

COBHAM HALL

# LONDON BUS MUSEUM MAGAZINE



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

Issue 5

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£4 to non-Members



## Contacting the Museum

### Telephone

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

[londonbusmuseum@btinternet.com](mailto:londonbusmuseum@btinternet.com) If you wish your message to be passed to a particular person, please mention the name in your message.

### Post

The Museum's postal address is:

London Bus Museum

Cobham Hall

Brooklands Road

WEYBRIDGE KT13 0QN

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

### Museum on the Web

Website: [www.londonbusmuseum.com](http://www.londonbusmuseum.com)

Twitter: @londonbusmuseum

Facebook: London-Bus-Museum/209228669158358

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The Registered Office of both companies is: Room 6, Tudor Business Centre, Kingswood Station, Waterhouse Lane, Kingswood, Surrey KT20 6EN

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### FRONT COVER PICTURE

RTL 139 and the London Transport Museum's K 424 at Clapton Pond on the route 38 Centenary run.  
(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, Cobham Bus Museum Ltd., its Directors, or the Editor.

### ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at [michaelhcbaker@btinternet.com](mailto:michaelhcbaker@btinternet.com), or by post to the Museum at the address opposite.

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## From the Cab

As I write my final 'From the cab' it is hard to believe that we have been open in our new home for a year. In that time more than 75,000 people have visited our Museum and, without exception, the comments in our visitors' book have been very positive. This is some achievement and we must all be very grateful to Steve Edmonds and his dedicated team of Duty Managers and Stewards that have enabled us to open every working day. Equally, it was very kind of Museum Curatorial Advisor, Garry Wragg, to visit the Museum on the 8th August with a specially crafted (all his own work we're told!) Cobham Hall Birthday cake. Sadly, the cake didn't last very long (courtesy of the assembled volunteers present) but I'm sure photographs of the culinary masterpiece will appear in the newsletter.

Although the weather has not been very kind this summer (so far) we have attended a good number of events. The demise of the trolleybus anniversaries and the AEC Centenary has put pressure on us to find suitable vehicles to attend to show the LBM flag. This has meant a great deal of work for the Event Team and Peter Brown in particular. Finding crews (often at short notice) is a challenging task. Equally, keeping the fleet on the road when there are so many events pose logistical issues for Roger Stagg, Andy Baxter and Ian Barrett.

Another bus has joined the fleet - RF 19. This 'short' RF was for many years owned by our President, Colin Curtis OBE, and was sold to another Trust member in 2011. We have been given the option to acquire this bus on advantageous terms, and the Trustees have grasped the opportunity. RF 19 will, at some future date, sit alongside RFW 6 to create a unique 1950s style Private Hire Fleet.

Moving from buses, the present Articles of Association of the Trust date from 1995. Since then, law and practice relating to charitable trusts has moved on considerably and, at the same time, the Trust itself has changed radically - developing from a bus preservation society running a private museum into a high-profile, public museum with custody of an important part of the nation's transport heritage.

The Trustees are mindful, therefore, that the Trust's constitution should be updated to reflect current legal requirements and best practice. At the same time, it is felt that a review should take place to determine the most appropriate structure for the organisation going forward. The Trustees have therefore appointed a sub-committee of the Council of Management (CoM), under the chairmanship of non-executive director Guy Marriott, to undertake the following work and report back to the CoM by the end of this year:

- obtain legal advice as to an appropriate form of Articles of Association for the Trust.
- recommend the optimum organisational structure with particular regard to long-term security and protection of the artefacts, governance & executive functions and the most appropriate position for the supporter group (currently the membership) that will provide the best

means of mutual support, benefits and influence between the Trust and those supporters.

As part of its remit, the sub-committee will wish to consult as widely as possible, for example taking advice from organisations like the National Council for Voluntary Organisations and looking at the structure of other heritage museums. Consultation with the membership will be an important part of this process and, whilst the whole membership will be invited to comment on, and give their approval to, the final proposals, the CoM would like to see one or two non-Trustees take an active part in the proceedings by becoming members of the sub-committee. This will involve attending a number of meetings at the Museum in the coming weeks. If any Member would like to contribute to this process, they would be most welcome. Please either email Guy at [guyml44@gmail.com](mailto:guyml44@gmail.com) or write to him c/o the Museum.

Some months ago, a small group of members posed some questions to the Council of Management about various matters within the Trust. Typically these were questions about the move to Brooklands and associated matters. Copies of the questions raised and the answers provided can be obtained from the Secretary upon request.

After eight years as Chairman I have decided not to seek re-election when my term of office expires at the next AGM (3rd November 2012). It has been an interesting and challenging experience to move the collection from time expired premises in Redhill Road to a modern building that will sustain the organisation for many years to come. We could not have achieved this without a dedicated band of Trustees that pursued a vision. After the many obstacles that have been overcome LBM now has a secure future. In my view it is time for a new team to take the Trust forward and build upon the history with new revenue streams and projects. I have made many new friends within the Trust (and Trust contacts and supporters) and I look forward to helping from the 'backbenches' from time to time...

Peter Duplock  
Chairman



### The NKVPG will be holding another of its very successful Slide and Film Evenings

Date: Thursday 8th November 2012

Time: 8pm

Venue: Borough Green Village Hall, High Street,  
Borough Green, Kent.

5 minutes walk from Railway Station  
and 308 bus route from Gravesend.

A varied selection of transport pictures including a selection of  
buses from north of Watford!

All the usual format. Light refreshments. Raffle.

Everyone welcome. Free entry.

Further information on 01732 634. [rolyg@nkvpg.com](mailto:rolyg@nkvpg.com) [nkvpg.com](http://nkvpg.com)



## From the Cave of the Rolling Stock Trustee

It was originally my intention this time to devote much of my article to just what leads up to the 'Open Day' or Spring Gathering as we say. It seemed that letting everybody whether volunteers or not have some background into just what goes into the event may give a better understanding of just how big an operation is involved. For my sins, and there must have been many of them, I have found myself in the organisation of this event at Apps Court, Brooklands Runway North, Brooklands Runway South, and Wisley watching the event grow and grow each year. As such I have been one of those whose rear end has been a kicking target when things do not go to plan.

Well there are big changes in the pipeline for 2013 so 'Watch this space' is the keyword now whilst the committee plans a very different event based around the changing circumstances. Nevertheless whatever the final format, it is you the members and especially the Spring Gathering Volunteers that make it a success or failure.

