full brake overhaul. At the time of writing the steering box and radiator are removed to enable repair to a crack in the chassis.

At the back end of the workshop two crews with some interchangeability are hard at work on RF 19 and the Canteen Trailer. The latter under direction of stalwart Peter Smith is now starting to take shape on the

nearside. New pillars have been made and inserted and the new horizontal rails are connecting these together. Surprisingly it is found that the method of original construction means that the sliding door has to be hung and painted before the pillars are erected in front of it, as it cannot be removed internally without removing the ceiling and internal partitions and it cannot come out to the front as it is larger than the opening. Obviously, it was never thought that it might need repair or replacement. As such we will be building all the framing, then removing it to finish the door including some finishing paintwork and then re-assembling it to add the external cladding, some of which has been shaped and flanged by Keith Hales.

We have not been surprised to find that virtually none of the rubber section used on the trailer or, for that matter, on RF 19 is no longer made so these are currently under remanufacture. If you have a Sightseeing RF then now is the time to get some roof light rubber, even if to store for the future, as the costs of one-off manufacture



Prototype AEC Regal IV UMP 227 arrives at Brighton closely followed by G 351 as it weaves its way through the seaside traffic at the end of the Annual HCVC run, 4th May. (MHCB)

is considerable and now is the only chance to get it at an affordable price. Also being made is the long out of stock rear window and windscreen rubber for all RFs and the unobtainable weather section that goes in the top rail of the fixed lights below RF drop lights.

Inside the trailer Nigel Hearn, Chris Plested and others have been removing countless layers of paint using a heat gun. Where Nitromors used to burn when it splashed onto your hands the current H&S formulation can possibly be used as moisturiser, it certainly does little to remove paint. Ed Warren meanwhile works away

reassembling the drop light windows when not working on RF 19.

Brian Greenfield heads up the RF 19 crew with Peter Wall whilst, inside, Peter Goodfellow, Steve Hook and David Erlam are painstakingly removing the floor coverings and trims to ready it eventually for new lino and panel refinishing. Externally on the nearside the new timber sections around wheel arches have been fabricated and fitted, some to new Ian Barrett manufactured steel wheel arch angles which normally rot away on this class. Mudguards suffering extensively from tin worm are being salvaged, we hope. Phil Cruise has been busy rebuilding the platform steps and releasing the seized door gear.

Within the public area the bodywork of NS 174 has now gained its upper deck members, having progressed through final fitting of floor sections, pillars and rails including the steel fitch plates. Each week sees John Hutchinson together with Roger Shaw and Graham Burnell either fitting pieces in or at the woodworking machinery making one part or another intermingled with making parts for the trailer and RF 19 as well. With the floor now laid in place, the rear bulkhead has been

assembled and work has commenced on the platform. High demand sees others trying to sneak this crew away for mundane tasks such as shelves and door hanging!

Associated, but a wholly separate effort, is that of Graham Bartlett and Garry Pratchett who are at work building the children's Simulbus RT 1962. Always the butt of many non-constructive comments which he takes in good spirit, Graham hopes to see the rebirth of RT 1962 by late-2014 and, with the Regent Cinema installed by Tony Lewis and working inside RLH 53 moved aside, he is under pressure to unite it with the internal cab unit.

On May Day Bank Holiday Sunday UMP and G 351 left the Museum bound for Crystal Palace and thence on to Brighton on the annual HCVS run. In a faultless day UMP secured second prize in its class, beaten, fairly, at the post by the LTM Scooter. The many members who travelled reported an enjoyable day with lots of sunshine, fish & chips and ice cream. We even had a Mystery Tour on the return.

Well that's all folks, volunteers remain welcome in all fields, it's a happy bunch of mainly reborn bus nuts and it's cheaper than golf! Hope to see many of you at Cobham Hall.

Colin Borg 1936 - 2014

With much sadness we report the death of Colin Borg on 19th March, after a short illness. Colin will be known to many as 'Conductor Borg', always properly attired and with a ready smile and quip for any who boarded his bus. He joined LBPT in 1995 and, aside from regular conducting duties, served as our Marketing Director for two years from 2007. He was involved, also, in recruitment initiatives for the London Transport Museum Friends organisation. Colin's transport interests included preserved railways and he was the North Norfolk Railway's Marketing Director since 2008, during which time passenger numbers increased significantly, not least due to Colin's tireless efforts. The 'Poppy Line' name for the NNR was his idea.

After leaving the University of Cambridge, Colin had a long and successful business career, initially in journalism and then in the advertising world, with appointments as creative director at some of London's major advertising agencies before becoming Chairman and CEO of his own agency.

During a Uni summer vacation in the 1950s he worked as a conductor for East Kent at its Westwood

Garage, mostly on Guy Arab III's and Leyland lowbridge PDIs. He maintained his links with East Kent and often conducted on a friend's Guy Arab (FFN 399), one of the buses he'd known from earlier days.

Colin and I must have joined LBPT on the same day in 1995 - our membership numbers were 419 & 422 respectively - although we didn't know each other then. However, 'Cobham' conductors are a special breed and it was inevitable that our paths would cross at some stage. Fortunately they did and we got on like a house on fire! We enjoyed many good times together, sometimes with our wives, sometimes with bus friends or else just the two of us. Colin was an absolutely delightful person to be with, as many will attest, and I have so many happy memories of times past.

