

# LONDON BUS MUSEUM

*E-news*  
*February 2025*



The work begins!





## T 357 update

After almost two years on display in Cobham Hall, T 357 has now moved into the workshop so that restoration work may begin.

We continue to welcome donations to help restore this unique vehicle. Last year's unveiling of T 448 showed the remarkable skills of our dedicated team of volunteers. Let's repeat that success!

ALL PHOTOS:EDITOR



# More horse bus progress

Thanks to Laurie Mountjoy for these photos of Alan Gaskell's ongoing restoration of the four-light horse bus.

Parts of the vehicle have been dismantled to enable the overhaul of the running gear.

PHOTO CREDIT (RIGHT AND BELOW LEFT AND RIGHT): LAURIE MOUNTJOY

PHOTO CREDIT (FINAL ROW): EDITOR



...the...  
...P. M. Greenwood...  
...Bridle Hill Drive...  
...a business woman working...  
...who served as hon...  
...ary in the past, was elected...  
...s. warden...  
...s. elected were: Mr. H...  
...scholar, auditor; Mr. Reg...  
...ressor; Mr. Ian Macklin...  
...an of Christian respon...  
...Mr. Geoffrey Hampe...  
...velope secretary.

Thatcher to grant the "freedom...  
to local authorities which the...  
Government had promised...  
Before the resolution was put

## BUS MUSEUM FOR COBHAM

**A LAST resting-place for historic buses is to be established at Redhill Road, Cobham, following a decision by the Surrey north-west division planning sub-committee at their meeting last week.**

The committee granted a planning application by the London Bus Preservation Group to establish a private museum for the preservation of historic buses at Depot 45, Redhill Road. During the war and up to 1957 the building was used for prototype aircraft manufacture on limited period permissions. In 1959 it was determined that the building was complying with planning control, providing it

was only used for agricultural purposes. At present it is vacant and in a state of disrepair, the committee was told.

In his recommendations the County Planning Officer said the use of the building should be limited to use as a private museum for the preservation of historic vehicles only, and not as a public exhibition hall or for the general storage or repair of vehicles.

The use, he also said, ought to be used only in connection with a private recreational organisation and not for any commercial or business purposes or as an agency for the letting or hire of historic vehicles.

**'NOT TOO HAPPY'**  
The committee agreed that a number of other conditions ought to be imposed with the granting of the permission in order to preserve the visual rural amenities of the locality and to protect the amenities of the area. The site lies within an area to which the strict Green Belt policy applies and where any use other than an agricultural or recreational use would be inappropriate.

Captain E. H. Longsdon asked what would happen if, on a Sunday, 100 people turned up to look at the buses and wanted somewhere to park.

Mr. H. S. Cawsey said he was "not too happy" about the possibility of members of the public visiting the premises.

A representative of the County Planning Department said that the building had been a problem for some time, but the suggested use was "a fairly innocuous" one. It was not envisaged that the premises would be open to the public.

## MURKAR BOMB ESCAPE

AN Esher teenager had a narrow escape when he nearly tripped over a "potentially dangerous" mortar bomb on West End Common on Monday.

Jeremy Wells (17), of 35 Park Road, Esher, was walking along a path near the "swamp" not far from West End Lane, when he saw in front of him the six inch diameter head of a mortar shell.

He uncovered the bomb and phoned the police who cordoned off the area. A demolition squad was called, and on Tuesday, at 8 a.m., Captain Squires of the Royal Army Ordnance Corps, considered the bomb dangerous.

The war-head was five feet in diameter remained. Debris was blown some 50 to 60 feet in the air. A crater, two feet six inches deep by five feet in diameter remained.

**SECOND FIND**  
Jeremy Wells' discovery came only a year after he and a friend had found a three inch mortar smoke bomb near his school, Charterhouse.

"It's quite a feat," joked Jeremy after the incident. "But I nearly stepped on it and if it had gone off, I would not be here now."