### The New Museum

Within our new building we were unsure to what extent the 'greenhouse effect' would cause summer heat build-up and decided to endure a season before agreeing with the Developer the best ways of controlling this. Working on the basis of our 2011 experience a scheme was developed to use the heating ducting in reverse to remove the overheated air and replace it with cooler air drawn in from perimeter vents at low level. That system is now installed and running. Winter heating was always decided to be one of keeping the internal temperature above that outside and to ensure that the heat being pushed in through the roof mounted ducting got down to staff and visitor level. This involved installing fans at high level to push the warm air downwards but these could not be installed until the museum layout was confirmed. The fans are now in place and have shown the additional benefit of creating air circulation at times when some cooling is required but not enough to warrant running the cooling system itself. For the reception area a 'shop size' hot air curtain has been installed to give the stewards more comfort in the future when Jack Frost is knocking on the door.

### Behind the workshop doors.

Peter Smith and Peter Wall are determined to see UMP 227 be the star of 2013 and it looks currently as though they will make it by the skin of their teeth. Assisted by a close knit team of regular volunteers the light can at last be seen at the end of the tunnel and the time is coming to start something new in the not too distant future. Wiring is coming to a conclusion with the team of Lucas and Baxter and shortly we shall see lino on the floor and mechanical checks underway. Professional joiner John Hutchinson together with Roger Shaw has produced new cushion bases and seat backs so it's over to Steve Bigg and George Goodwin to turn them into beautiful upholstery.

On the mechanical side all of the Class 6 and tested Class 5 vehicles have received regular inspections and servicing



**Grenville Williams, who can just remember NS's in service checking XO 1048 (he doesn't remember the solid tyres!) (MHCB)**

ensuring fault free service at the significant number of events attended this year all thanks to the combined efforts of Andy Baxter and Ian Barrett working with the vehicle and crew scheduling by Peter Brown, Peter Rodger and Mike Scott. A real team effort has kept the vehicles on road, where they are wanted and with drivers and conductors.

After much consideration and visitor interest profiles it has been agreed that the DMS chassis had little interest other than why it was so short. What has been of considerable interest to the younger visitor has been the floor mounted RT seat with steering wheel and gear change. We have decided therefore to remove the cab section from the DMS chassis and set it up as a young person's driving exhibit with the remainder going to new homes.

Electrical problems with M 6 have at last been resolved but the front nearside airbag must be replaced before it is fully fit. Q 83 has moved into the workshop for completion of its engine overhaul which was postponed part way due to the move from Redhill Rd.

With the benefit of a legacy from the late Alan Purssey we have been able to make a start on the body of the NS, a number of structural timber components are now in manufacture and should be with us shortly. Fund raising is not my province but the NS is close to my heart and I know to a number of others too. If you would like to help in either a small or big way then please contact me in confidence via the Museum.

### Help Needed, YOU are the ideal candidate

Finally, after an interminable wait the second forklift has arrived meaning that we will also have one at Northchapel. At last we can now begin unloading and stacking the stores transferred from Redhill Rd. For this there are lightweight tasks in the stores behind the canteen, now secured and locked as well as somewhat heavier tasks in the workshop stillage's. Wednesday volunteers please, NO EXPERIENCE NEEDED.

Roger R Stagg

## RM 140 Appeal (with RF 19 to come)

I'm pleased to advise that the fund to acquire RM 140 has now reached £14,000 and the Trustees are most grateful to all those Members who have supported the appeal so generously. As a result, we will be able to meet the next instalment of the 'never, never' and are well on the way to the one after that

as well. Nevertheless, we still have to get to £20,000 so please keep the donations flowing in. Cheques payable to LBPT Ltd, please, and send them to RM 140 Appeal, London Bus Museum, Cobham Hall, Brooklands Road, Weybridge KT13 0QN. The next appeal will be in respect of acquiring RF 19 - the 'sightseeing' RF - and

full details of the sum to be raised will be in the next Magazine. Meanwhile, if you would like to get the ball rolling before that, you will be more than welcome to send your donation to the same address as above but marked 'RF 19 Appeal'.

Michael Wickham  
Appeals Organiser





Although the 60th anniversary of the end of the London trolleybus system could not be marked by actually running vehicles within the capital or its suburbs, the next best thing was a gathering of three survivors at Fulwell, the last operational depot, along with Isleworth. Post-war Q1 1768, the original No1 and L3 1521, the official last trolleybus are seen here on 12th May 2012.

(Graham Smith)

But the Carlton Colville Museum, most remarkably, managed to gather together and actually operate eight of the nine survivors and here (left) we see the frail but willing No.1 at work on 8th May.

(MHCB)

## Ian Barrett writes

Some of you will already know that I have taken over as Transport Manager for the Trust's 'O' licence from Peter Brown. Many thanks to Peter for his work on behalf of the Trust over the last couple of years.

He hasn't got away 'scot free' though, as he is now collating the vehicle usage on behalf of the Trust. This means that he should be the first point of contact for people wishing to arrange the possible use of a vehicle. Or should they be approached for a vehicle use, it should be passed to him to seek permission and through a small group of people that assist myself, arrange crews, check availability and deal with the event organisers.

### PCV driver CPC course

As a result of new legislation, I'm sure that some of you are aware that VOSA now require all PCV drivers that are to carry fare paying passengers to complete additional training. This is predominantly a class room based activity in order to gain a drivers CPC certificate. You need to have received a minimum of 35 hours training over a five year period to comply. As a starting point for first CPC, this is required to be done (according to my information) within the next year. Then it becomes a continual requirement moving forward over any five year period.

Due to this legislation I am looking to set up one or more courses for the members to run before the end of the year of 'grace'

is up, if there is sufficient interest. The cost is expected to be around the £300 mark, subject to the amount of people per course and whether people require all the available courses. The courses would probably run over a period of weeks at the weekends (one day a week).

You will not automatically lose your PCV entitlement should you not do this training, but you won't be able to carry fare paying passengers as stated before.

Should you be interested please contact me at:

ianfixesbuses@.com or send me a letter to , Boxhill Way, Strood Green, Betchworth, Surrey. RH3 7HY.

Please respond by the end of October to enable me to make adequate arrangements.

## Corporate and Gold Memberships

In order to increase the Trust's regular income and help cover the increased costs that arise from operating a public museum, the Trustees have been investigating new revenue sources. Now that we have a Museum to be proud of, and with an increasingly high public profile, it has become clear that partnerships can be forged, to mutual benefit, with companies involved with the operation of today's buses in London. We have therefore started a Corporate Membership scheme and our Vice Presidents, Peter Hendy and Leon Daniels, generously hosted a reception at 55 Broadway on 30 May last to launch this scheme, and an associated scheme which permits individuals to become enhanced supporters of the Museum through taking out Gold Membership. The reception was attended by over 30 companies and individuals who had expressed interest in becoming supporters of the Museum, and who heard a presentation from Peter Duplock outlining the progress made by the Trust. We are most grateful to Peter Hendy and Leon Daniels for their support and hospitality.

