



Route 406 Heritage Event Spring Gathering LBM on the Road

Magazine

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London Bus
Preservation Trust

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EDITORIAL Dave Jones

By the time this reaches you, LBM will have just two events left for this year, see below, yet planning is already underway for 2025, it's a continuous process undertaken by a comparatively small number of dedicated folk. If you see any of them at the forthcoming events, please say "hello", and perhaps "thank you", or better still, "how can I help?".

This issue has been a challenge to compile, with a great deal to be included from a busy few months. Thankfully Richard Hastings' excellent E-News, with its almost limitless pages, has covered many of this year's events, leaving the "hard copy" magazine to cover other matters and provide some in-depth reading matter. Thanks to those who have contributed articles, I now have enough very interesting material to keep the pages full for at least a year. If you're missing out on E-News, details on how you can receive it can be found on page 22 of the last issue.

Cover photo: RT 3148 turns the clock back at Epsom Racecourse-Nigel Eadon-Clarke

Back Cover, top: the offside of Go Ahead's Ee 172, an ADL e400 bodied BYD chassis, featuring a Windrush wrap-Nigel Eadon-Clarke

Back cover, bottom left: RML 2760 just had to attend the RM 70 event-Richard Hastings.

Back cover, bottom right: meanwhile, RT 4779 was running trips to and from the event, seen here turning at the Victoria and Albert Museum-Peter Zabek

I've not been able to include an update on the four-light horse bus rebuild, undertaken by Alan Gaskell, to whom many congratulations are due on being granted freedom of the Worshipful Company of Carmen in May. Both these events appear in E-News, but a progress report will be in the next issue, by which time Alan will have finished the job - won't he?

I was pleased to see that XF 3 has joined our collection, it's an interesting bus. I've driven Roger Wright's XF 1 and would advise any potential drivers to have an extra Weetabix for breakfast.

Finally, it was a shame to lose our Honorary President, Lord Peter Hendy, but he's moved on to greater things, having been appointed as Minister of State for Transport. Congratulations are due and we can be sure that the interests of the travelling public and preservationists will be well looked after.

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CHAIRMAN'S CHAT Leon Daniels

Regular visitors will know that there have been numerous changes at London Bus Museum over the past few months.

We were delighted when we received a donation in the form of XF 3 from Gary Wood and Nigel Coupe. Hardly any of the experimental vehicles of the mid-1960s are preserved and until now we had nothing of that era in our collection. Work is already underway to replace the rexine inside and make it ready for display and operation.

Preparations for RM70 brought RML 3 out of hibernation and it is back on display now in the Museum.

We had a spectacularly successful running day on route 406 early in the summer which led the way for our Windrush-themed Summer Festival. Huge thanks to everyone that helped deliver these amazing events to such a wide audience.

As I write this, T 448 is ready to go for repaint and we are looking forward to

launching it at TransportFest in October. The new interior is amazing, it runs nicely under its own power and it will emerge as a Country Area bus shortly. Nearly all of the work on T 448 has been by our regular volunteer crew.

It has now been agreed that the major restoration on T 357 will commence this year and so it will soon be removed from public exhibition and become a long-term resident of the workshop. Work on NS 174 and the 4-light horse bus continues and it remains incredible that we can run three major restorations in parallel from a volunteer workforce.

Our Museum gets better every week – our audio-visual presentations get continuous improvement; the shop has an increasing range of goods which appeal to visitors of all ages; and thanks to Mike Harris and others we now have an amazing bus stop 'E' plate display showing the range of colours and styles employed over the

years. There are more improvements in the pipeline.

Looking forward we have another vintage bus day – linked to the centenary of Bromley Garage in September - and our own TransportFest in October.

As ever, my grateful thanks to our intrepid band of volunteers and the work of our management committee and Trustees, who ensure we remain a star attraction at Brooklands and open 363 days a year with a great story to tell.



DES MAYBURY Leon Daniels

During our tremendous Spring Gathering on 14 April, I learned of the death of Des Maybury, aged 62.

Des was from the Maybury dynasty which was very much part of the London Sightseeing industry in the 1980s, morphing into the Big Bus Company that has become a recognised global brand.

He had an amazing collection of vintage cars and buses. His S 454 has been on display at Brooklands for some time, and only two years ago fortunate Members enjoyed a night out in InterStation Cub C 111 as we toured London Main Line railway stations.

He leaves behind his two daughters Darcy and Scarlett and his wife Victoria, daughter of Donald Allmey, LBPG member number 1.



ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at editor@londonbusmuseum.com or by post to the Museum at the address on the following page.

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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.

Diary Dates

Saturday 14 September- route 61 Heritage Day & Bromley Garage Centenary

Sunday 20th October - TransportFest

Sunday 13th April 2025 - Spring Gathering

HCVS "LONDON" TO BRIGHTON RUN 12th May 2024

This year's HCVS London to Brighton run almost didn't happen due to difficulties with the start and finish points. The ULEZ expansion ruled out a start within London's boundary and, in a move reminiscent of the trolleybus destination "Near Willesden Junction", Brooklands became "London". Entrants gathered from Saturday afternoon and made a fine sight prior to departing. Our own RML 2760 and Beardmore taxi were entered, the latter winning best in class. Thanks to crews Graham Bartlett, Graham Burnell, Tim Evans, Doug Hunt, Graham Hayward, Guy Marriott and Chris Taylor for their involvement.



Above: Victorious cabbies! - Richard Hastings.

Right: RML 2760 passes Tilt Common, Stoke d'Abernon - Colin Read

Below: Former Cobham resident T 792 passes Salfords

Below right: something different - a very smart 1952 Foden FG6/7 followed by TTV 810, a 1955 Foden OG - both Stuart Hlcks



ROUTEMASTER 70 20th July 2024

It hardly seems credible that the famous Routemaster bus was launched 70 years ago. A great deal of effort went into ensuring that the occasion was marked with a weekend-long event at the site of the former LT Chiswick works.

Right: RM 1933 recently returned to "1933 livery" to the fore of RM types being admired-Richard Hastings

Below right: The pioneer, RM 1 back where it spent many years being experimented on- Richard Hastings

Below left: BEA 2 was among the buses giving rides-Mark Kehoe



Bottom left: RM 66 heads the line of RMs in various liveries and conditions.

Below: how were those perfect lines achieved? By "parker-extraordinaire", Geoff Stoute and his rulers both-Mark Kehoe



LBM ON THE ROAD



It's been a busy season so far, Prototype AEC Regal IV, UMP 227, with its provincial styling, fitted in very well at the Friends of King Alfred Buses event in Winchester on 6th May. 1013 MW is Silver Star's 1962 Leyland Atlantean, which would have served Salisbury and surrounding area. RU 8678 is a 1929 Leyland Lion, originally with Hants & Dorset, but very similar to King Alfred vehicles of the time. UMP passes beneath the Basingstoke-Eastleigh railway on Stanmore Lane. Thanks to Keith Bonham, Tim Evans, Simon Greatwood and Richard Hastings, who took the photos, for flying the LBM flag.