It was thought that the bomb was a part of Home Guard stock used for practice during the war. A police spokesman said: "It could have easily misfired or killed. But it was well off the beaten track and away from the public."

thing must be done to slow traffic down at this junction. It considered several plans proposed by the council's engineer and surveyor, Mr. A. F. Alexander, but after discussion, Mr. Alexander was asked to come forward with another scheme, possibly incorporating the use of a box junction or traffic lights or a re-alignment of Burnet Wood Lane.

He was also asked to consider a "no waiting" restriction on the roads near Ashford station.

**WOULD ARGUE**  
Mr. Eric Hardy believed the only solution was to construct a small roundabout at the junction of the three roads, but members felt it would spoil the rural aspect of the area.

Mr. Taylor said the plans ought to go on exhibition and a public meeting be held for the people of Ashford to decide which of the plans they preferred.

Mr. Edward Griffin, chairman

## TROUBLE-FREE WEEKEND

"We have never had such a quiet Bank Holiday." That was the pleasing announcement by Esher police after a virtual accident-free Easter weekend.

There was only one minor accident. Police thought the weather was largely responsible; a spokesman said "traffic discipline appeared to be very reasonable."

A Esher Fire Brigade was called out only once over the holiday — to 6 Randall Cottages, Cobham, where a garden shed was destroyed.

Mr. Lee was born in Blackburn and educated at Oxford. A desire to do something to improve social and working conditions has led him to choose personnel work as a career at a time when personnel management was hardly thought of. His work drew him to the attention of Shell, which approached him to join the company.

His work in international relations adviser to the sponsoring committee of the "Working Together Campaign" organised by Aims of Industry with the theme of co-operation on the shop floor.

Mr. Lee has been involved in labour relations at a very high level over a number of years and has worked closely with Cabinet Ministers of both parties and advised a wide range of industrialists. He has been particularly involved on the African continent and is still in consultation with various African

THE Re...  
Oxbott...  
good fi...  
giving a...  
He i...  
work in...  
He sp...  
people"...  
of the young...  
out of it...  
set-up an...  
couples b...  
by the b...  
In five...  
two of the...  
ried had l...  
live in O...  
He said...  
see build...  
church, no...  
and fine...  
thanked w...  
helped wi...

Mr. Ri...  
warden, n...  
ings of t...  
council th...  
that more...  
given to s...  
church an...  
meetings...  
to ensure...  
ness, and...  
only little...  
The qu...  
was an im...  
not just...  
sturdily...  
money, us...  
lives...  
Matters...  
the relat...

Shell and...  
adviser for...  
relations i...  
of the larg...  
agement or...  
groups. He...  
as one of...  
Mr. Lee...  
He was a...  
and played...  
with Black...  
the war in...  
in 1917...  
He is still...  
and remain...  
team, as w...  
Mr. Lee...  
Dances Cl...

**FIRST-CLASS SECURITY AND QUICK WITHDRAWALS**

**5%**

**FOR SHARES (Income Tax Paid)**

£1 to £10,000 (£20,000 husband and wife jointly)

**NATIONAL POST OFFICE BUILDING SOCIETY**

Established 1896 Assets Exceed £45,000,000

**153 HIGH STREET, EPSOM, SURREY**

**FREELANCE CONSULTANT**

MR. JACK LEE, international labour relations expert who for 21 years was employee relations adviser with Shell International, has set up his own freelance consultant service concerned with all aspects of personnel management and industrial relations from his home in Otford.

Mr. Lee has been involved in labour relations at a very high level over a number of years and has worked closely with Cabinet Ministers of both parties and advised a wide range of industrialists. He has been particularly involved on the African continent and is still in consultation with various African

## Origin story

David Bowker has found this report from *Esher News* dating back to 6 April 1972, reporting on planning approval to establish the Cobham Bus Museum.

Here's the text in full:

A last resting-place for historic buses is to be established at Redhill Road, Cobham, following a decision by the Surrey north-west division planning sub-committee at their meeting last week.

The committee granted a planning application by the London Bus Preservation Group to establish a private museum for the preservation of historic buses at Depot 45, Redhill Road.