A Service of Thanksgiving for Colin's life was held on 8th April at All Saints' Church at Putney Common (adjacent to the terminus of route 22!). It was conducted by the Rt Revd John Oliver, former Bishop of Hereford, a fellow pupil with Colin at Westminster School. Family members and many friends were in attendance. LBM was represented by Rev Simon Douglas Lane, Steve Fennell, Brian Russell and Mike Scott as well as Liz

and myself. The Service was followed by a wake at the Telegraph Inn, with transport provided by Timebus Travel's immaculate RML 2310. We extend our condolences to Colin's wife, Mandy, and their sons, Chris and Guy.

Graham Smith



(Peter Zabek)

The RT family takes over route 22

Launching TfL's 'Year of the Bus' and marking the 75th anniversary of RT1's entry into service on route 22, the Museum organised a weekend of events under the banner 'RT75'.

We registered and operated route 22 between Piccadilly Circus and Homerton on Saturday 12th April, using 15 RT-family buses, including the return to public service of RT1 for the first time since 1945. More RTs joined a display at Ash Grove bus garage in Hackney, including one supplied new to St. Helens Corporation, which had driven to London from its home at the Scottish Vintage Bus Museum.



Above: As it used to be on route 22. Piccadilly in March 1959 with 'pre-war' RT 148 on learner duty followed by a Morris taxi and RTW 24 on route 22. A very grand Bentley is turning right with an RT on route 19 heading east. (MHCb)

Below: Three roofbox RTs are about to leave Ash Grove garage: from left to right they are, RT 1, RTL 453 and RT 3062. (MHCb)





Left: Two 'pre-war' RTs, Nos 113 and 1, meet up at Chelverton Road garage, Putney whence they both once operated on route 22. (Peter Zabek)

Below: Left to right, Drivers John Shirley, Alan Eggleton and Peter Goodfellow, Conductors Jim Eades and Graham Burgess. (Peter Zabek)



Left: The conductor of RT 3871 takes up a traditional pose as he chats to the driver of RT 3238 as they approach the City of London. (MHCB)

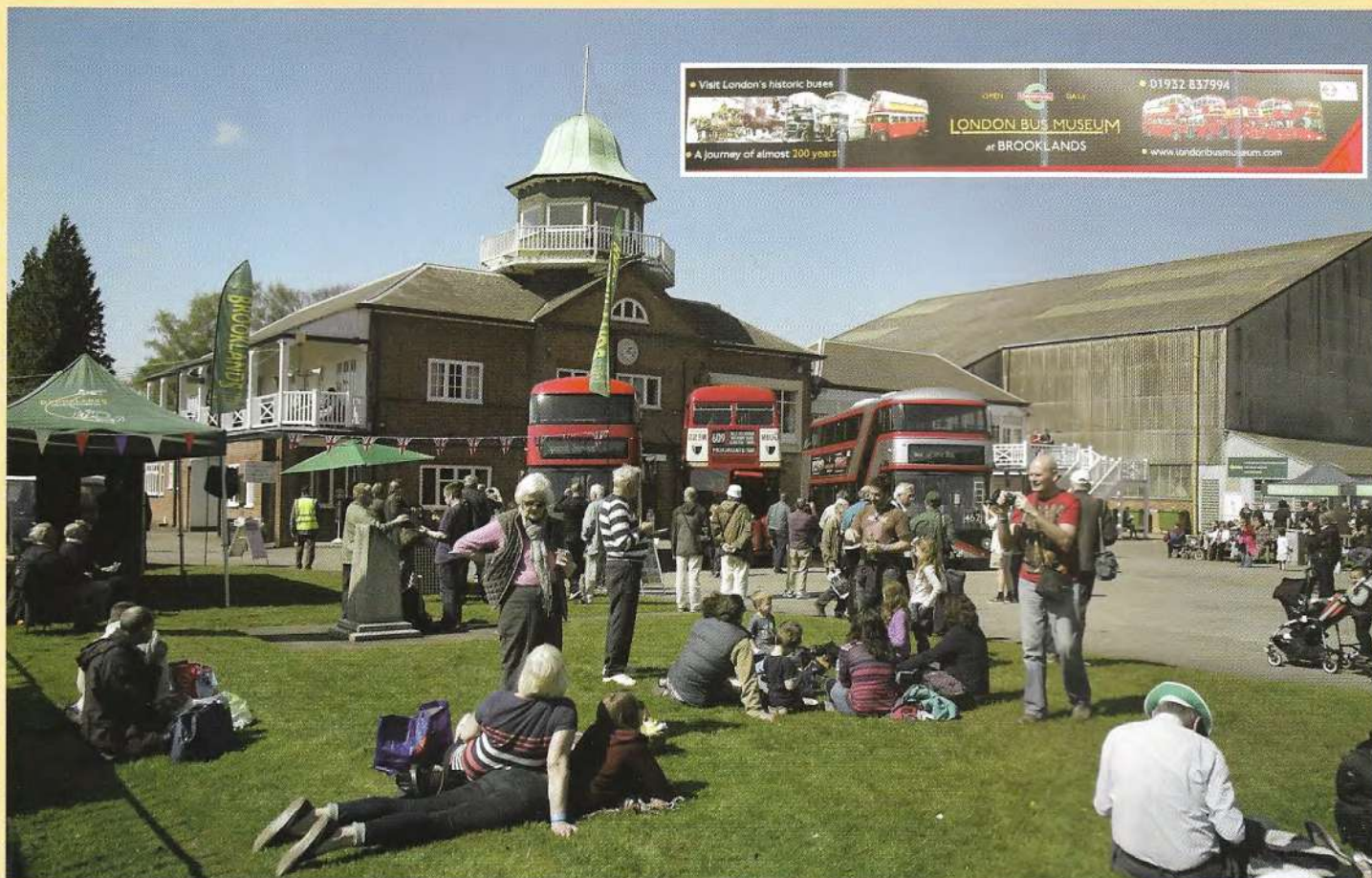
Below left: Surprised and then delighted members of the public at seeing an RT. (MHCB)