Following this launch of the Corporate Membership scheme,

I am delighted to report that those who have already signed up include Alexander Dennis, Arriva London, CBS Outdoor, Epsom Coaches, London United, Metroline and Wrightbus. We extend a warm welcome to these companies and look forward to working closely with them. The income that their Corporate Memberships provide will be vital to the Museum in the coming years, as we look to enhance further the visitor experience and our conservation activities.

As noted, we have also launched a Gold Membership scheme for individuals who wish to make a significant annual financial contribution to the Trust. I can report that a number of individuals have already joined (some existing members and some new members) and we look forward to welcoming further Gold Members in the coming months.

Full details of both the Gold and Corporate schemes are on the Museum's website at: [www.londonbusmuseum.com](http://www.londonbusmuseum.com) – follow the drop-down box at 'Join Us' and click through to the link toward the foot of the message from Peter and Leon. If you are not on the internet, you can write to me c/o the Museum and I will send details to you.

Guy Marriott



# Hold Very Tight, Please!

(A Very Painful Transition from Conducting to Driving)

By Dave Moore

As the rear wheels of my coach mounted the kerb for the umpteenth time, accompanied by a string of expletives from my instructor, words I hadn't heard since my time in The Army Cadet Force, I started to wonder whether I had made the right choice in trying to obtain a PCV driver's licence. I was undertaking an intensive, four day driving course, (I avoided using the term 'Crash Course', that would be tempting fate too much!) to achieve this goal. My test was in 24 hours and it wasn't going well. My instructor said I'd fail before I'd travelled a mile from the test centre. He was wrong. I'd fail within a hundred yards!

The decision to go for a bus driver's licence started back in November 2010, and that didn't go well, either! I went along to the nearest DVLA office in Truro and got an application form along with a medical form. Next, I contacted my surgery to arrange a medical examination. They only did these on Wednesdays. I was working on Wednesdays for the next six weeks. What did they charge for this? How much??? Following a search on Google, I came across Drivers Medicals ([www.driversmedicals.com](http://www.driversmedicals.com)). Cost for an examination would be £52.00 and they could offer me a slot next Monday at the First Bus Depot, Plymstock. No problem. Having got the medical form filled in by their doctor, the application was sent off to Swansea and I waited, and waited, ... Three months later, I contacted my MP to ask for his assistance. The provisional licence should have come back within three weeks and without it, I couldn't book or take my theory tests. Strangely enough, a week later, my licence dropped through my letterbox. I then booked the three theory test modules. A multiple choice test, a hazard perception test and a CPC case study test. Nothing to stop you taking all three in one day but in accordance with Sod's Law, the Driving Standard's Agency could only offer me tests spread over one week and at two locations. Luckily, I managed to pass all three comfortably and set about arranging the practical training. I'd already approached Roselyn Coaches at St. Blazey, a mile and a half from where I live, and their instructor, Andrew Stillwell-Cox was happy to take me on. (Well, we all make decisions we regret later!)

Monday, 6th June I started, with the test booked for 11:45 on the Friday. It's well known that humans have to spend some time in purgatory; mine was from 8am on 6th June to 2pm on Thursday 9th! Nothing prepares you for your first time behind the wheel. I might drive a motorhome, 7ft 3in. wide, 20ft long and weighing 3 tons but the coach was 8ft 2in. wide, 39ft long and weighed 12 tons. A completely new experience. Firstly, I couldn't

steer the bus! I found myself weaving all over the road. A drunkard would steer straighter. Put your hands on the wheel at ten to two? No! Twenty five past seven! The coach has very light power steering and eventually, I got the hang of controlling it by having my hands almost in my lap. Put your hands in the normal car driving position and you lose fine control.

Then, don't look where you're going. Sorry?

"Use your mirrors."

"But Andrew, they point backwards!"

"Trust me David. Use your mirrors. Nothing is going to happen in front of you, any accidents will be at the rear end."

After a while, (a long while!) you get used to seeing the white lines on the road, down the middle and along the kerb in your rear view mirrors with a glance ahead to check the road is still clear.

Next. Don't brake on the engine! Look at the floor and you see three pedals. The one on the right makes it go faster, the one in the middle makes it go slower, and the one on the left, does neither! No, the technique is slow down by treading on the brake and when your speed is appropriate, select the corresponding gear. Don't brake and change down at the same time. Similarly, if you're approaching a junction at, say 30mph in 4th gear, decide which gear you'll going to need to leave the junction. If 1st is appropriate, slow down the coach with the foot brake, leaving it in 4th gear; then as you trundle up to the junction and just before the engine starts to shudder, depress the clutch, roll the gearstick into 1st then prepare to pull away. Totally alien to everything I've ever been taught about driving. Somehow, I can't see myself taking the FLF with a full load down Union Street, Ryde, in top gear and relying on the brakes to stop me. I rather suspect I'd be halfway along the pier before I came to





rest. Another thing you have to learn is that you can't manage racing changes on the gearbox. Try and force the gear in and it will kick back, however, if you take your time, you find the stick will drop into the gear.

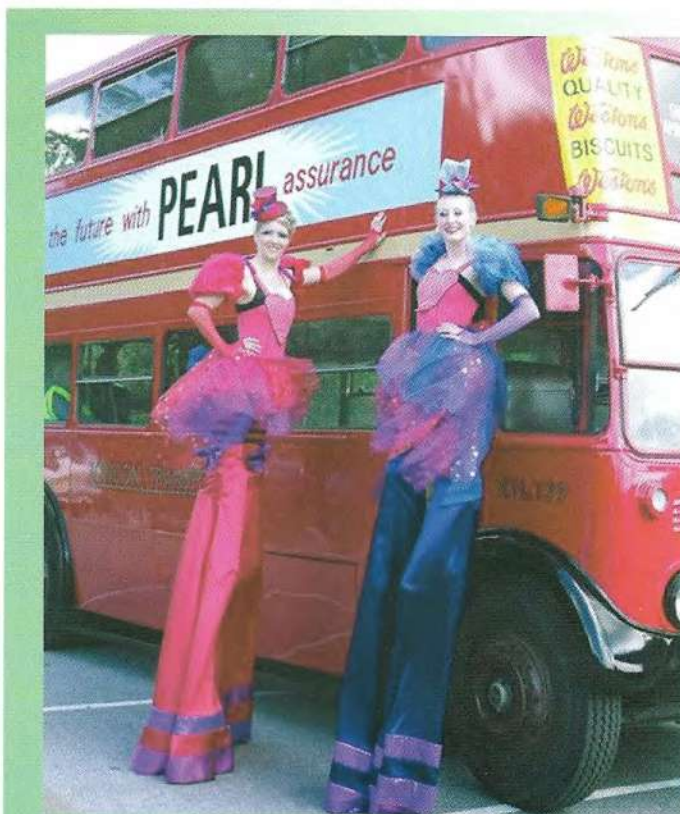
So we hit the open road. What went wrong? What didn't! You name it, I did it. Stalling on major roundabouts, rolling backwards, dragging my rear wheels over kerbs, speeding whilst negotiating hazards, dawdling on the clear roads, letting the engine labour because I was in too high a gear, thrashing the engine because I was in too low a gear, sending Andrew's blood pressure off the scale. I did notice the more stressed he became, the more frequent the cigarette breaks became. I've been driving for 40 years. You'd be forgiven for thinking I'd been driving for 40 minutes! My only consolation each night was the fact that I hadn't actually hit anything although the near misses were uncomfortably close. My Guardian Angel must have been on overtime.