UMP was in action again on a visit to the Fawley Hill Museum on 18th May, a private museum established in the 1960s by the late Sir William McAlpine. It hosts a fine collection of memorabilia and models relating to railways and other forms of transport together with a working standard gauge railway operating on the steepest gradient in the country, as shown in Richard Hastings' photo, above.

Right, LBM's T 23 was in action at the "Low-ish Floor Day" on 14th July centred on East Grinstead-Nigel Eadon-Clarke

Left: RT 3491 was snapped at Staines while en route to the High Wycombe Running Day on 2nd June-Richard Hastings

Bottom right: RT 4779 was in action at the Windsor Running Day on 28th July, seen in very good company-Peter Zabek



BYD NEW BUS LAUNCH 21st May 2024



The Museum was honoured to have been chosen as the place for Chinese manufacturer BYD to launch its latest all-electric bus, the BDI I. The event took place with an invited audience of press and industry insiders welcomed by Leon Daniels who then handed over to BYD UK's commercial vehicle managing director Frank Thorpe. He went through the detail of the latest in battery technology. The bus has a claimed range of 400 miles, roughly double the average for current duties. The prototype was driven dramatically into the Museum at the end of the launch and the attendees had an opportunity to ride on it around the Brooklands site.



SPARE PARTS Roger Stagg

From time to time to keep our fleet running we find that the necessary part is not within our stock and of course is no longer on the commercial market. In these circumstances the only option is to "make it again". Frequently the cost of a one-off impractical, several often being little more than just one and when this is the case, we have made parts available to members."

We have never intended to become a shop for spares or a wholesaler and thus "When it's gone, it's gone" is the mantra. We meet our own current and anticipated future needs and sell on generally only what is ordered in advance with just a minimal excess.

RT front engine mountings (donuts) were a prime example, sold out shortly after arrival but never enough further orders to warrant the minimum number to be made again. When the EU announced that it was not permitting further manufacture of non LED light bulbs we purchased huge

numbers for interior lights and blind boxes and everybody laughed. Now only enough for our own future needs remains.

I am currently reviewing what we have in stock that exceeds our anticipated future needs and immediately comes to mind is a very restricted number (4) of RM and RF engine mountings (AEC), just a few (6) trafficator ear repair kits RT, RF, RM (original), restricted stock of RT/RF window rubber including windscreen. Both RT and RF drop light rubber is now fully sold out. Otherwise unobtainable pre-select gearbox top gear plates. RT/RF pre-select gearbox air seals RT/RF/RM droplight window locks.

Safeguard your Bus's future by getting your needs whilst you can, a wholesaler is now interested in taking our excess stock and heavens know what the price will be.

Enquiries by post ONLY please to Rolling Stock (Spares) at the Museum address with sae for reply.

WORKSHOP UPDATE

Roger Stagg

I had the idea that when my tenure as a Trustee and Vice Chairman came to an end as I reached the conclusion of the number of years I was permitted to serve under Charity Commission rules, life would become easier. I was wrong.

Works behind the "green curtain" go on probably at a greater intensity than ever. It's been a busy year for bus usage and our fleet has been out and about almost every weekend as well as the bus rides when school is out, and especially at our major event days when D142 and ST922 have been ferrying excited visitors about to experience bus travel of the 20's and 30's.

The increasing age of our fleet inevitably means that constant adjustment and repair is needed, and the Workshop Manager and his team are constantly at work keeping on top of what is required to meet the exacting standards of VOSA which are the same for us as they are for all bus operators. This year we have had to update our knowledge of the Westinghouse air system fitted to LT RTs which is somewhat different to that fitted by AEC to its Regent III chassis.

Strange noises developed on UMP which were found to be bearing failure in the fan drive and, subsequently, also the

compressor drive. The bearings were replaced and a reason for failure was determined. UMP was an AEC test bed for many later developments not part of the Regal VI programme, one of which was the fitment of a later Reliance type gearbox. This being deeper than the standard preselect required it to be lower in the chassis requiring the standard horizontal unit to be lowered at the rear end. Engine mountings were cut off the chassis and lowered, then new brackets welded on. The jack shafts driving the fan and compressor were then out of line putting undue strain on the bearings. After modifying the stabiliser (which AEC failed to do) we are confident all will be well for the future.

RML2760, our nemesis, started misfiring on No. 5, due to an injector pump fault. A spare from the stores quickly put her back on full power. RF19 suffered a header tank leak en-route to Alton and is now requiring attention to No.6 piston which overheated.

T448 is now complete with the exception of engine and brake testing. It is expected to move to London Bus Works for painting at the end of August with a planned "launch" at Transportfest.

RT2657 has returned from storage and is now receiving attention starting with rebuilding of the platform.

NS174 is now close to "engine start" with all mechanicals, including brakes (rear only) complete. Internal upper deck is now in primer and the lower deck has been Rexined on the side panels. Much worry as to how we would deal with the front lights has been solved with the acquisition of two suitable light units which have been modified to match the originals.

The Museum has now acquired XF3, a good sound vehicle but with extremely poor internal Rexine. The crew ex of T448 are now removing the original which seemingly was stuck on with paste of flour and water, and applying new.

T357 awaits relocation in the workshop where its rebuilding will commence probably immediately after Transportfest. A suitable trailer to build a mock "gas producer" unit as been acquired.

As I said, not any easier!!

T 448 ready for its trip to the paintshop from where it will return in country bus livery.



LETTERS TO THE EDITOR

From David Shillitoe

How delightful to read the splendid 2 page article LET'S HEAR IT FOR BARNET by John Ward in the latest issue of your magazine! Indeed, there were a feast of delights for the London Transport bus operating area of Barnet, which I remember well in those days of the 1940s and 1950s. My interest in LT buses was awakened when I was about 3-4 years of age.

At the time I was living with my grandparents in The Avenue, Potters Bar and some days my grandfather would take me and we would walk down the road to the bus stop where the 134 terminus was located. I would be allowed to get on the bus and the friendly conductor would show me around (and maybe even allow me to ring the bell!) I recollect that the buses had outside staircases and it has been confirmed to me that they were from the LT 1 – 150 series. These six-wheelers would have to make a sharp turn round at the end of The Avenue, where there was a loop in the road provided. The squealing of the tyres as they made the turn is a special memory. At that time the buses could not stop at Potters Bar Station, why, I cannot say. However the railway bridge over the road just by the station was only wide enough for two rail tracks and therefore became a popular place for the Luftwaffe to try and bomb! I'm glad to say they missed every time, but several bombs landed nearby. The 134 route went all the way to Pimlico in those days. It was surely a long journey, but very well-frequented I believe.