Below right: Amongst the traffic in Dalston. (MHCB)



Our 41st Spring Gathering

By Graham Smith



Visitors to this year's Spring Gathering enjoy the sunshine in front of the club house at Brooklands. London United LT 85 and LT 150 flank RM 254, owned for many years by Geoff Rixon. Geoff, who was well known to many Trust members, sadly passed away on 18th December last year aged 84. He will be remembered for the immaculate condition in which he kept his bus and also for the large number of his quality photographs that have graced the pages of many a book and magazine over the years.

(Mark Lyons)

Inset: The advert for the Museum on the side of LT 85.

There are surprises every year at Spring Gatherings and this year was no exception - it was sunny, not only for an hour or two, but all day! To those of us hardened by the Siberian weather which, in recent years, has often affected the Museum's special day it was an amazing transformation. No rain, no snow and hardly a breath of wind. What could go wrong? Well, er, nothing....unless you know different.

Compared to the bleak and vast acreage of the Wisley Airfield site of yesteryear, the Brooklands site is quite compact; indeed, some might even call it cramped. However, it's far more interesting with its backcloth of historic buildings, heritage aircraft and sections of banked track. Our Events Committee folk did wonders in planning the layout for the day and accommodating display buses, sales stands, food outlets and loos, whilst providing a through route for service buses. Were there long queues for the buses? Yes, every now and then there were, but they soon disappeared and, after all, it wouldn't be our annual April event if there were no queues. Now, if you want to see real queues just step back in time to Redhill Road days when, some years, it seemed that queues stretched almost as far as Weybridge station.

Every year sees a great variety of service buses and this year was no exception, with London vehicles ranging from RTs in the class's 75th year to the latest New Routemaster (the official name now for the New Bus for London) - silver-liveried LT 150 sporting advertisements for LBM. For good measure there was not one but two New Routemasters on site this year as red-liveried LT 85, also adorned with LBM adverts, joined the party. I'm told that another name for the New Routemaster is the Marmite Bus - i.e. you either love it or hate it. Actually I'm a Bovril man, myself...

The Museum's latest completed restoration, the Park Royal-bodied AEC Regal IV prototype single-decker only ever known by its registration mark UMP 227 (it was always on loan from AEC and never owned by LT), was proudly displayed with the two LTs in front of the Brooklands clubhouse. Also there was the ex-Norbiton and Kingston Showbus RM 254, owned since 1985 by that well-known railway and bus photographer Geoff Rixon. Sadly, Geoff died in December last year but his family are continuing to look after his immaculate Routemaster.

The car-parks, including the overflow one in



Almost 90 years of bus design separate the Museum's D 142 and silver New Routemaster LT 150, both in passenger-carrying service at Spring Gathering, but will either still be running in 90 years' time? (Graham Smith)



Demonstrating the chassis of NLE 989, with the famous Brooklands banking in the background. (MHCb)



To quote Peter Goodfellow at the Spring Gathering "Here I am driving the last Routemaster and yesterday I was driving the first RT! What more could anyone ask?" (MHCb)

Brooklands Drive, filled up rapidly as our visitors came to sample the delights not only of all that our Spring Gathering had to offer but, also, if they tired of buses (how could they?!), there were the other road and air attractions available at Brooklands Museum. Rides on the horse bus and on our open-top Dodson-bodied Dennis D142 dating from 1925 were incredibly popular with people of all ages. The children's roundabout and Punch and Judy shows provided entertainment for our younger visitors and the various food outlets seemed to be busy throughout the day supplying sustenance.

The parade of RTs and RT family vehicles was a sight to behold, especially for those like your author who, annoyingly, was unavoidably absent from the previous day's excitement on route 22. Question - Can anyone seriously doubt that the London RT was the best double-decker ever built?

As ever at a Spring Gathering, there was a great variety of items for sale on the many sales stands scattered around the site. Bus models, bus photographs, bus DVDs, bus books, bus blinds, bus tickets, bus ticket-machines, bus signs and bus seats were being snapped up by eager bargain hunters. Most stallholders seemed happy at the end of the day, always a good sign of a successful event. Those hard-working volunteers in our shop and those selling donated items were busy all day helping to swell the Trust's coffers.