One interesting item of the coach was the anti roll-back feature. Release the handbrake and you'd hear a puff of air as the brake came off. There was then about a one second period when the coach would be able to roll forward, but not backwards. Very useful on hill starts!

I asked Andrew what was the worst incident he'd encountered whilst on training runs. He struggled to think of a worse pupil but eventually remembered the student who managed to take off the wing mirror of a Police BMW, then added insult to injury but running over the mirror. The Police driver was apparently quite amused by the incident but not his WPC passenger, presumably because she was detailed to deal with the paperwork. Well, at least I knew where the bar had been set!

Then at 2pm on Thursday came the Road to Damascus Moment, although exactly how this happened I'm struggling to understand. Suddenly, everything clicked into place. I could position the coach correctly in the lane, avoiding straddling the solid white lines in the centre of the road, and also avoiding cycle lanes. Approaching roundabouts, I could choose the correct line so I didn't run over the kerb or the roundabout itself. I could deal with oncoming traffic, even if I had to pass out into their path. Up till this point, my very understanding wife had kept quiet, especially when she'd asked how each day had gone, but at 2pm on that Thursday, she sensed I needed some help and it somehow arrived. Do not expect me to explain the mechanism of this assistance! All through Thursday afternoon, Andrew kept asking what had happened to the person who was driving the coach earlier. He'd missed the handover! So that night, I got a better night's sleep than I'd managed in the previous three nights. Next day, the day of my test, I was wondering if the previous afternoon was a fluke and I'd revert to form. However, once I got behind the wheel, it was still alright. I continued to make minor errors but progress was good. Now for the test itself.

Andrew parked up the coach and we entered the test centre office to settle the paperwork. Check my driving licence and sign a statement that the vehicle I was using was correctly licensed and insured. Well, I knew it was licensed, but insured? I certainly hadn't seen any documentation. First part of the practical test is reversing. Drive up to two cones, stop, and reverse, aiming for a bay to my left. Not easy, but you're travelling at a slow walking pace. Then onto the road and the independent navigation phase. "Follow the signs to Camborne, town centre, please." That in itself is straightforward but Camborne has a few tight turns. Try Google Street View at the junction of Church Street and Commercial Street. Left turn, no more than 50 degrees and completely blind due to the granite building on your left. Creep forward, stick your nose out and try to see what's coming. A First double decker wanting to turn right! Too far forward to stop and let me out but he did manage to get past me without problems, giving me a quick wave as he went. From then on, only one minor hiccup when I inadvertently selected 3rd instead of 1st. But by then, I was confident enough to stop before the engine stalled and recovered to continue. 15 miles and 50 minutes later, I was back at the test centre. Bring the coach to a halt, handbrake on. Turn off the engine. How had I done? To my relief, I'd passed. I had the famed blue A4 pass certificate. Then followed the de-briefing. 11 minor faults, but I was allowed 16. The examiner was talking about these but I wasn't taking anything in. He could have said he knew the winning numbers for the Euromillions Lottery draw that evening. It was another 24 hours before I came back to Earth!

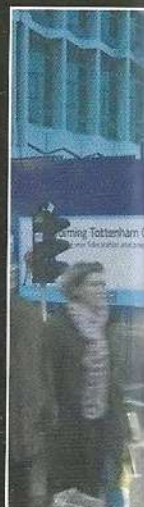


Left:  
Two Southern Vectis FLFs at Ryde terminus in the 1980s.  
(MHCB)

RTL 139 and Katie and Jess of Circus Suburbia of Kingston at the Surbiton High School Fair, 30th June.  
(Ian Jackson)



# Route 38 - Centenary



Pictures clockwise, featuring some of the buses which have worked the 38 and the 38A over the years.

Top left: RT 1545 in Piccadilly Circus c.1949.

Top middle: Craven bodied RT 1485 and Weymann bodied RT 517 at Victoria c.1948.

Top right: Victoria in 2002 with RML 2494 beside one of the dreaded bendi-buses which for a short time also worked the 38.

Bottom right: RTL 139 and LT 4, Hyde Park Corner.

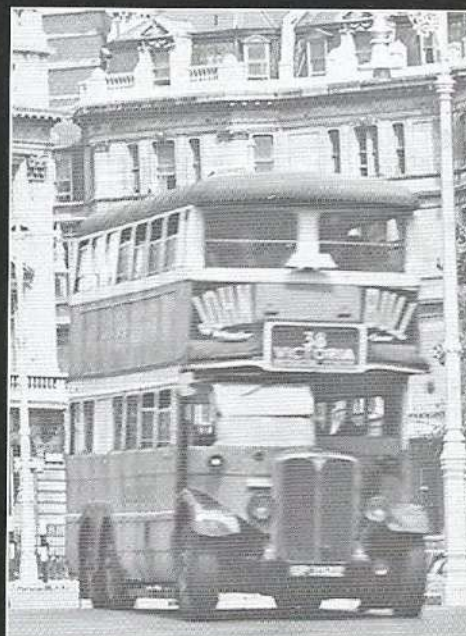
Bottom middle: The sole preserved double deck LT, 165, seen here in the Covent Garden Museum, has always carried 38 blinds.

Bottom Left: An identical 'Camel Back' LT (could it be LT 165?) in Piccadilly c.1946.

Centre: A contemporary picture of one of the DWs which work the 38 today.

Centre Left: In 1946 London Transport invested in a fleet of 65 all-Leyland standard provincial PDIs of which STD 115 is an example c.1954.