After the war, the family moved to Hendon. My local bus there was the 240. I can also remember the STDs on routes 83 and 183. They made a very special deep roar as they moved off. It's a pity that no bus of the STD class was ever preserved. We would go from school in Hendon on the route 240 to Golders Green and there change to route

From David Munkenbeck

In the autumn 2023 edition of the Museum Magazine, the letter from David Aldridge bought back memories. In 1939, we moved from Fulham to Cranford opposite a small airfield which is now Heathrow. We lived mid-way between Hayes and Hounslow, but usually shopped in Hounslow because it was served by three routes, the 81, 98 and 222 whereas Hayes was only served by the 98. During the 40's I had to attend Hillingdon Hospital and used the 98 for part of the journey. I remember well the Fairey factory and on several occasions our ST on route 98 passed RAF Queen Mary low loaders carrying aircraft from the Fairey factory to Heston airport. It was usually the

2 and travel up the Finchley Road to visit the Hampstead baths, which had been converted into a gymnasium. At Golders Green there was a feast of buses to spot on routes such as the 2, 13, 28, 210, Green Line coaches, etc.

In 1949 my family moved to Barnet. This is where I became interested in all the buses and routes mentioned in John Ward's piece. The 107 and the 306 were the routes I used the most. Interestingly the two buses, one red and the other green, would trail often along one behind the other towards Borehamwood. The 306 was usually behind the 107. I asked once why this was so. The conductor replied, 'Well they get paid more than we do, so they can do the work!'

The trolleybuses would turn around at Barnet Church –the war memorial had to be moved to build the turn I'm informed! Smart London Transport inspectors would be checking all the trolleybuses and other buses travelling through Barnet in those days. The Birch Bros bus had a stand on Barnet Hill. Also we could catch the Midland Red Coach at the Green Man pub on Barnet High Street to visit an aunt in Stoney Stratford (near Milton Keynes, which didn't exist then).

Potters Bar garage was also a joy to pass by in those days. It is still there absolutely bulging with buses. The only complaint we have these days is that no TfL bus route in Barnet goes north out of Barnet. All the Green Line coaches and all the London Country buses have gone. The last route to go north was the 84 to St. Albans. Now that has been truncated at Potters Bar.

I am sorry that I have no photos from those days. Maybe you have a few? [I imagine there are some around in the LBM collection - Ed]

fuselage on one low loader and the wings etc. on the second. It was a very tight squeeze down Cherry Lane! After the war when Dinky Toys became available I used to go to Hayes where Poultons in the high street had a toy section on the first floor and there was another toy shop in Coldharbour Lane. I remember on one occasion I "overspent" in the Coldharbour shop and didn't have enough for my bus fare home. The owner of the shop in Coldharbour Lane reluctantly let me swap a model for a cheaper one which saved me over an hour's walk home.

I have not visited Hayes for very many years. I believe it is now bypassed and part is converted to a pedestrian area.

406 HERITAGE BUS EVENT 9th June 2024



This year's pre-Spring Gathering event took place on route 406 between Kingston and Redhill. Almost 30 assorted vehicles were involved and a large number of people enjoyed their rides, many of them not enthusiasts.

Left: RF 19 drew attention to the Museum's pop-up shop in Epsom, where £800 of merchandise was sold.

Below right: SNB 448 looks very much at home in Epsom. It's good to see comparatively recent vehicles in preservation. Both Nigel Eadon-Clarke



Left: this 1989 Volvo B10M Citybus with East Lancs Body looks just like the real thing!-Stuart Hicks

Below right: rather less likely to have happened, GS 42 tootles around the racecourse at Epsom-Michael H C Baker



Below left: RT 4779 is a "could have happened" as red buses were often loaned to the country area.

Below right: Super-clean RM 1005 caught at Epsom between journeys.

Both Nigel Eadon-Clarke



Perhaps the star of the event was LT Museum's RM 2, restored to the condition in which it ran on the route (occasionally) for a few months in 1957. Apart from the following cars, this could be back then.

Below left: LBM's well-loaded M 6 whizzes along Ashley Road bound for Kingston. Both Nigel Eadon-Clarke

Below right: MB 90 wiggles round the bends in another "could have happened" shot-Michael H C Baker



Right: immaculate BEA 2 brings some colour variety to the route, if not airline speed-Stuart Hicks

Further variety was in the form of FoKAB's 1956 East Lancs-bodied Leyland Titan.

Back at the bends, Brighton Corporation's 1963 Weymann-bodied Leyland PD2 leads a more recent Titan, T 1014.

Both Michael H C Baker



LBM SUMMERFEST 23rd June 2024



To help with the Windrush 75 Caribbean theme, the sun shone!

Left, the LBM contingent on parade-Richard Hastings.

Below left: the 1967 Bedford SB3 mobile cinema which was showing appropriate films for the occasion-Nigel Eadon-Clarke

Below right: music for the event was also in keeping with the theme-Richard Hastings

Middle right: Go-Ahead's AD BYD Enviro400 in a Windrush 75 all-over wrap-Nigel Eadon-Clarke



Below: the number of 1950s buses in attendance has dwindled of late, but here are two fine specimens keeping the flag flying, RFs 354 and 430-Richard Hastings

Lower: the "original" Spirit of London and TA 1. The hastily manufactured body on 19000 (18500 as was) gave the engineers quite a few headaches-Nigel Eadon-Clarke

Left: a super pair! RML 2499 looking just right, alongside RML 2334 in early London Country livery-Nigel Eadon-Clarke

Below: LBM's T 23, looked after by the Bromley Bus Preservation Group, along with T 747/1983 represented Chiswick design's last fling-Richard Hastings



Below: by the time London & Country came into being, little of LT ancestry was left, so that this Volvo B10M with East Lancs body was not a surprise purchase-Nigel Eadon-Clarke.

Bottom left: the pinnacle of luxurious travel in 1939 was this Leyland Cheetah with distinctive Harrington body-Richard Hastings



Bottom left: ST 922 ventured out for a few trips, making stately progress approaching Weybridge station.