What, exactly, is Spring Gathering? Actually, it's difficult to define exactly as it means quite different things to different people. OK, so it's about buses, lots of them, old and new. Many people like just to see them and have a ride if at all possible. Some like to drive and conduct them while others like to study the technical aspects and to see what's 'under the bonnet'. Others come to spend their money on all manner of things while others try to find that elusive collector's item that has eluded them for so long. For some of us it's, also, a great social event, meeting up with old friends from near and far and, unfortunately as the years pass, mourning the loss of those who are no longer with us.

All too soon, though, the day ended, but still the sun was shining. Almost 4,000 people had enjoyed a bus day to remember. The last scheduled 462 bus to Weybridge station departed on time at 17:05hrs but, as has happened for as many years as can be remembered, there were still a few visitors on site anxiously

enquiring the time of the next bus. Fortunately Driver Simon Douglas Lane and Conductor Graham Burgess came to their rescue with RT 3491 (aka Evadne) and whisked the laggards away from Brooklands!

So, that's the 41st Gathering over and by now the Events Committee will have held their 'wash-up' meeting where all points good and not-so-good (don't anybody dare to use the word 'bad' and please remember you're dealing with volunteers who work their socks off for the enjoyment of others) will have been aired as thoughts turn towards the 42nd Gathering. Now, what anniversaries are due to be celebrated in 2015? Well, of course, World War II ended and the only surviving London Transport utility bus, our Park Royal-bodied Guy Arab G 351, was delivered in December 1945....as, indeed, was your author....but that's quite a different story....



Red RTs set out in the sun - RT 2293 leads roof-box examples 1431 and 1705 on their way to joining the cavalcade of RT family vehicles which paraded around Brooklands.

(Graham Smith)

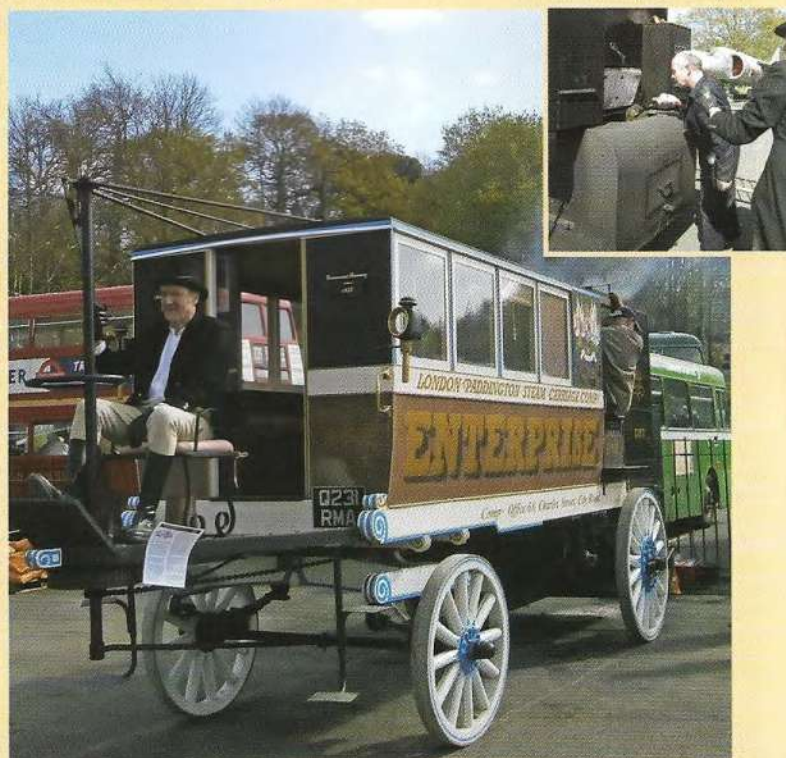
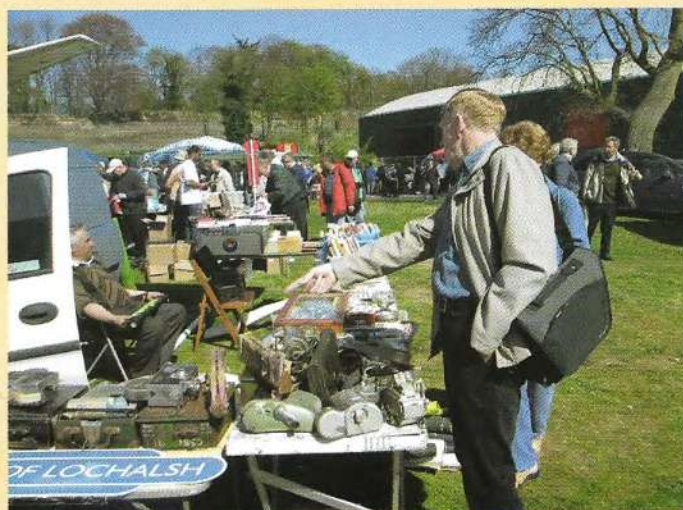


Three multi-coloured RTs. Left to right, Jersey Bus RT 2494, Golden Jubilee RT 4712 (London Transport Collection) and St. Helens Corporation No. D67 of 1950 which came all the way from the Scottish Vintage Bus Museum.