(Photos Alan Cross, Graham Smith, Peter Zabek, MHC and collection)





# ary Celebrations



17th June was the date chosen to mark the Centenary of route 38. Our RTL 139, representing a type associated with sister route 38A, was invited to take part. Graham Smith, who did the conducting with Dave Bicknell (the drivers were Peter Brown & Peter Osborn), wrote - The four of us who crewed RTL 139 had a splendid time, doing three 'rounders' plus a positioning in-service journey from Victoria to Hackney first thing and a final run back to Victoria early evening. We issued almost 400 tickets, and collected a very heavy bucketload of cash for the cancer charity Arriva were supporting. Following a photo-call at Clapton Garage, LT 4 stayed with us all the way to Hyde Park Corner. We also ran part of the way with LTM's K 424. - see the front cover.





# My Life in the Bus Lane

or “That’s very self sacrificing of you Wagstaff”

John, on a whirlwind canter through his 46-year career (so far)

Your esteemed editor has been kind enough to invite me to write about how I got hooked on buses. Maybe how I remained hooked is just as interesting - at least to me. As a very small child living in the Wandsworth area I fed myself (my parents weren't in the least bit interested: a matter for the NSPCC, surely!) on a diet of STLs and STDs on the 77 group of routes. There were trolleybuses in the High Street, but trams were not on the radar in our particular part of Wandsworth and in any event vanished from the area in 1950 before I was three. When I was just five my parents redeemed themselves by moving the family to a new home that was actually on a bus route - a busy one at that, the 37 (then Hounslow to Peckham), in East Dulwich Grove. Still with the occasional STL (the year was now 1953), the route was stocked mainly by RTLs from Clapham (CA) and what I have always (I think even at the age of five!) called 'pre-war' RTs from Chelverton Road, Putney (AF). On two occasions one of these RT2-types broke down at the bus stop which London Transport had very thoughtfully located bang opposite our house, so I was not a bit surprised when these antique buses (at least to my eyes, with their drooping front windscreens and disused rear route-number boxes) were replaced overnight at the end of May 1955 by a further influx of RTLs.



'Pre-war' RT 20 working route 37 at Richmond c.1953.  
(Collection)

Yes, even with - or perhaps because of - the RTLs with their roaring engines and sneezing gearboxes (and, in many instances, squealing brakes), I was indeed hooked. For seven long weeks during the early summer of 1958 I suffered severe withdrawal symptoms with no buses during the infamous seven-week strike: I tried to take up train spotting (North Dulwich Station, with a frequent service of EPBs, 4-SUBs or whatever they were, was just around the corner), but it was no good. All was forgiven

when the 37s *et al* suddenly came back on that glorious Saturday morning in June as if they had never been away.

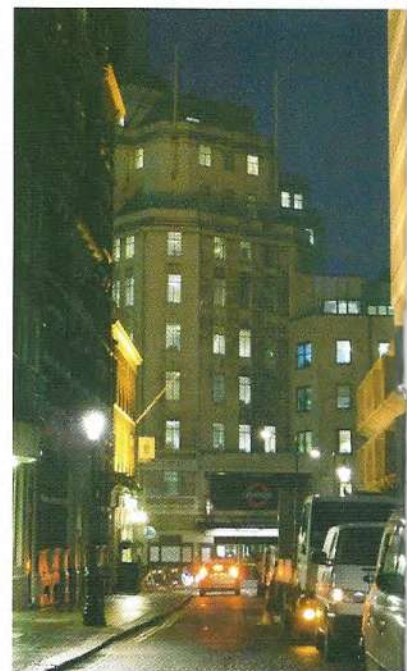
We didn't, in common with many families, have a car (or even a television, for that matter), but my journeys to school were not by bus. I invariably either walked or cycled, but my bus-riding took on a vengeance at weekends, from October 1957 generally using 2/6d. child Red Rover tickets. Again this would today be a matter for the NSPCC, but in the 1950s it was considered quite OK for a nine-year-old boy to go wandering around London, in my case totally unaccompanied or sometimes with a school friend or two.

By the mid-1960s and about to leave school I considered myself sufficiently expert to apply for a job with London Transport. Indeed, a school-friend's mother assured me that with my depth of knowledge it would be only a matter of time before they appointed me Chairman. I have to say that I wasn't myself totally convinced: I also enjoyed writing radio plays (one of my teenage efforts was very nearly accepted, but then a miss is as good as a mile) and I could instead have become Director-General of the BBC. But I saw my future lot as to enter the realm of public transport in the humble role of a bus operative ("That's very self-sacrificing of you, Wagstaff!" my form-master observed as he read out to the class an essay on my plans upon leaving school).

And thus in the summer of 1966 I found myself being interviewed within the hallowed portals of 55 Broadway - it was only then I discovered that this was the same building as St. James's Park Underground Station - by a genial Mr. Harrison in the Staff & Training Office. "Are you good at figures?" he inquired. "Not really" came the reply (I had initially failed my O-level maths). "Oh well, in that case we'll send you to the Public Relations Office". And they did.

\* \* \*

I spent eighteen years in Public Relations. On day one a very youthful Senior Executive Assistant by the name of Derek Fisk patiently explained to me the hours of work (which I never did grasp, as former colleagues will readily





confirm). The ultimate boss, i.e. the Public Relations Officer himself, was Frank Baker, very much one of the 'old school'. Even several years later I never dared to call him Frank, and if you dialled his number direct on the internal telephone system (known as 'the auto', for in those days the outside GPO exchange was entirely manually operated) he would answer it with a mildly surprised 'Baker' as if he was amazed at anyone's temerity in not going through his secretary, the formidable (female) Robbie.

Having said that, in contrast with some of his peers, Mr. Baker was surprisingly down-to-earth and approachable. When he discovered that Mr. R.W. Kidner of the Oakwood Press (he died only recently) had asked me to write for him 'A History of the London Country Bus', instead of scolding me for 'moonlighting' he put me in touch with an old Country Area colleague, Harry Adcock, who saw me at the Reigate HQ and gave me some previously-unpublished pre-war snapshots that helped me greatly to illustrate the book.

When I wasn't writing books, studying for Institute of Transport exams at the Catford College of Commerce (evenings, not day-release, in those days, of course) or chasing my future wife (weekend 'Green Rovers' were fun: I certainly knew how to treat a girl!), my gainful employment was in the Public Relations Office Letter Writing Section (East Team). Even today 'public letters' is a euphemism for complaints: some of these were quite hilarious and I particularly empathised with the man who was clearly so beside himself with anger that he had put all his letters in the wrong envelopes and we got the one about the pair of shoes he'd been mis-sold. My first immediate boss was one Geoffrey Benson, who must have been the inspiration for David Hatch's Captain



Mainwaring in 'Dad's Army': with his fastidious little eccentricities, not to mention a wife who sounded, from what we gathered, a little overbearing though never actually seen, Geoff Benson even had a

physical resemblance to the late Arthur Lowe. He would invariably remain calm in a crisis, not least when a large glass-fronted 'All Systems' map which had probably been hanging on the wall behind his chair ever since the building had been erected in 1929 suddenly gave up the ghost and crashed down, glass shattering all around him. We young clerks, including Barry Le Jeune (at that time young by nature as well as by name!), laughed nervously. "I fail to see the cause for mirth" Mr. Benson upbraided us as he dusted himself down.