Bottom right: LBM's "Weevil" WV1 was also in action on the 462, demonstrating a more modern form of travel - in a bus that's 22 years old! Both-Richard Hastings



Below: RW 2, once a Redhill Road resident, paid a visit to Cobham Bus Museum's successor, along with Win Wickens and daughter Melanie. This bus, along with STL 2692 were restored by Win's late husband, Colin. Both buses are now owned by Roger Wright-Nigel Eadon-Clarke



TRUSTEES' REPORT FOR 2023

Our Trustees prepare an annual report on the past year's activities which, generally, is not available to members. Here's an abridged version of the report for 2023.

Trustees of the London Bus Museum

Details are given of Trustees who have served during the reported year and the process for their retirement and replacement. Mention is made of the information provided to new Trustees and that training is given to ensure they are aware of their responsibilities and ways to ensure that they can fully contribute towards the running of the museum.

The report then outlines the role of the Trustees and how they work with the Council of Management to achieve the Trust's aims and objectives while ensuring prudence, legality and minimal risk.

Objectives and Activities

This section outlines the LBPT's purpose of creating and maintaining the most representative and authoritative collection of London buses and associated artefacts covering the period from Victorian to modern times and to achieve the highest possible standards of restoration and conservation.

The report then goes on to explain the operation of the Museum and its role in the preservation, learning, research and enjoyment of the public now and in the future. Details are given of specific activities such as event days, heritage running days, school visits, both to the Museum and to schools. Mention is made of events attended by our buses, such as the Epping Ongar Railway, Kempton Steam Museum, Romford garage open day and others. Vehicle restoration progress is also outlined.

Volunteers

The work of our valued volunteers is recorded, there being no paid staff, along with the work they carry out to ensure that the Museum can open seven days a week. During 2023 we had 175 active volunteers who worked the equivalent of 6,210 days both onsite and remotely.

The Trustees are indebted to the generosity of all volunteers for their contribution to the success of the museum and continue to encourage new and younger

people to come forward to learn the many skills needed to maintain our activities. The Trustees are very proud of the positive welcoming culture of the museum which has been supported through the development of specific volunteer policies. This ensures that the act of volunteering can be an enriching experience providing benefit to the wellbeing of volunteers and affording opportunities to enjoy the company of like-minded people and to learn and develop specialist skills.

Fund Raising Activities

Details are given of the following sources of funds:

- (i) Share of the Brooklands Museum gate entry where all visitors to the site pay one entry fee for access to both museums
- (ii) Annual membership subscriptions. During 2023 there were 1,020 members paying £40 for single membership, £60 for joint membership and £80 for family membership.
- (iii) Income generated from ancillary activities such as the museum shop, bus rides, bus hire and operations
- (iv) Donations and legacy income. During the year a total of £199,011 was donated to the Trust compared to £54,535 in 2022. This figure includes funds received from an appeal launched in April 2023 to fund the restoration of T357, a 1930's Green Line coach. As at the year-end a total of £32,964 had been raised. We also received a very generous legacy from the estate of Mike Scott. Throughout the year a number of artefacts are regularly received which will be either sold or retained by the museum as appropriate.

No funding is received from the Public Purse.

The Trustees are extremely grateful to the kind generosity of both members and the public in general who continue to generously support the activities of the museum.

Future Activities

This section affirms the continuance of three event days and heritage running days as well as exhibit rotation. The planned launch of T 448 is mentioned, along with the continuing work on NS174, T357 and a Four-light horse bus. Regular maintenance will also continue.

The intention to work with Brooklands Museum on joint initiatives is outlined, including supporting the development of an outdoor children's play area.

The intention to add more recent heritage vehicles to the fleet is confirmed, within the context of space in the Museum and off-site storage locations.

Financial Review (this section is reproduced in full)

Results of activities

The surplus for the year after depreciation was £153,710 v (£7,111) in 2022. This variance was mainly as a result of the donations and legacy income during the year of £199,011 v £54,535 in 2022. Income excluding legacies was £257,846 (2022 £254,176) and expenses were £303,147 (2022 £315,822). During 2023 more restoration work was carried out in house which helped offset some of the inflationary overhead cost increases.

Reserves Policy

The Trust aims to maintain a minimum level of Reserves as recommended by the Charity Commissioners. This is equivalent to the level of General Reserves covering at least one year's expenses in the event of a serious downturn/failure in fund raising. This policy is kept under

regular review, especially following the Covid pandemic where the cost of pandemic insurance cover is now considered uneconomical and therefore this risk has to be self-insured.

	2023	2022
General Reserve	476,133	431,591
Strategic Reserve	235,192	115,192
Fixed Asset Reserve	2,512,284	2,554,699
Revaluation Reserve	1,605,671	1,605,671
Unrestricted Reserves	4,828,280	4,707,153
Restricted Funds	39,959	8,376
Total Reserves	£4,869,239	£4,715,529

Concluding paragraphs

The report concludes with required information on "Going Concern", which is very much the case, "Trustees Responsibilities Statement" and "Disclosure of Information to the Auditors".

The report is signed off by our Chairman and Treasurer.

Anyone wishing to read the full, unabridged version can find it on the LBM Website, Companies House and the Charity Commissioners.

INTERSTATION BUSES - POSTSCRIPT Colin Read

I offered to prepare a part two on this subject following part one in the Winter 2023 edition, which covered the period from the 1850s to the cessation of the service under London Transport in April 1985.

The subsequent Inter-station operations I feel are far less interesting than the historic material and in all honesty, I do not have the wherewithal nor the interest to go into finite details of the later Night routes and subsequent operations, besides which some night routes served other areas apart from the main-line terminals, details of which detract from the main subject.

If readers wish to study the replacement services, namely the short-lived BR-sponsored 555, Night routes N50, N51 and N56, I would refer them to the excellent website *London's Bus Routes* by Ian Armstrong. Other services went under the name of Stationlink, (by the independent Thorpes) and later Careline (later Carelink), using

minibuses. Full details can probably be found on the internet and LOTS' excellent periodical *London Bus Magazine*.

I am however in possession of some copies of interesting publicity material in relation to the original Inter-Station Bus Services, which I will offer to the editor for possible reproduction in a future issue of the LBM Magazine.



Peter Zabek

ROUTES 61 & 261 - A HISTORY

Peter Osborn

The new Bromley Common garage was opened by Thomas Tilling on 16 April 1924. The first route operated was the 47 (Shoreditch to Farnborough), moved from Catford, plus a short-lived 66 which ended two months later after the Southern Railway banned all buses except B and K types (so no Tillings) from crossing a bridge on the route. Other routes came later. Bromley continued to operate the 47 (jointly with Dalston) until April 1985, when the route was shortened to run only to Catford.

We will be running an RTL on the 47 from Shoreditch to Farnborough and back.