(MHCb)



Some of the many customers parting with their money.



This extraordinary vehicle is 'Enterprise', a replica built by Tom Brogden and friends of the original Walter Hancock steam bus of 1833.

Inset: Refuelling is not as easy as pouring in diesel!

(MHCb)



Above: RT 1 leads the grand parade of members of the RT family along the top road at the approach to the Museum. (Peter Zabek)

Below: RT593 with proud co-owner and past-LBPT Chairman Peter Plummer at the wheel. (Graham Smith)



The Curatorial Department

By Brian A L Jones

The Curatorial Department at London Bus Museum has recently enjoyed a challenging but generally satisfying period of expansion.

The move to Brooklands from Cobham allowed a fundamental evaluation of items then held and consideration of how they were to be stored, examined and displayed in the new environment. Our Curator, David Kinnear, determined that, associated with the move, we would need to focus on the identification, classification and general sorting of the large amount of material that had been accumulated, but not recorded, over many years. Dedicated storage space at Brooklands and placing of many items into specialised storage boxes prior to the move, provided the basis for subsequent planned division of responsibilities between a number of persons.

The requirements of SPECTRUM, which provides the elements of museum artefact management, including developing procedures and policies to enable us to reach full Accreditation Standard have formed a basis for action and training. The success of our early efforts, including much hard work by David Kinnear, was rewarded by the award of Provisional Accreditation to the new 2011 standard last July. A growing level of support is being supplied to local and national Museum Development Officers and our members are being encouraged to participate in specialist training activities organised across the South East Region.

Environmental monitoring of the Museum in terms of temperature, humidity and entomological activity is presently being refined with the advice and assistance provided by a leading independent expert in those fields, David Pinniger.



The writer watches while David Pinniger pastes a tissue sheet to the underside of the knifeboard horse bus to check on woodworm activity. (David Williams)

The generous recent donation of a large selection of high quality storage furniture by the Cobham-based Cargill company has enabled the secure and easily accessible storage of much material that is currently being appraised and recorded. It has facilitated the Luke Rees-Pulley Research Library to be properly established and housed, which will allow the Museum's substantial book, media and ephemera collections to be made available for on-site study and some for short-term loans. The Librarian, **David Williams**, is finalising those arrangements and an announcement will be made in due course via the Newsletter.



David Williams stands in front of the rapidly expanding Luke Rees-Pulley Library.

Over the past year or so several very large lifetime collections of bus related material, ranging from tickets to models, have been donated to LBM. The size of these has often provided challenges, initially in terms of storage and latterly in sorting and appraisal. Fortunately, a number of individual experts have been recruited from our volunteer force to oversee the inspection, collation and listing of many of the items:



Bryan Ellis examines more recent issues of area travel guides.



Syd Brown moves another box of sorted material into secure storage.

Bryan Ellis is overseeing the assembly of a very comprehensive LT bus map collection, which should allow future researchers to analyse the development of bus routes from the days of the horse bus into contracted operation under TfL.

Syd Brown, who previously provided invaluable support in moving boxed items in and out of storage and had made good progress in assessing and listing our uniform collection, recently suffered recent serious illness. We are now pleased to report that treatment has been successful and Syd has now rejoined us to continue his useful work.

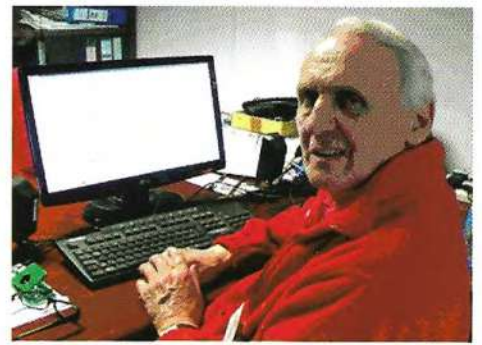
Peter Larkham in addition to his secretarial duties and responsibility for coordinating Emergency Procedures and Disaster Recovery, is examining our broad collections of timetables, publicity pamphlets, posters and miscellaneous printed material. He also oversees the destination blinds collection.

Brian Barlow has been dedicated to listing the extensive colour slide collection since before the move from Cobham.

Brian Jeffreys has recently joined us and was 'thrown in at the deep end' to sort a massive accumulation of mainly LT related items that had been collected from a house in North London.



Brian Barlow cataloguing items from the LBM slide collection



Tim Sargent updates the Department's Modes records.

Graham Burgess has recently accepted the challenge of getting to grips with sorting large accumulations of bus tickets and **Norman Davey** is assisting in preparing those for listing prior to placing them in accessible storage and display.



Norman Davey and **Graham Burgess** examine a small selection from our large ticket collection.

All of these volunteers also input information and data to **Tim Sargent**, our Registrar, who is co-ordinating with David Kinnear to ensure that all of the important requirements for achieving full Accreditation for the Museum are met. Tim is also, with others, working on the upgrading of the LBM IT systems, with the particular objective of developing the use of Modes software to record the items we own and make any information on them available, not only to Members but also our wider audience. Tim has also taken on board the collation and analysis of visitor numbers for LBM. That task is assisted by the support provided by Duty Managers who oversee

the collection of the necessary data.