In 1969 I moved, temporarily, from Letter Writing to looking after Room 410, which served as the Information Section and for interviewing members of the public who had chosen to vent their displeasure at whatever service they had not received in person rather than by correspondence or telephone. There was rarely a dull

moment, but when there was I would turn to answering one of the mountain of 'Information' inquiries, many of them sent in by curious bus-spotters who had either never heard of Ian Allan or were too mean to invest in a half-crown spotters' book. My predecessor had very kindly left behind two enormous Information files for me, one marked 'Bus' and the other 'Rail'. Eat your heart out, Google!

The following year I switched to the West Letter Writing Section, and I found myself constantly deputising for the section head, Reg Winton, who seemed to prefer his 'alter ego' role as Mayor of Faversham. This did me no harm at all, so my thanks to the good citizens of that delightful Kent town for thus enabling me to get my first decent promotion on the rocky road towards Chairmanship. I was now captain of the South Section, and would no doubt have reached even grander heights in the North Section had there been one. I eventually became, in 1980, a Principal Executive Assistant. By this time the Public Relations Officer himself was none other than the intrepid Barry le Jeune, still young by name and - at least so far as I was concerned - by nature. In my new role I was overseeing not only all the Letter Writing Sections, Information and Environmental (a relatively new idea at that time), but also planning and implementing PR-related projects such as unveiling the newly-refurbished Baker Street Station ("Why is Sherlock Holmes allowed to have a pipe when you're proposing to ban all smoking on the Underground?" we were asked) and opening the rebuilt Norwood Bus Garage, where many years later I was destined to work (more of this later).

*To be continued*

## 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](mailto:melvinphillips@bailey.bunch16.com) or Bob Bailey on 01483 006, email: [bailey.bunch16@bailey.bunch16.com](mailto:bailey.bunch16@bailey.bunch16.com)



# Kingston Garage Workings from 1939 to 1945

By Brian Bunker

In the last days of peace route 65 was extended for a short distance from the Bull, Leatherhead, to the Country Area garage at Leatherhead. Later on 6th December 1939 the 214 was cut back again from Weybridge to Walton on Thames being replaced over the lost section by the 437 and new works service 460 from Walton to the Vickers Works, which was growing ever busier; Addlestone provided T's for these changes. Now we come to a small mystery concerning route 20. The official records say that the last day of operation was on the 3rd December but K's STLs, which had replaced STs there very early in the war, were removed on 29th November. I suppose it is possible that K used single deckers on that last weekend or borrowed double deckers or perhaps Twickenham, operated the whole route. The easiest explanation is that the official date is wrong and that the 20 ceased a week earlier than shown. The 215 is shown officially as withdrawn between Ripley and Guildford and introduced on Saturday and Sunday to replace the 20 as far as Ripley, but when? To cover the southern end of the 20 the 415 Guildford to Ripley was double decked with STLs as early as mid October: all rather a muddle but then, not surprisingly there were large numbers of 'odd' allocations all over the system at that time.

Now let us have a look at bus allocations at K. The war was only a week old when CR 2 arrived at K to be followed by CRs 3-11. CR 19 followed although CR 11 was transferred to Enfield. The victims were the DAs operating the 206 and 216. C 80 and 82 arrived in mid September from Mortlake, but departed on 1st November. The biggest transfers in were those of the 5Q5s. K already had a couple of these vehicles inherited for 201 from the demise of the 255. The departures were LTLs but Ts remained, being needed for the Walton Bridge routes. By the beginning of 1940 the Qs had taken over all of the 201 and also the 214. but then began to drift away and by the end of 1940 all had gone being replaced by relicensed LTLs.

Now we come to the subject of 'imprest' buses as they were termed, that is to say loans from provincial companies. K received half a dozen single deckers towards the end of October 1940. They were a mixed bunch consisting of buses manufactured by Bristol, Tilling Stevens and Dennis. Then someone decided at the end of November that all single deckers should be reallocated to the Country Area so K's departed. None of these vehicles ever appeared in schedules and as no photos



LT 1200 working the 213 route shortly after the end of World War II. (Editor's collection)

exist of them in service from K, we have no idea on which routes they operated. Before leaving 1940 it is necessary to record a garage closure for on 6th December: WB, Weybridge, went out of business, its duties on the 218 and 219 going to Kingston. WB was a tiny garage having only about four buses which actually belonged to K although they ran under WB plates.

1941 saw the introduction of a T type on route 203 running from Epsom, Clock Tower to Chessington Zoo on summer Sundays only. Apparently the 214 was having trouble picking up all its intended passengers and in May 1941 Kingston received additional STs to replace LTLs. The vehicles going through to Walton on Thames remained single deck, but not for long, for at the end of October the 214 became totally double deck. STs took over, the route was renumbered 131, and as far as is known this was the last time that a 200 route changed its number on double decking. Thereafter routes so treated retained their 'single deck' number. While on the subject of Kingston's double deck workings, it should be noted that K's duties on the 65 came and went on certain days throughout the war years.

Going back to January 1941 the 216 shorts to Sunbury were converted to crew operation although journeys through to Staines remained one man. Then on 30th September 1942 these journeys too were converted to crew and the whole route became LTL operated. By the time that the last move had been made the CRs had departed. The green ones at Windsor, WR, went in May 1941 and then in 1942 Kingston, Uxbridge, and Hounslow lost their members of this ill-fated class, it being impossible to obtain spares. This was no great problem for there was a considerable surplus of Cs as many of the



routes once operated by this class needed vehicles with a larger seating capacity. The Cs replacing CRs came from both the Country and Central Areas. At this time it was close to heresy for a green bus to operate in the Central area so the green ones were painted red before entry to service. Wartime restrictions soon dictated that red and green buses could be swapped around with impunity and without changing colour.