During the war and up to 1957 the building was used for prototype aircraft manufacture on limited period permissions.

In 1959 it was determined that the building was complying with planning control, providing it was only used for agricultural purposes. At present it is vacant and in a state of disrepair, the committee was told.

In his recommendations the County Planning Officer said the use of the building should be limited to use as a private museum for the preservation of historic vehicles only, and not as a public exhibition hall or for the general storage or repair of vehicles.

The use, he also said, ought to be used only in connection with a private recreational organisation and not for any commercial or business purposes or as an agency for the letting or hire of historic vehicles.

### 'Not too happy'

The committee agreed that a number of other conditions ought to be imposed with the granting of the permission in order to preserve the visual rural amenities of the locality and to protect the amenities of the area. The site lies within an area to which the strict Green Belt policy applies and where any use other than an agricultural or recreational use would be inappropriate.

Captain E. H. Longsdon asked what would happen if, on a Sunday, 100 people turned up to look at the buses and wanted somewhere to park.

Mr H. S. Cawsey said he was 'not too happy' about the possibility of members of the public visiting the premises.

A representative of the County Planning Department said that the building had been a problem for some time, but the suggested use was 'a fairly innocuous' one. It was not envisaged that the premises would be open to the public.

# Mystery men?

Last month **Tim Sargent** shared the photo on the right of **NS 174** being moved prior to the closure of Redhill Road and the move to Cobham Hall in 2011.

He identified **Chris Wheble** in the hi-vis and **David Kinnear** in the scarf.



**Graham Burnell** has identified **Peter Wall** behind the steering wheel and **Ian Barrett** checking the undercarriage. Graham's own photo below shows **Andy Kaufman** and **Malcolm Cron** hitching a ride with Ian when the NS was moved out of the workshop ([see E-news August 2024](#)).

PHOTO CREDIT:  
GRAHAM BURNELL





Above: T 31 at Worthing on 2 December 1967, driven by the late John Christie



Above: Former GS 64 in Gomshall Railway Yard. Date unknown



Above: GS 64 arrives at Crystal Palace Low Level Railway Yard

## The bus mad 60s and 70s!

### *John Lines*

Most readers will know me through my acquisition of Burton Corporation fleet number 70 in the 1960s: a wonderful Utility Guy Arab II. Do I see confused looks? What if I say **G 351**? I grew up during the war and well recall the Utility buses of London Transport.

I have written reams over the years about that wonderful vehicle. Now I want to tell you about some of my adventures involved in other acquisitions.

The Metropolitan Police newspaper - *The Job* - ran an article about G 351 and yours truly. Another PC, **Mick Hebard**, read it. He was considering buying a former LT STL from Grimsby Cleethorpes. The result was a trip to Grimsby to look at two former Country Area STLs, one of which, Grimsby Cleethorpes 47, was ex-**STL 2692** and had spent time at Watford. Mick purchased the vehicle. On the day we collected it, we made a trip to a nearby scrapyard to acquire parts from another STL, 2689, which was being broken up there.

**John Christie**, another PC, had also caught the bus bug and decided to purchase **T 31**! This meant another trip, this time down to Sussex, with G 351 to bring T 31 to Croydon where John had acquired a building to erect in his garden in which to house her.

Soon after, I received a telephone call from the then manager of Tillingbourne Valley, asking if I wanted to buy a GS! Now, what self-respecting Guy enthusiast would pass up such an opportunity? There was one big problem though: it had a seized engine! We borrowed a lovely old former Crow Carrying Company Scammell tractor unit, which a local breaker used, and soon **GS 64** was joining a number of preserved vehicles in Crystal Palace Low Level Railway yard. The bus is now part of the London Transport Museum collection.

## The bus mad 60s and 70s!

While I was contemplating what to do with the GS, Mick Heard gave me a quandary. I recall often dropping in at the Harling's yard in Carlisle Lane, Kennington, where there were a number of ex-LT buses: an RF, an RTL and a couple of RFWs. The two RFWs had been sold to Chuckie Chickens in Craven Arms, Shropshire, who ran a number of buses and coaches, amongst which was GS 64. The GS was very useful for some of the narrow lanes around that area and they were on the lookout for another! You've guessed it: GS 64 went off to Craven Arms, again behind the Scammell, and I became the owner of **RFW 6** - yet another addition to the fleet in the railway yard.