Any duplicated or non-LT related material is carefully appraised and often passed to **Bob Bailey** and **Melvin Phillips**, who co-ordinate secondhand goods sales via their popular stall at events or on eBay. Those sales provide a very significant income for LBM funds.

For my own part, while I am attempting to digitise some of our print collections, I regard the Archive Manager's role as a co-ordinator and facilitator. I also often try to find answers to the questions raised by visitors and persons using our website. This frequently involves me passing those queries on to other volunteers, who are invariably helpful and comprehensive in their responses.

The finite space in which we conduct our activities, particularly on Wednesdays, needs to be carefully allocated and utilised and there is a current need for more desk space to accommodate additional computers and scanners.

It often falls to me to enlist the assistance of other volunteers, who undertake the support role in moving equipment and undertaking repairs or modifications to our surroundings. That help has always been readily forthcoming, with colleagues often setting aside their own tasks in hand to provide immediate support. May I take this opportunity to thank those persons - they know who they are!

Naturally, we are always happy to liaise with Members and other contacts to discuss queries related to our collections and would welcome further expert support and advice related to development of the Archive. A particular current objective is the recruitment of someone interested in taking responsibility for the repair and conservation of damaged paper items and photos.

On 29th and 30th April, at the request of EnsignBus, the Museum provided two buses for service augmentation on route 2 between Brixton and Victoria during the tube strike. As always, the travelling public were delighted to be riding on old buses, and not just because it was an alternative way of getting to work! Here, RML 2760 is on the stand at Brixton. (Luke Vjaska)



Antipodean Medley

By Clive Gillam

My interest in London Transport began long before I came to live in Australia in 1969. As a schoolboy living in Thornton Heath, I attended Winterbourne Boys' Primary School in the late 1940s. Although not a universal pastime some of my classmates and I shared a growing interest, in 'spotting'.

London Transport was the target of our 'spotting' activity. The classmates most closely sharing my interest in London Transport were Michael Baker and John Wadham. In later life Michael was to recall an event that took place in the school playground in 1947.

In a piece titled 'Growing up in Croydon', my old school friend Michael H C Baker had written..... 'I ran up Winterbourne Road and into the playground, rushed up to Gillam and told him what I had seen'. My view was that what Michael had seen or, more correctly 'spotted' on route 115, was the then new RT 167. This bus delivered in August 1947 was a month later allocated to Croydon Garage (TC), for use on routes 115, 130 and 197.

As I read Michael's piece in BUSES YEARBOOK 2002 many memories came flooding back. In August 2002 Michael and I became reacquainted after a separation of nearly 60 years. Our loyalty has remained with half cabs both the double and single deck variety. Although RT 167 was not able to escape the scrap yard in Stratford-upon-Avon in 1965, many RTs and other half cab London buses have been preserved. A few of them now live, like me, in the Antipodes.

In Sydney where I live, two London half cab buses are in the Bus Museum's collection. The first to arrive was RT

3708 in 1989 and nine years later RM 1708. The museum was formed in 1986 and six years later obtained suitable premises in Tempe for the growing collection of vehicles and memorabilia. The building in Tempe was the former tram depot opened in 1912. In 1957 the depot changed over entirely to bus operations until 1992 when the museum was offered the building.



RM 1708 basking in the Australian sunshine. (Clive Gillam)

For the next 18 years the museum, open three days a week to the public, continued to acquire, maintain and restore a growing number of exhibits. However plans were afoot - Tempe depot was to again become a 'working' bus depot. The museum accepted the offer of the old Leichhardt bus depot in Sydney's Inner West. This building had also been a former tram depot from 1915 until 1937, when it became a bus depot. This depot was replaced with an entirely new one which opened in 2009.

During 2010 it took six months to shift the collection of more than 50 buses and 380 pallets stacked with spare parts plus associated memorabilia, from Tempe to Leichhardt. Four years on with a membership of around 250 and a dedicated core of volunteers the massive task of relocating the museum is nearing completion. It is anticipated that the museum will re-open to the public later this year.

Within the museum membership the 'London Transport Enthusiasts Group' works to keep RT 3708 on the road. RT 3708 and RM 1708 with privately owned RML 2353, which arrived in Sydney in 2012, regularly take part in events and so bring a taste of London to Sydney. Besides these three there is a number of London half cab buses in the Antipodes and I have listed some of these in the Appendix.

APPENDIX

Location - **Australia:** RT 1787/3236/3708, RTL,547, RM 1708, RML 2353. **New Zealand:** RT 3132/4189, RTL 68, RLH 45/50, RM 221/1670.

Sources - Internet: Various sites.

CLEARING OUT YOUR UNWANTED TRANSPORT ITEMS?

WHY NOT DONATE THEM TO THE MUSEUM?

London Bus Museum is a Registered Charity and our fundraisers can turn your gifted items into cash that keeps the Museum running. Our fundraising stall attends all our special events, as well as other functions, and raises several thousand pounds each year.