Kingston's allocation for the 65 was STs but the main contributor was Turnham Green. In May 1942 it did a swap with Middle Row, exchanging some of its STs for some of Middle Row's petrol engined STLs and thereafter ran a joint ST/STL allocation: the STLs included both 56 and 60 seat vehicles. One of the latter was the pioneer STL 1 which remained there for the rest of its existence. The country terminus at Leatherhead remained so for the whole of the war but most duties terminated at either the White Hart, Hook, or Chessington Zoo. At the

Ealing end in August 1942 there was a Monday to Saturday extension from Argyle Road to Perivale Lane to be joined in January 1943 by a Sunday morning extension. These journeys were withdrawn in June 1944. On 15th July 1943, the 65 was withdrawn Sunday morning between Hook and Leatherhead, although a fortnight later this cut back was reinstated as far as the Fox and Hounds, Chessington, just past the Zoo. There were various other Sunday morning withdrawals of various Kingston routes, including the 215 and the 219. Peacetime saw their restoration from 15th July 1945.

With the 216 going over to crew operation, the only one man route left was the 206 with its solitary, later two, Leyland Cubs. So the war ended in May 1945. I can remember nothing whatsoever of the celebrations although I do recall the friend who had introduced me to bus spotting won a bowl of fruit at the war victory celebration!

## Membership and Volunteers Update

Membership of LBPT currently stands at 730. New joiners numbered 55 and 83 did not renew their membership. The reduction of 28 over the year is perhaps understandable, given the current economic climate and the average age of our members. Renewal reminders will continue to be published in the quarterly magazine but plans are afoot to develop the new computer system.

Members' Day 2013 has been pencilled into the Brooklands site programme for Saturday 6th April. This traditionally has taken place prior to the Spring Gathering so that the volunteers can be briefed. One of a small number of established LBPT social events, its future has been queried by some as free entry to the Museum is available 360 days a year to members. I should be interested in your views please.

I have made a provisional booking for

another of our social events, the post-Christmas lunch. If interest is sufficient, it will be held again at the Inn on the Lake at Silvermere, Redhill Road on 27th January 2013 at a cost of £22.95 per person; half price for children. This venue maintained its reputation for quality and value this year but we are open to suggestions for alternatives. I will post a formal invitation in the winter magazine should the response warrant our going ahead.

We look forward to our final event of the year on Sunday 21st October. Details are published on the rear cover, but one thing is sure, we shall need lots of help from volunteers to staff the event so please stand by for your personal invitation to get involved.

The usual reminders: Please make a note of your renewal date, cancel your standing order if you set up a Direct

Debit, remember the subs rates are up by stages this and next year and let us have your email address and any changes of contact details. Volunteers are reminded that we please need your emergency contact details if you have not already sent them in.

### Volunteering

The first anniversary of LBM's opening to the public was marked by some two dozen volunteers attending a special lunch on 8th August at which we were able to express the Trust's appreciation of the contribution of all our volunteers, both front and back of house.

Although we have been fortunate in recruiting some sixty stewards to staff the Museum displays we are always looking for new faces to join our team and so if you have some time to spare do, please get in touch with me.

Steve Edmonds

### New members

1676F	Lawrence, Helen & Pippa Yewings, London
1677	Lee Canderton, Watford
1678	Roy Gould, Tiverton Devon
1679	Ken Wilmott, Leatherhead Surrey
1680F	Peter & Johanna Knight, Little Thurrock, Grays, Essex
1681	Adrian Forward, South Croydon
1682	Michael Waterman, Orsett Essex
1683	Tony Reed, Lacey Green, Princes Risborough Bucks
1684	Donald Reader, Bolton Lancs
1685F	David & Margaret Clackson, West Byfleet Surrey
1686	Michael Sweasey, Farnborough
1687	Edward Colgate, Henfield
1688	Keith Valla, Harlow
1689	Owen Taylor, Worcester Park
1690	Keith Hales, Uxbridge
1691	Peter Jones, West Drayton
1692	C Wilson, Woking
1693	David Rowbotham, Chessington
1694F	William & Christina Togni, Stawell Somerset
1695	Brett Mildenhall, Reading
1696	Cyril Theobald, Dunstable
1697	Jack Harrison, Weybridge
1698	Victor Rabaiotti, Highgate
1699F	Mr & Mrs G Hillier, Purley
1700F	Mr & Mrs Jim McHugh, Chessington
1701	Dr Paul Sivel, Harpenden
1702	Geoffrey Thomas, Ashstead
1703	Stephen Burns, High Wycombe



It was perhaps rather disappointing that there were no official Diamond Jubilee or Olympic buses. The best we can come up with are the brand new First Wright Brothers Volvos used on Olympic duty. This one, despite claiming to be in London, it is actually getting very excited at a fireworks display during the sailing events at Weymouth (well actually AFTER the event as the sailors were all safely tucked up in bed by 10pm). (MHCB)



## Simon and Evadne Meet Doctor Syn and the Green Goddess

By Phil Jelly

It all started with a conversation with Simon Douglas Lane at Dunsfold during the 2011 event in April. I said that I thought his bus - RT3491 from now on referred to by her name, Evadne - would be 60 years old in April 2012. As I was going to be 65 this year I wondered if we could combine the two birthdays with a ride out and suggested the Romney, Hythe & Dymchurch Railway in Kent. My wife said she would pay for the fuel etc. as a birthday present and Simon was happy to oblige.

The Romney Hythe & Dymchurch Railway is a 15inch narrow gauge railway which first opened to the public on 16th July 1927, running from Hythe through New Romney to Dungeness - a distance of just under 14 miles. We were allowed to wander into the engine sheds at New Romney to see several of the locos. Running that day were *Doctor Syn*, a North American Pacific and *Green Goddess*, a Gresley type A3 Pacific. After watching *Doctor Syn* steam away towards Dungeness we followed in our own *Green Goddess*, Evadne. Dungeness is a very desolate but fascinating place with shingle banks and fishermen's cottages, two lighthouses (a new lighthouse



had to be built as the land here builds a little every year rather than erodes) and the huge nuclear power station.

A good, fast trip back brought us to Weybridge Station at 6.00pm having refuelled in Cobham. Looking clean and having performed amazingly well over nearly 180 miles. Many thanks to Simon whom I am sure had an enjoyable day as well.