Route 61

The origin of the 61 was new route 610 in May 1933 between Eltham (Well Hall Station) and Chislehurst, which for summer Sundays in 1934 was expanded to run Lewisham – Lee – Eltham – Chislehurst – Orpington – Green Street Green (a service operated in previous summers as an extension of route 1), with the weekday 610 extended to Orpington Station. In the renumbering of October 1934, the 610 became the 61.



RT2740 outside the former Commodore Cinema in Orpington High Street-Les Stitson Collection.

The route was operated by Sidcup garage, initially using STs, upgraded to LTs from 1936. The summer Sunday extension continued until 1938, but not south of Orpington after 1936.

In May 1939, the 61 was extended daily beyond Orpington Station to Bromley Common LT Garage, continuing on Sundays to Bromley North Station, thus covering today's route on Sundays but still starting in Eltham. The extension to Bromley North was lost in the early years of the war, but in 1944 Bromley Garage joined operation of the route with STLs, taking over entirely in 1948.

Hired Leeds City Transport AEC Regents joined the operation in October 1949, but they and the STLs were replaced by new RTs in May/June 1950. The route continued unchanged, Eltham – Bromley Garage until 1957, when the service to Bromley North Station was resumed.

Crew-operated RTs were replaced by one-man operated DMSs in July 1972, somewhat earlier than Bromley Garage's other RT routes – Bromley was the second-last garage to operate RTs, up to August 1978. The DMSs were themselves replaced by single-deck LSs in September 1979.



LS359 pauses at Bromley North Station-David Bowker

The route was briefly withdrawn on Saturdays between Eltham and Chislehurst, from 1972 to 1974, then permanently on Monday to Saturday in August 1986. The section was briefly replaced for three months by a new route 61B, operated by Sidcup, before being absorbed into route 228. The Sunday through service to Eltham continued until January 1991.

As part of the route tendering process introduced in 1985, operation of the route passed from Metrobus Ltd in August 1986, coinciding with the weekday shortening of the route. Two successive contracts were operated by

DMSs returned to the route with Metrobus' ex-London DMS OJD211R - Bromley Common-David Bowker



Metrobus, mainly using DMSs followed by Olympians, until the next contract from December 1995 passed to CentreWest.

Formerly a west London division of London Transport, CentreWest had been purchased by its management in 1994 under its managing director Peter, now Lord, Hendy. Flagship Routemaster RML2735 operated on the 61 on the first day of the contract, for which twelve new Volvo Olympians were purchased; until the full dozen had been delivered, Metrobuses were also used. Sunday operation used single-deck Darts; the route was run from Orpington garage. In March 1997, CentreWest was acquired by First London, who retained the contract from December 2001 with the Sunday service now double-decked, but lost the contract at the following renewal from December 2006.

The contract was won by Stagecoach with operation from Bromley garage, but between the win and the renewal, Stagecoach sold its London operations to MacQuarie Bank and the contract commenced under the name Selkent. For this contract, the frequency was reduced from every 12 to every 15 minutes, as continues now. New Enviro400s were initially assisted by older Tridents. Stagecoach reacquired Selkent in October 2010.

The route continues to be operated by Stagecoach from Bromley with Enviro400 double-deckers.

Route 261



RM 574 was Bromley's showbus from 1982-David Bowker

For a relatively young route (introduced in September 1982), the 261 has a complex history. The new route ran from Orpington via Farnborough, Bromley, Grove Park, Lee to Lewisham, extended on Saturday shopping hours to Brockley Rise. The need for the dog-leg at the southern section of the route arose from the loss of the bus stand at Farnborough George, to which the 47 had operated since 1913 and which had been connected with Orpington by route 229. Both routes were accordingly cut back and replaced by the 261, which also replaced route 94 between Bromley and Brockley Rise.



Metrobus ex-West Yorkshire PTE Leyland Olympian/Roe CUB 61Y - Bromley High Street-David Bowker

The route was introduced with Routemasters from Bromley garage, but these were replaced 7 months later in April 1983 by one-person operated single-deck LSs. The route was largely double-decked again from October 1984, now using one-person operated Ts.

The route was shortened at both ends, first in April 1985 by the withdrawal of the Saturday journeys between Lewisham and Brockley Rise, then in August 1986 by withdrawal between Bromley Garage and Orpington – this Farnborough section passing to new route R1 on creation of the Roundabout network. This date also marked the commencement of a new contract by London Buses from Bromley, but due to the tender being 'not correctly costed according to the rules', the route was retendered the following year and won by Metrobus Ltd. Metrobus not being able to turn in Bromley garage led to the route being shortened by a mile to Bromley Common Crown.

In sympathy with the rural area south of Bromley, some occasional route variations were introduced. From May 1989, certain journeys were extended southwards via Farnborough to Green Street Green, to replace much of route 361; initially Monday to Saturday, the Saturday journeys ceased in November 1992. Between November 1996 and October 2000, one morning journey operated from Pratts Bottom to Green Street Green and Lewisham. The full route was extended in February 2007 from Bromley Common Crown to Locks Bottom Princess Royal University Hospital but the remaining Green Street Green journeys were withdrawn.

Metrobus, who had been acquired by Go Ahead in September 1999, continued to operate the contract with a variety of double-deckers until November 2013, when the contract reverted to Bromley, now owned by Stagecoach, and operated by Enviro400s.

The route continues between Lewisham and Locks Bottom, now operated from Bromley garage by Enviro400 MMCs.

TRIBUTE TO JOHN SHEARMAN

Bob Lanham with Bob Elves, John Martin, Hugh Taylor and Tony Peters

I would like to pay tribute to my friend John Shearman who passed away aged 78 on the 19th March. John had been diagnosed with pancreatic cancer last year. His contribution to the preserved bus movement is not widely known but significant.

John was born in June 1945 and brought up in Woodford. His father worked for the Port of London Authority and on occasion John would travel to the Docks with his Dad by car. During these trips through the East End John would see the buses, trolleybuses and cars which would turn into a lifelong passion. John studied at Bromley College, Hull and Durham universities, obtaining a BSc in economics and a Masters in transport economics.



K3 1686 and P1 1715 have made their own way to Colindale scrapyards where John Shearman is photographed standing in the cab area of P1 1715 in the summer of 1961 aged 16. (Hugh Taylor collection)

John might be described as the 'ultimate busman'. He started his career at Maidstone and District as a clerk in the traffic office and progressed to become Traffic Commissioner for the Hong Kong Government. During the 1980s John was instrumental in enabling export of the London Transport Daimler Fleetlines to both China Motor Bus and Kowloon Motor Bus in Hong Kong. He took a post as Transport Manager for the bus operations in Portuguese Macau in 1974. At this time a new bridge to Taipa island from the mainland was completed and required a new bus service. John delighted in coming home to shop for second hand double deck Leyland and Daimler buses for export to this colony to serve this new link. He later worked as a Transport Consultant with commissions throughout the world, including Bangladesh, South Africa, Indonesia, and the UK.