At around that time I met **Malcolm Bowers**, who was in the process of buying RT 54. I collected it for him from a lay-by near Heathrow Airport! Malcolm well and truly had the 'RT bug' and soon acquired RT 4508, a beautiful ex-Green Line RT, from London Country.

Thinking about London Country reminds me of another GS. John Christie and I were on patrol around Nine Elms when our eyes fell upon poor derelict GS 15. Needless to say, the owner arrived very quickly when two police officers were seen perusing it! Net result: the GS was purchased by another friend, **Brian Speller** (sadly no longer with us). I offered to tow the GS with my Land Rover back to the railway yard. All went well until we reached Clapham until the chassis of my Land Rover collapsed! Fortunately John Christie also had a Land Rover - a quick trip to collect it and off we went again.

GS 15 is still in active preservation and was seen in Bromley garage as part of the 100th anniversary celebrations of that garage in September 2024.

Right: GS 15 at the Bromley Bus Garage 100th anniversary celebration, 14 September 2024

PHOTO CREDIT: NIGEL EADON-CLARKE



Above: RFW 6 at Craven Arms, 24 January 1974



PHOTO CREDIT: EDITOR

Above: GS 64 at the LT Museum Acton Depot, 21 April 2018





PHOTO CREDIT: EDITOR



PHOTO CREDIT: MALC MCDONALD

This is Tyne & Wear Metrobus 416, seen in central Newcastle in December 1987. In 1988, 416 (plus four others from the batch) were purchased by LT, becoming M 1482.

## Q&A with Tom Yun, Volunteer Stewarding Roster Manager

**How did you become involved with the Museum and what do you enjoy most about volunteering?**

I have lived in Weybridge for quite some years, so Brooklands Museum is a local landmark. I attended most Brooklands and LBM events, and I always wanted to be a volunteer after I retired in 2022. I'm amazed by the achievements of our colleagues in devoting themselves for many years to operating the Museum, preserving artefacts, restoring buses and curating events and exhibitions

**What is your favourite vehicle in the collection and why?**

The MCW Metrobus. I have good memories of the London ones in the late 1980s when I was working in London and travelling on them frequently.

**What's your earliest transport or bus memory?**

When I was young, the images of those yellow and cream buses in Newcastle, Tyne & Wear and Sunderland remain in my mind. The BR Intercity 225 diesel express is also a strong memory from my younger days, a dream train to travel on to London from the north. Later in the 1980s, the hop-on, hop-off "bus tours" along Oxford Street on Routemasters and the not very happy faces of the conductors is again a very special memory for me!

**Tell us about your professional background.**

I worked for a Japanese company since the early 1990s until I retired two years ago. I was in the overseas marketing department and was sent to the Tokyo head office, after which I spent almost 18 years in Japan. This gave me the opportunity to take thousands of photos of Japanese trains.

**If you could travel back in time to any transport era, which would it be and why?**

The 1970s, as when I was young, I could not afford to have photographic documentations of many of the public transport vehicles when I was living in the north. I can only find those missing images from internet searches nowadays!

**What's your favourite book, TV show and film?**

All kinds of detective stories, whether books, films or TV programmes. I have full collections of Agatha Christie, Sir Arthur Conan Doyle and many others. Reading is one of my hobbies, as well as building models.

# YOU'RE INVITED: MEMBERS' DAY & AGM

Saturday 8 March

11am, Napier Room, Brooklands Museum

Join us for our Annual General Meeting,  
plus:

- Refreshments and lunch
- Workshop tours
- Rides on T 448, STL 441 and STL 2377

We look forward to seeing you.

Thank you all for your support.

To view the AGM agenda and reports:

- Log into the members' area here.
- Then navigate to the AGM page.