## David Boshier: 29th March 1948 - 27th April 2012

David Boshier, one of life's eccentrics, and taken away from us far too soon: he was a confusion of many personalities, from delightful, through being a fund of information to downright stubborn, that last quality more than needed in the final stages of his illness. David was born in Hayes, and from an early age developed a keen interest in buses and trolleybuses in West London having met his lifelong friend Pete Jones at Secondary School. And in 1964, an advert in *Buses Illustrated* led to the formation of LOTS, the first meeting of which was in a scout hut in Northolt: everything has to start somewhere! Well as we know, David bought 833J the breakdown tender with Pete in 1966, then meetings with the Allmeys and Bill Cottrell in the late '60s led to the beginnings of the Cobham/Redhill Road era from 1972: TD 95 came into the mix in the early '70s and is now in the Cobham Collection: RT 4482 was also acquired (soon to be RT 1312 in Roger Wright's fleet) and David was based at Fifield, organised the 'Bus of Yesteryear' rallies, appeared with his sales stalls at many bus events and

also ran the Egham Hythe event in February which Pete is going to continue. So much of what exists today and which we enjoy started from the imagination and drive of David, and much of his ground breaking efforts we have sometimes forgotten.

David's last five years were plagued with ill health but his stubbornness kept him going: a successful bone marrow transplant in 2010 was undone by contracting an infection caused by his immune system being compromised by therapy for leukaemia, and it was that infection which eventually caused his death. His treatment and care in the Hammersmith Hospital was exemplary. To the end he remained feisty with a twinkle in his eye.

And so it was that a large congregation met at Hendon Crematorium in the rain with some of us transported there in TD 95 expertly driven down some very narrow roads by Alan Bond. Flanders and Swann greeted us as the service started, the Electric Light Orchestra and Judy Tsuke serenaded us during the service, and the floral



arrangement on the coffin was unforgettable: no detail spared! And finally, we left to 'The Wheels on the Bus': the presence of David was certainly out of the coffin!

So a privilege for me to officiate at his funeral, and a privilege too for those of us who knew him over so many years. Our thanks too to Pete and Sue Jones for all the work they did behind the scenes and to Alan Murfitt, named in the prayers of remembrance. A service which David wanted to be a celebration and it was and let us all be sure that the legacy he left us is not wasted.

Simon Douglas Lane





RTL 139 and TD 95 at South Mimms on the Potters Bar Garage Open Day, 7th July 2012.

(Peter Zabek)

## Those Were the Days!

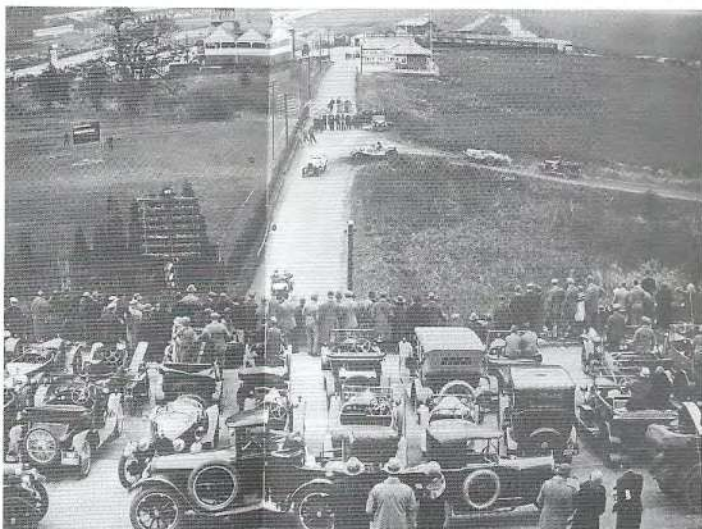
By Brian A L Jones

Recently found, in a lavish 'coffee-table' style book titled *Motor Racing the Golden Age\**, was the photograph shown below which was taken by 'MacGregor' at Brooklands in May 1925 during the 100 miles High Speed Reliability trial.

crumbling banking to take the second photograph which shows the London Bus Museum from a similar location as the 1925 photograph. The road and tunnel mouth below are still extant. The vista has now been considerably changed, however,

once capable of crossing the North Atlantic at twice the speed of sound?

Some members will be aware of the struggle that LBM experienced in having dedicated telephone and broadband connections provided to Cobham Hall. It



Taken from the banking above the tunnel that provided a pedestrian link to Weybridge Southern Railway station. Towards the background, the Brooklands clubhouse, which still exists, may be seen. In the left far background the Vickers aircraft works is on the far side of the racetrack.

David Williams, a volunteer in our Archive section, recently climbed the now



with other buildings constructed during the intervening period. Our open-top Dennis, seen having an outside 'airing' in David's picture would have perhaps raised a few eyebrows from the 1925 spectators with its state of the art pneumatic tyres. But would they be able to conceive that, if they stood in the same spot nearly 87 years later, they would be viewing an obsolete example of a 100 seat aircraft

therefore rankles somewhat to see that more than eight decades ago the telephone poles serving the clubhouse carried multiple lines past our new location, no doubt to serve the gentlemen of the press who reported on the progress of Brooklands races.

\* My copy of the book, compiled by John Tennant, was published by Cassell Illustrated in 2004.





Queen Victoria and Consort at the Jubilee Bus Day, Brooklands 24th June. (MHCB)



Two of the oldest working buses at the Jubilee Bus Day, both Dennis's, were the Trust's Dodson bodied D142 of 1925 and the gorgeous, recently restored Southern Vectis 1934 Harrington bodied Ace of 1934. (MHCB)



RTL 139 looking very much at home in the forecourt of Victoria Station on 17th June 2012. (Peter Zabek)

## A GREAT DAY OUT FOR ALL THE FAMILY



### LONDON BUS MUSEUM

A LIVING HERITAGE

Sunday, 21st October

Open 10.00am - 5.00pm

# Transportfest 2012



Cobham Hall, Brooklands Museum  
Weybridge KT13 0SL

**Displays will include:** • Unusual and rarely seen London Buses • Other classic London bus types • A unique collection to celebrate the 50th anniversary of the Routemaster coach • Military vehicles • Emergency services vehicles • London taxis • Themed commercial vehicles • Post Office telephones, Royal Mail, British Road Services, etc • Plus historic car, motorcycle and aviation exhibits, including Vickers Airliners and Concorde. **Other attractions include:** Horse-bus rides\* • 'Have a photograph' on a Steam Road Traction Engine • Drive-a-bus\* • Free heritage bus rides from the showground • Family 'Land Train' ride\* • Children's fairground and side shows\* • Marketplace • Foodcourt/BBQ • Working and static model displays • FREE car parking (\*a small additional cost will apply)



Adult £10.00 • Senior Citizen/Student £9.00 • Children (5-16) £5.50  
Children Under 5 FREE • Family Ticket £27.00 (2 Adults + up to 3 Children)

London Bus Museum and Brooklands Museum Trust members are admitted FREE

Fundraising event organised by THE LONDON BUS PRESERVATION TRUST LIMITED

Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QN. Telephone 01932 837994

More information online at [www.londonbusmuseum.com](http://www.londonbusmuseum.com) Registered Charity No. 1053383

Programme subject to change without prior notice