We would welcome your donation of your unwanted transport items and will always consider first what might benefit the Museum's own Collection before putting anything up for sale. We are interested in receiving:

- bus badges, bus stops, enamel signs and plates
- tickets and ticket machines
- transport uniforms, cap badges etc
- maps and timetables
- destination blinds
- bus posters and notices
- bus models
- transport books
- bus photos, negatives and slides

We can also accept other transport-related items. If you are having a clear-out, why not call Melvin Phillips on 01342 177, email: melvinphillips@bailey.bunch16.com or Bob Bailey on 01483 006, email: bailey.bunch16@l.com?

Membership and Volunteering

On 31st July we shall have completed our third full year of opening the Museum to the public. What a truly remarkable achievement and one which has confounded those doubters who said it would not last with volunteers doing everything. I am delighted to pay tribute once again to our resilient band of volunteers, both front and back of house, who have worked hard and long, displaying enormous enthusiasm and commitment keeping us on track.

We have been pleased to welcome new members to the teams this year. The need to recruit new and younger blood is essential if we are to continue to operate to the high standards of professionalism we have set ourselves. I warmly welcome them and wish them an enjoyable and rewarding experience.

Inevitably there are some who can no

longer help out as they once did; the spirit is willing but the flesh doesn't quite keep up as before. Two stalwarts who come to mind are Alan Heasman and Tony Hall, both of whom have succumbed to serious illness. Over many years they have been involved in the restoration work on many vehicles including more recently M 6, T 23 and UMP 227. In spite of setbacks I am pleased to report that they are still determined to get to the Museum whenever possible to lend a hand.

A steady trickle of new members is joining the Trust; Debbie Morris's report provides an update on numbers and names. Many of them have joined following a visit to the Bus Museum as visitors to Brooklands or to one of our special event days. I am not so concerned about recruitment as I once was and am pleased to admit to being encouraged by the

recent upturn.

Another positive and welcome development is the return of the E Newsletter, issued automatically to all members with a current email address. We are determined to enhance your experience by keeping you bang up to date with developments across the Trust's activity. I am therefore delighted that Chris Wheble, the Trust's former Hon Sec, has offered to take on the challenge of editing it with the very able help of Ian Jackson's publishing skills, on a trial basis.

We continue to face many challenges as we forge ahead, not least staffing the Museum displays with sufficient stewards. If you think you might like to help out please get in touch with me; we need all the help we can get.

Steve Edmonds
Human Resources Director

A day not to be missed 22nd June Year of the Bus Cavalcade



An incredible gathering of historic London buses in Regent Street including STL 2377, G 351, RT 2775 & RML 3 and the 3-Light Horse bus.

Correction to the caption for the back cover photograph of Edition 11, Spring 2014:

The RTLs were recreating route 184 which replaced tram routes 56 and 84 between Embankment and Peckham Rye. Bus route 185 was a direct replacement for tram route 58, Victoria to Blackwall Tunnel.
(Graham Smith)

Membership Renewals

For the benefit of Members who do not pay by Direct Debit/Standing Orders here is a reminder for those members who renew between April-December 2014.

The following subscriptions are due April-June 2014. If payment is not received by June 2014 then this will be your final magazine but many thanks for your support over the years.

If you have renewed in the meantime then please ignore these reminders.

836	01/04/2000	1	Leslie Bishop
1765	24/06/2013	1	David de Wilde
956	05/04/2002	1	Anne Letch
1693	07/06/2012	1	David Rowbotham
1312	06/05/2013	1	Brian Stickland
1748	21/04/2013	1	David Thrower
325	14/04/1995	1	Robert Williamson
1403	26/10/2008	3	John Brotherton
607	01/08/1997	3	Michael Cheney
1587	17/10/2010	3	Patrick Collins
1796	30/11/2013	3	Dennis Grinstead
1577	23/12/2010	3	Peter Gulland
1665	08/11/2011	3	David Handscombe
1503	03/11/2009	3	Malcolm Hart
1590C	01/11/2010	3	Derek Legge
516	01/10/1996	3	Gerald Mead
730	01/10/1998	3	Alan Pentecost
1395	01/12/2008	3	Mike Pope
1044	01/11/2003	3	Edmund Rowson
1788	19/10/2013	3	Derek Roy
625	01/10/1997	3	Mike Scott
1724	30/11/2012	3	Robert Shaw
1668	22/12/2011	3	Grahame Skey
1663F	29/10/2011	3	John Stark

Completing a Direct Debit will save both you and us considerable time. The form can be downloaded from the website under 'join us' or you can write to me and I will send you one. If you wish to pay by cheque, please make it out to LBPT Ltd and send to the museum.

NB for those members who pay by Standing Order please remember to change your standing order to the correct member rate.

Membership Rates:

Individual -	£30
Couple -	£45
Family -	£55 (2 adults and 3 children under 16)

Any queries about the above then please do write to me c/o London Bus Museum.

For those members who pay by Direct Debit or Standing Order then your 2015 membership card should be with this magazine. If it is not then please contact me at the Museum.

Debbie Morris,
Membership Manager

New Members

Welcome to the following new members who have joined since the last magazine, currently there are 800 members of the Museum.