During 1969 John made a two-month trip to see and record the trams and trolleybuses in Spain and Portugal.

Several Spanish towns had acquired London Q1 trolleybuses in a deal arranged between LT and the Spanish Government. John made friends with the manager of the Santander - Astillero Company, he took John out for a trip along their single trolleybus route in his jeep-type vehicle. On this day there were only two of the Q1 trolleybuses in service – the rest were single-deckers. They saw another enthusiast taking pictures and stopped to enquire. This other enthusiast was Hugh Taylor and the manager was pleased to find that two enthusiasts had arrived to see his trolleybuses, so he treated John and Hugh to a slap-up meal. John and Hugh remained friends until John's passing. This manager had handpicked his six Q1s – they had been the most recently overhauled vehicles. One of these trolleybuses was 1812, the one brought back to the UK and restored to London condition, it was a long-term visitor to the London Bus Museum at Brooklands. Later on this trip John was one of the few British trolleybus enthusiasts to visit Cadiz to see and record ex-Rotherham single-decker trolleybuses working there. Eight years before, when John was just 13 years old he had slipped out of his parent's house unnoticed to board a train to Rotherham so that he could see these same trolleybuses.

John was a passionate advocate for British-built buses, trolleybuses, lorries and cars. Whilst he admired our bus manufacturing industry he developed a critical view of London Transport; he considered the development of the Routemaster and the overhaul process at Aldenham a waste of public money. He would point out other operators managed very well using standard factory products.

John purchased solely, or with friends, several buses which reflected his bus interest, most of these survive today thanks to his effort. He also initiated and arranged the repatriation of a trolleybus from South Africa:

Leyland Tiger PS1, with Mann Egerton single deck body, new 5/1949 to London Transport fleet no TD 95 (JXC 288), purchased from London Transport 13/12/1963 for a Bromley College



John Shearman with TD95 on display at Brighton Marina (photo John Martin)

student trip in 1964 to Denmark, Sweden, Finland, West Germany, Russia (reaching Moscow), East Germany and Poland. At this time diesel was not widely available in Russia, so long diversions were needed to fill up with fuel. This bus was later acquired by John and made two more European trips; to France and Spain in 1965, its last overseas trip was to Eastern Europe in 1966. Whilst John was overseas TD 95 was taken to bus rallies by Dave Boshier and Alan Sales. TD 95 was parked in Stonebridge Garage and due to rent arrears was about to be scrapped, however London Bus Preservation Group members intervened at the last minute, paid the outstanding bill and saved the bus. It was formally transferred to LBPG ownership on 1/5/1978. This bus has since been restored to original condition by Museum volunteers

Leyland Titan PD1/1, with Alexander double deck body to



Bob Elves left, John Shearman right (Bob Elves collection)

Leyland Titan PD2/5, with Burlingham full front centre entrance double deck body, new 1/1/1952 to Blackpool Corporation, fleet no 298 (reg EFV 298). Purchased from Blackpool Corporation 21/3/1970.

Leyland Atlantean PDR1/1, with Park Royal front entrance double deck body, new 11/1965 to London Transport, fleet number XA 4 (UK reg CUV 4C and HK BG4288). Sold by LT to China Motorbus Company in 1973. Purchased for preservation but scrapped in Hong Kong 9/1984 because of excessive shipping cost to return to UK.

Left hand drive AEC Regent III with Weymann double deck open rear platform body, new 30/10/1954 to Carris the bus and tram operator in Lisbon Portugal, fleet no 255 (Portugal reg GB-21-07, UK reg KSV 102). John gathered a small group to help with export formalities and the mechanical maintenance for the journey home. Purchased from Carris by John 17/4/1983, driven through Portugal and Spain to Santander, then by ferry to Plymouth. This

bus is now owned by the Carris AEC Preservation Group of which I am a member.

AEC Regent V with Metal Sections front and rear entrance double deck body, new 28/4/1966 to Kowloon Motor Bus, Hong Kong, fleet no A165 (HK reg AD7156).

Converted by KMB to front entrance and centre exit by KMB 3/1982.

Purchased by John from KMB 13/6/1987 and repatriated to the UK. This bus has recently been entrusted to a new guardian.



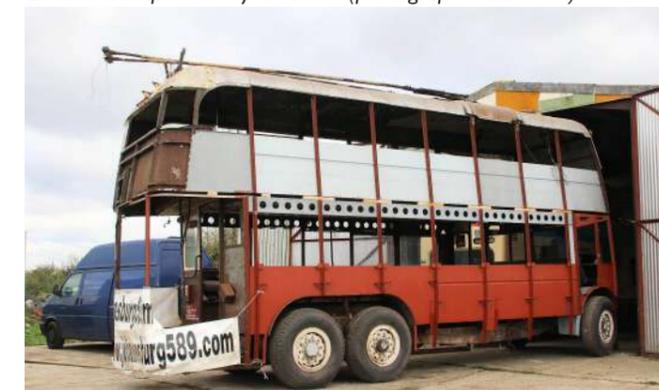
Left hand drive AEC Regal Regent V, with UTIC forward entrance double deck body, new 11/1961 to Carris, Lisbon, Portugal, fleet no 426 (Portugal reg HH97-96, UK reg VVF 337). Purchased from Carris by John and returned to UK by ship in 1986, sold onto Colin Taffel then to Brian King for continuing preservation.

Carris 255, Praça do Comércio, Lisboa 1981 (photo by Brian King)

Johannesburg 589, B.U.T. chassis no 9641T026, double deck MCCW body, new 1948, withdrawn 1974. Owned by the Trolleybus Museum at Sandtoft. John was the 'prime mover' in bringing this trolleybus back to Britain on 24/04/2009, it is now at an advanced state of restoration. This trolleybus will initially be painted in London Transport red and presented as London Transport trolleybus 1764, to represent the trolleybuses intended for South Africa, but due to the risk of attack by enemy shipping diverted to run in Ilford during the Second World War. '1764' is hoped to be operational at Sandtoft next year.

John's wish was not to have a funeral gathering or memorial, he left his mark by saving Standard Vanguard cars, a Leyland Steer lorry, several buses and a trolleybus.

Johannesburg 589, after restoration will be presented to represent London Transport trolleybus 1764 (photographer unknown).