If you can't attend, please help us reach a  
quorum by returning your proxy form to:  
[peter.brown@londonbusmuseum.com](mailto:peter.brown@londonbusmuseum.com)

Please also let Peter know if you have any  
dietary requirements.



# LBM Events 2025



## Route 19 Heritage Bus Day

29 March

Take a ride along route 19 with free vintage buses running all day between Finsbury Park and Battersea Bridge.

[View more >](#)



## Spring Gathering

13 April

Our annual transport curtain-raiser kicks off the 2025 rally season with a range of vehicles, rides, stalls and fun.

[View more >](#)



## Route 418 Heritage Bus Day

8 June

Join us for a nostalgic ride along route 418 with free vintage buses running all day between Kingston and Epsom.

[View more >](#)



## Summer Festival

22 June

Our annual summer event returns, with an array of vehicles, bus rides, traders' stalls, food and more.

[View more >](#)



## Route 54 Heritage Bus Day

13 September

Join us for a ride along route 54 with free vintage buses running all day between Woolwich and Elmers End.

[View more >](#)



## TransportFest

19 October

Save the date for our autumn extravaganza with a dazzling range of vehicles, bus rides and traders' stalls.

[View more >](#)

# Wood Green running day

Classic buses will be found around the streets of Wood Green on Sunday 23 March, in aid of **Comic Relief**. You'll find them on parts of routes 29, 121, 144, W3 and 251. For further details, contact **Trevor Muir** on 07956 528474.



D 142, star of *Downton Abbey* and *Mary Poppins Returns*, marks her 100th birthday this year!

PHOTO CREDIT (LEFT): IAN THOMPSON

ALL OTHERS: EDITOR

# Route 19 heritage day Saturday 29 March 2025

IT'S FREE

- 19**
- Finsbury Park
  - Highbury & Islington
  - Islington Angel
  - Tottenham Court Road
  - Piccadilly Circus
  - Knightsbridge
  - Sloane Square
  - Chelsea Old Town Hall
  - Battersea Bridge South Side

Come for a ride on heritage buses through Highbury, Islington, Chelsea and the West End as part of our programme of bringing buses out of the Museum to run again in London



We will be running buses from the 1930s to the 1980s from about 09:00 to 17:00, 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 19 on which normal fares apply.

London Bus Museum's Spring Gathering will be held at Brooklands on Sunday 13 April

The London Bus Museum is open Daily, located at the Brooklands Museum, Weybridge, Surrey KT13 0SL

[londonbusmuseum.com](http://londonbusmuseum.com)  
[brooklandsmuseum.com](http://brooklandsmuseum.com)