1807	Michael Goodwin
1808F	Mr & Mrs. David Bridge
1809F	Amanda Inwood
1810	Peter Haining
1811	Simon Stabler
1812	Mr G M Thorpe
1813	Mr R Neal
1814	Andy Solly
1815	Mr D Weston
1816	James Wake
1817	Matthew Brothwell
1818F	Philip & Sharon Burton
1819	Jon Joliffe
1820F	Nina & Malcolm Cron
1821	Richard Glasspoole
1822	Robert Sharrock
1823	Malcolm Childs
1824	Grant Lecart
1825F	Robert Hughes
1826F	Mr & Mrs John Carver
1827F	Mr & Mrs Jonathan Colier
1828	Anthony Brophy
1829F	David & Lindsey Glenister
1830	Mr R Freeman
1831	Simon Greatwood
1832	Edward & Christine Dapre
1833F	Richard & Judy Proctor
1834	David Munkenbeck
1835F	Mr & Mrs Michael McGowan
1836F	Ian & Sandra Hancock
1837F	Jeremy & Joan Segrove



Chairman's Thoughts

Guy Marriott, Chairman

I am very pleased to introduce our new E newsletter to members. Kevin Hibbs got this initiative up and running, but hasn't been able to continue. We regard this newsletter as an essential service to our members to regularly update you on Museum news and developments. This issue has been edited by Steve Edmonds and Ian Jackson as a stop gap measure. If you would care to volunteer to take on this monthly task please contact Steve at the Museum.



Spring Gathering and RT75 were both splendid events and demonstrated again the very high standards we can deliver for the enjoyment of our members and the public.

2014 is TfL's "Year of the Bus" and on Sunday 22 June there will be a major display of buses in a pedestrianised Regent Street between Oxford Circus and Piccadilly Circus. We have been asked to supply four of our buses for the day: STL 2377, G 351, RT 2775 and RML 3. Also appearing will be our three-light horse bus, with horses. Some 200,000 visitors are expected to be present at some time during the day, so it will be this year's major opportunity to promote the London Bus Museum to the general public. Put the date in your diary, and hope for sunshine.

No organisation can stand still. Much is happening behind the scenes of LBPT as we continue to develop what is, beyond doubt, the busiest and best bus museum in the country.

I'll be able to talk more about new developments in the next issue.

Ian Barrett stood down as our Transport Manager and CPC holder under our O-licence. He needs to concentrate on his bus restoration business. Ian has very successfully developed and implemented new standards for our operations as a bus operator. He will continue to be a familiar face at the Museum and at our events. We thank him for his professionalism and dedication.

Spring Gathering

Simon Douglas Lane, Event Organiser

Spring Gathering, blessed with wonderful weather and the second part of a memorable weekend showed what we can do when we put our minds to it

There are improvements we can make and these were discussed at the Events Committee as part of our review on 30th April.

Now the statistics: **Footfall: 3,886**, adding vehicle owners & stallholders to that, over 4,000 on site.

Income paid to the Trust was **£16,195.62**

Shop income was **£7,993.00** gross.

Stalls, donated items stall and bus rides donations yet to be added

Bearing in mind our smaller capacity on the Brooklands site this is a tremendous result.

My thanks to everybody involved in any way with the weekend, a great opening to the Year of the Bus and RM60 and RT75.



Events Diary

Peter Brown, Events Coordinator

TfL's "Year of the Bus" has already kept us busy with much more in the pipeline to come this year.

In addition to the weekend and school holiday Brooklands Bus Rides, trust vehicles will be attending:-

May

- 10th Catford Open Day ST922 & RML2760
- 18th Sevenoaks Running Day RF226
- 24/25 AEC Rally at Newark. UMP & Breakdown Tender
- 26th Quainton Road RM60 event .

The member's trip will be operated by RML2760

June

- 7th Alperton Garage Open Day RTL139 & RT2775
 - 8th Woking Hospice Classic Car Show D142 & STL2377
- RP90 & RML2750 will provide a bus service between Brooklands and MB World
- 21st Stockwell Garage Open Day RTL139 & STL2377

22nd Year of the Bus Cavalcade.

An incredible gathering of historic London buses in Regent Street including STL 2377, G 351, RT 2775 & RML 3 and the 3-Light Horse bus

RT75 celebrations

Peter Osborn, Event organiser

Launching TfL's "Year of the Bus" and marking the 75th anniversary of RT1's entry into service on route 22, the Museum organised a weekend of events under the banner 'RT75'.

We registered and operated route 22 between Piccadilly Circus and Homerton on Saturday 12 April, using 15 RT-family buses, including the return to public service of RT1 for the first time since 1945.



en route to Ash Grove

More RTs joined a display at Ash Grove bus garage in Hackney, including one supplied new to St Helens Corporation, which had driven to London from its home at the Scottish Vintage Bus Museum.

After a day's work operating in service, many of the buses proceeded along the full length of route 22 on their way to Brooklands for an overnight stay.



On Sunday, additional RTs, joined by other AEC Regent IIIs, formed a display on the Finishing straight at Spring Gathering and took part in a procession around the site. An impressive total of forty five examples of the RT family attended over the weekend.

Accompanying the events was a well-illustrated commemorative booklet, available from the Museum Shop for £4

www.lbmshop.com/product/rt75-souvenir-booklet