AFTER LESS THAN a year of answering Travel Information calls, I had obviously impressed someone because I was invited to set up the 'Better Bus Information' project. We had always struggled to get good information about delays or diversions to bus services, especially before the computer. Anyway, I was tasked to phone all the bus companies and garages two or three times a day to see what was happening on the road and to log incidents in a book, and to write significant ones on the whiteboard for those taking calls to see – remember, this was in the early '90s, before computers! It was monotonous and had only a small effect on getting improved bus information.

The whiteboards were used to show Tube disruptions and bus information gradually started appearing in red alongside. The staff knew when I was on the job because I would often draw a relevant picture to go with the words, e.g. a fairground ride to indicate Pinner Fair. Those that were often accused of missing information on the whiteboards, never missed anything I wrote up there.

The conclusion of the project was that *all* disruption information could be improved and that a dedicated team should be set up called the 'Real Time Team'. I applied for the job and was one of six who would make up the team. We would take over some of the work previously done by the Supervisors who would now be free to supervise. We continued to work shifts and for me, at the same pattern I was used to.

We were responsible for updating travel information on Ceefax (BBC) and Teletext (ITV) – the only non-BBC (and ITV) people that had direct access. When we got a 'Pass Advice' (passenger advice) announcement from the Network Control Centre, we had to write it up on the whiteboards for staff, then update Ceefax and Teletext and finally record the information so that 1234 callers could choose recorded information rather than speak to an advisor.

One thing I'd always been unhappy with as a passenger was the excuse "Due to an incident". What does that mean to anyone? Police action? Derailment? Passenger alarm set? Signal failure? Cows on the line? *Anything* is an incident! I was determined to tell the truth when updating Ceefax and other information. When we had a one-under, I started saying "Due to a person who has fallen under a train...." (never 'jumped'). Management didn't like it and tried to stop me saying that. "It might upset people" they said.

However, I insisted that it gave people an indication that the incident was unlikely to end very quickly, and passengers sympathised with London Transport, rather than just moaning and thinking that it was our fault. I won the day and that is what is still used today and was also adopted by the Train Operating Companies. Similarly, I'd say "a person taken ill on a train" (never sick) and I'd use "a derailment", rather than just another incident.

Another of our responsibilities was to answer Minicom – a text-based telephone used by deaf people. Few used this service even then, despite the number being advertised on all posters and timetables, probably because it required the user to have the right equipment at home. We would get around two or three calls a week but it was time-consuming to answer it, especially on a complicated query and more so if we were already busy with line closures.

Part of the duties were taking over the main London Transport switchboard out of hours (1900-0700) and all day at weekends. One night, when the Supervisor was off sick, I was in charge of the whole telephone room. On this Friday evening at around 2100, I took a call from a man who was rather abrupt and said "I want to speak to the Chairman". We would never put someone through to the Chairman's office let alone to the Chairman himself but on a Friday night, what a cheek to even ask! I asked if I could help. He said, "I want to speak to the organ grinder, not his monkey". Keep calm, David! "The Chairman would be at home this time of night", I said, "please tell me the problem and I'll see who can help you". "Give me his home number" he then demanded. Obviously, I couldn't do that, even if I had the number, and told him so, repeating my request to understand what his problem was. "Just put me through to the person in charge" he asked. "That depends on what the problem is" I said "Is it to do with stations, train service or even a bus service?" "Just put me through to the person in charge of London Transport" he insisted. This is going to take some time I thought to myself. "I am in charge at the moment" I said. After several more back and forth exchanges I said, "Sir, we are not getting anywhere. Unless you can give me more information, I'll have to terminate this call". A few minutes later after more exchanges I said "Sorry sir, I'm terminating this call. Goodbye". And did. A few minutes later a Travel Advisor came to me saying they had someone that had got through the 1234 travel enquiries number and insisting on speaking to the person in charge. Knowing it was him I took the call and he couldn't believe it was me again. "I told

you I was in charge" I said. He hung up and I never did find out what he was complaining about!

The switchboard took as many complaints as the 1234 number and we could take up to twelve in an evening. We recorded the customer's complaint and their contact details and it was passed on to Customer Services the following working day for them to reply. We'd get all sorts of comments from pigeons trapped in netting under a bridge (we'd report that to the relevant line controller) to a drunken bus driver (unlikely) but that would be reported to Centrecom, who looked after emergencies on the road, taking 'code-red' calls from bus drivers and they work closely with the Police.

We might also have to take calls from the Press, especially when some major incident happened. We had a dedicated Press Office to field such calls but they worked on-call so we'd take the callers' number and the Press Officer would phone them back. Most times they were already aware of the incident, but I did wake one up early on a Sunday morning. We, of course, were not allowed to comment, but most people from the Press were reasonable and knew how things worked, so wouldn't ask us for comment in the first place.

The Real Time Team compiled the weekend engineering notices and bus diversions for the staff on the phones but during our rare quiet periods we might jump onto the phones and field some 1234 calls. One morning I arrived at 0530 for my 0600 start and the night-shift leader said in a panicked tone "The Ceefax pages have disappeared and we have three line closures to get out". I knew that it was impossible for the pages to disappear and thought they had done something silly. "I'll make a cup of tea and then look at it" – after all tea is *far* more important than anything! Sure enough, the main two pages *had* disappeared and more and more line and station closures were coming through to us. It was one of the busiest mornings for closures and I had to get information out – and I was on my own all morning! Thinking quickly, I renamed the bus and DLR pages (pages 5 and 6, which inexplicably were being displayed) to 'Underground' and added a note that due to a technical fault we were unable to display certain pages but I got the really important information out. It was a major fault that took three days to fix.

I was not at work on Saturday 24 April 1993 – the day the IRA detonated a one-ton bomb in Bishopsgate. Those that were on duty heard and felt it and all hell let loose on the phones. It caused chaos in the City, with numerous diversions set up at short notice. It fell to me on the Monday morning to coordinate the diversions, which were

changing virtually every day and some were still in place seven years later. Even today, normal traffic cannot turn from Tower Hill into Eastcheap towards Monument.

I was on duty on 30 September 1994. I was on late shift that night, which was the night of the last Epping-Ongar train and also the last train to Aldwych. Whilst most enthusiasts were at Epping, I negotiated a convenient 'lunch' break (yes, they were still lunch breaks even in the evening or middle of the night) and I went to Aldwych for the last run to and from the now-closed station. There were about twenty on the train that that night!

When those taking calls had a query they couldn't answer, they went to the Supervisors, some of whom were very protective of their position and simply told them the answers – it was all about power; some supervisors hated the thought that those below them may know more than they did. However, when call-operators came to me, I showed them where to find the answers and explained to them how to check BR fares, look up addresses and any other occasional query. Many preferred to come to me rather than the Supervisor because of their attitude and some of the Supervisors didn't like me doing that, although they stopped short of stopping me.