LONDON BUS MUSEUM



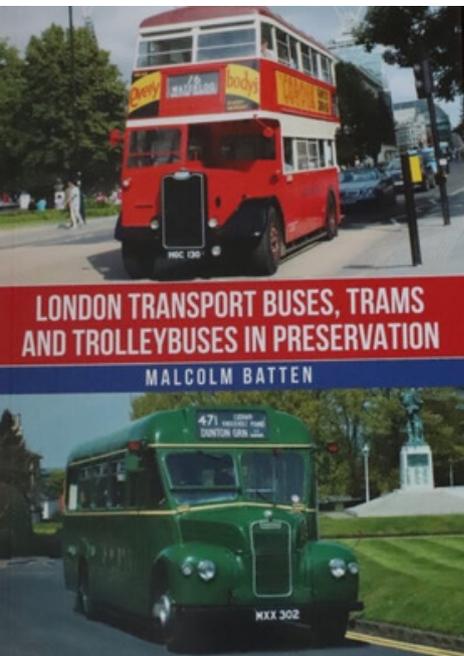
ALL PHOTOS: EDITOR



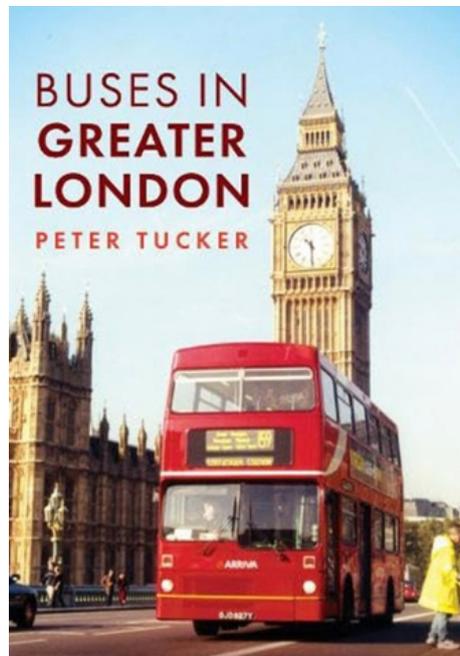
Our buses are preparing for the running day! Don't miss out on a chance to ride on RT 4779, STL 2377 and friends operating free on one of London's longest running, unaltered routes!

# What's in Shillibeer Place, the LBM gift shop

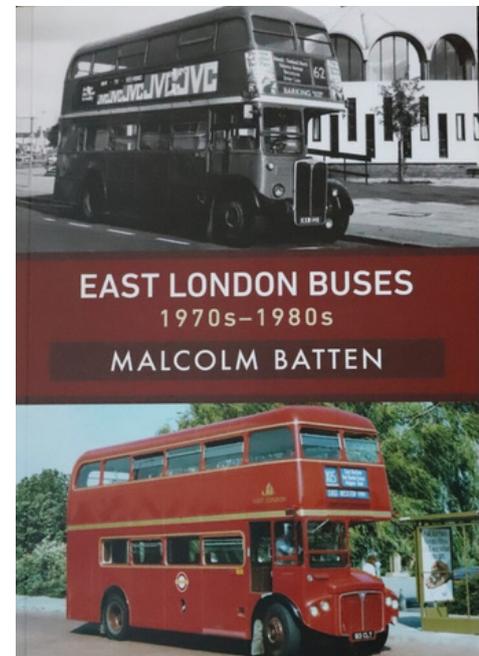
Buy in store or online



LBM buses are included,  
plus others in museums,  
with bus operators and with  
private owners



This new book is a  
photographic survey of  
London's red buses  
between 1993 - 2023



This book profiles a  
fascinating period in the  
history of the London bus  
spanning two decades

[Buy online >](#)

[Buy online >](#)

[Buy online >](#)

# From the driving seat

Have you ever wondered what it's like to drive **ST 922**? Chairman Leon Daniels explains all in [this new video](#).



PHOTO CREDIT: MARK ROWELL

Meet Iris, a new recruit who now adorns the platform of **RML 3**.

# From the Editor

Thanks to all our volunteers who supported the Museum during half term week this month: our stewards, workshop staff, drivers, conductors and cleaning team. Over 1,400 visitors enjoyed a bus ride and Shillibeer Place saw record takings. Don't forget, **new volunteers** are always welcome!

Thanks to David Bowker, Graham Burnell, Leon Daniels, Nigel Eadon-Clarke, John Lines, Robert Matthews, Malc McDonald, Laurie Mountjoy, Trevor Muir, Mark Rowell, Ian Thompson and Tom Yun for generously contributing stories and photos for this edition.

Please email me any content for our next edition.

*Richard*

[richard.hastings@londonbusmuseum.com](mailto:richard.hastings@londonbusmuseum.com)



PHOTO CREDIT: ROBERT MATTHEWS

**Stowe School** is looking for a paid Routemaster driver for around 20 hours a week to shuttle pupils around the school in RML 2714. Full details are [here](#). Expressions of interest to our President, Paul Sainthouse: [paul.sainthouse@londonbusmuseum.com](mailto:paul.sainthouse@londonbusmuseum.com).

E-news is produced for the members of the London Bus Preservation Trust and sent to those who have supplied an email address.

London Bus Preservation Trust Ltd  
Charity No. 1053383  
Company No. 01061762

Registered address:  
Brooklands Road, Weybridge  
Surrey KT13 0QS

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