A change of leadership led to me applying for the Supervisor of Real Time. I was never going to get it because the manager had decided she wanted someone else and wiped their poor sick-record record clean just before the interviews to allow them to be offered promotion. I decided I could not work for this person, although I had absolutely no ill-feeling for him personally and I started looking at jobs elsewhere in the organisation.

It was a couple of years after I left Travel Information that I had need to call them myself to get the time of the N68 from Aldwych and this was answered promptly. I knew I didn't have much time to make the interchange so I asked the chap which bus stop it left from. "We don't have that information" he said. "Are you sure?" I asked "What about the Where to Catch Your Bus Panels that sit on the Real Time Desk?" "Oh!" he said "I suppose so". When he gave me the information, I said to him "Don't lie to customers. You never know who is calling you". He never found out who I was, but that's the point, we didn't know who was calling. We had mystery shopper customers – those employed specifically to call us to see how we responded – and even the Supervisors didn't know who these people were. Also, the Chairman or a senior Director might phone up to ask questions (and they did, including the Commissioner of TfL) and, of course, they wouldn't identify themselves.

WHAT IS THIS? Asks Phil Palmer



Can anyone help me in identifying this sign? It is single sided with brackets to attach it to a wall. I think it is probably a bus station stand sign.

We are currently reviewing our signs display at the Museum and I'd like to include this sign, if we can work out what it is.

If you can help, please contact me at: Phil.palmer@londonbusmuseum.com, or find me at the Museum on a Wednesday.

DONATIONS RECEIVED Phil Palmer

Since the last newsletter we have had donations from the following:

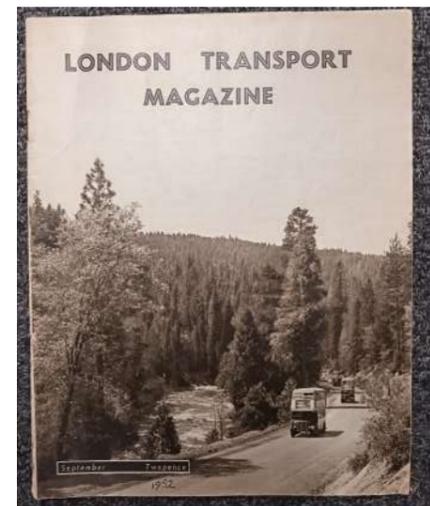
Gary Wood
Martin McClure
Ella Kelly
Paul Cheeseman
Heather Butt
Kevin Porter, for Alison Cruise
Trevor Hayman
Dave Taylor
Malcolm Childs
Bill Earham
Lawrence Steer
Leon Daniels and P Nichols
Walthamstow Pump Museum

We are very grateful to all of these donors. Many of these donations

have gone to the second hand stall where they will be passed to enthusiasts in return for a contribution to Museum funds, while some have gone to enhance our collection. I must particularly mention XF3, which is a new bus donation; as recorded in the last magazine and June's E News

We have also renewed the loan agreement for RT2775 which is on loan to the British Commercial Vehicle Museum in Leyland, Lancashire. It's a standard 1952 RT, but what makes it exceptional is that in 1952 it was one of three buses to take part in a 5-month coast to coast goodwill tour of the USA and Canada. The trip was featured in LT Magazine and a copy of

the magazine cover, showing the buses in the Sierra Nevada mountains, is reproduced below. Why not take a look when you're next in Lancashire?



REPLICA SUMMER UNIFORM



The Museum produces replica uniforms, which represent the jackets worn by crews in the 1950s/60s. They are made with either Navy or Green cuffs and collars. The Navy trim represents the uniform worn by Central area (red bus) crews and the green trim was for the Country area crews (green buses). Members are entitled to a discounted price of £39 and drivers and conductors, who crew the Brooklands Bus

Rides, are entitled to a significant subsidy.

The jackets are produced in sizes 40" chest to 50" chest in two-inch steps. They are equipped with the Griffin buttons designed by LPTB and which continued to be used into the 50s/60s.

Please contact Robin Helliar-Symons on RDHSymons@gmail.com, or write to 7 Bedford Close, Maidenhead, SL6 3UP for more information.

Route 61 heritage day Saturday 14 September 2024

IT'S FREE

- 61
- Bromley North
- Bromley South
- Bromley Common Bus Garage
- Locksbottom for Princess Royal Uni. Hospital
- Crofton Lane
- Orpington Station
- Orpington High Street
- Chislehurst Road
- Chislehurst Gordon Arms

We will be running buses from the 1930s to the 1970s from about 1000 to 1700, which will be joined by other buses from private owners. It's completely free and you can ride with us all day.
This special service is not part of Transport for London but will run alongside the regular TFL route 61 on which normal fares apply.



Scan for more information, including timetables, maps and vehicles attending (updated regularly)

Come for a ride on heritage buses through Bromley, Orpington and Chislehurst as part of our programme of bringing buses out of the Museum to run again on the streets of London



Please support our volunteers by visiting the London Bus Museum. We are open Daily and located within the Brooklands Museum, Weybridge, Surrey. londonbusmuseum.com



Who's Who in The London Bus Preservation Trust

Telephone: 01932 837994. The phone is staffed by 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 e-mail (see below) will usually bring a quicker response.

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

Post: The Museum's postal address is: London Bus Museum, Cobham Hall, Brooklands Road, WEYBRIDGE, KT13 0QS

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

Museum on the Web

Website: www.londonbusmuseum.com
Facebook: awaiting updated access information

Trustees and Officers of the London Bus Preservation Trust Ltd Honorary Positions

Hon President: Vacant
Hon Vice President: Chris Heaps
Museum Mentor: Sam Mullins OBE

Trustees

Chairman: Leon Daniels OBE*
Vice Chairman: Paul Sainthouse
Secretary: Peter Brown BEM*
Treasurer: John Duff*
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Richard Telling
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LONDON BUS MUSEUM

TRANSPORTFEST

2024

Sunday 20 Oct 10am-5pm

prices & advanced booking brooklandsmuseum.com/tickets 01932 857 381	FREE BUS RIDES ON CLASSIC & MODERN VEHICLES
LBM & BMT members free join on the day & we'll refund your entry fee	MARKET STALLS
free parking in The Heights car park KT13 0XP	CHILDREN'S ENTERTAINMENT
	FREE SHUTTLE BUS TO & FROM WEYBRIDGE STN & WEYBRIDGE
	ENTRY TO MOST BROOKLANDS ATTRACTIONS
	BROOKLANDS MUSEUM londonbusmuseum.com 01932 837 994

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Bus Service Administrator: Peter Osborn*
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Company Secretary: Peter Brown

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Charity number: 1053383
Company Registration number: 1061762

