

Everyone seems to be full of the joys of spring now, even me! The weather has been largely wonderful, so let's hope it holds for the Spring Gathering, which is almost upon us, see articles below:

RLH53

After a long time out of the country and a protracted journey back, this bus is now not only in the UK, but also in the Museum, on display as our "barn find", temporarily replacing T448. It landed in Liverpool on Tuesday 10th April and was collected from the docks last Wednesday morning.

The trip back to Cobham Hall was by low-loader, courtesy of Finch's in Bookham. The amazing thing is that it seems to be in good mechanical condition, the engine runs well and the air system works. Also, it appears to be complete and even with a few extras, although not everything is fitted. It fills another gap in our collection and has a local connection, the body having been built at the Weymann factory in Addlestone.



Photos: upper – Peter Zabek, lower – Kevin Hibbs

Roger Stagg

At the discussion that followed the recent reconvened AGM, I talked about the future of restoration of our vehicles and offered to report in the next newsletter the thinking on that for your comments. Having now drafted that, I realise that it will take up more space than Kevin will allow me (*true – Ed.*) and, thus, I have held this over until the next Magazine, following which I look forward to your responses.

As we look towards having been in our new home for almost a year now, and with the problems we have encountered as part of our learning curve being under resolution, I have taken time to reflect on how we are here at all.

It's only too easy to look at us in 2012 and forget what it was really like in 1972, 40 years ago. Not only are we all 40 years older, but the world and especially our world is a very different place. The Museum we have today would be inconceivable. Even the huge collection inherited from LGOC and LTE could not find itself a

proper home slipping from the old Clapham garage to Syon Park.

The foresight of those early members, who not only saved so many vehicles from destruction, but also went so far as to purchase a building to put them into, is beyond reproach. Admittedly they certainly never foresaw where we are now, how many vehicles would be in preservation and that a simple bus club would develop into what is now not only securing the future of so many types of bus & coach, but has adapted to the changing attitudes and interests of the emerging generations.

Without them there would be nothing and I feel that, whilst some of them would need to sit back and ponder the whys and wherefores of the current system, they would acknowledge that, in a constantly changing and Government controlled world, we have secured the buses that were their prime interest for the future.

When you are walking around the Museum perhaps you might stop for a while and give a thought for those

What a pair! Weren't they wonderful specimens? (The horses, of course)



Horsebus in action on Members' Day.

who made all this possible. Some have departed to a better place; many are now in their dotage and others still active in the movement. You and I owe them a huge debt of gratitude and I should hope that we can give as much as they did and in many cases still do.

David Kinnear Writes

After what was written in this newsletter two issues ago, thanks to all those of you who enquired after my health. At that time the report wasn't actually factual, but by spooky coincidence, shortly after, an x-ray following a cough that wouldn't go away revealed an unexpected health problem which has to be dealt with. Over the next few months, we will see what effect this has on the work I do for London Bus Museum, both as a trustee and curatorial director.

1. Exhibition Displays

Meanwhile Sector 3 of the Timeline "The Emergence of the Motor Bus" went up in time for Members' Day last month. Research work for Sectors 4 "The Decade of Development" and Sector 5, "RT The Bus Designed for London", are well under way. Norman Davey has been helping me with this and I would like to thank him for his painstaking research into the pictures and backgrounds of buses and coaches of the thirties we want to use - and in particular those from the wonderful Bernard Phillips Collection, now owned by LBM.

Also on Sector 5, following up my request in the last newsletter to identify the mystery illustrator of the fine RT1 line drawing "MJ 81", member Steve Whitelegg, responding to my request from his home in the Caribbean came up with the name of Mike Jeffries. I was then able to contact Mike who has given his permission to use the drawing in our displays. You can see more of this talented artist's work on www.redbubble.com/people/artistjeffries

Last week we created the new opening in front of RT1 to allow better access for buses to transit between the "ancient" and "modern"

hall which should ease the job of Ian, Andy and Roger as their programme of bringing all our vehicles up to operational condition gathers pace. To save money, the new full height sliding door will be going up when we fit the next set of graphics.

Meanwhile we have applied to The Esmée Fairburn Foundation for substantial funds to create a new "WW2 War Hall" project design for Sectors 6 and 7. The plans for this include dramatic effects using sound and light to create a realistic wartime street scene with guns, sirens, aircraft, searchlights, explosions etc.

2. Accreditation

On Accreditation standards, Arts Council England have approved postponement of our application for Full Accreditation to Tranche 7 i.e. at the end of 2013. This is because upgrading our game from the former Cobham Bus Museum, which was effectively a private bus society, into our new fully functional museum open to the public 360/7 at LBM Cobham Hall, means that **all** the procedures and documentation of our museum management have to be revised and/or re-written to ACE-ML's new 2011 standard - a mammoth task involving the trustees and the Curatorial team, Brian Jones, Tim Sargent and David Williams.

This work is worth it because Accreditation secures our vital charitable status and allows us access to grant opportunities not otherwise available, including the HLF.

3. LBM Library

Meanwhile David Williams and colleagues in the Curatorial team have been working hard creating an extensive new research library. We now need to fund secure bookcases to accommodate the collection, much of which is formed from a vast number of donated books.

Tailpiece

Has David Kinnear's 1931 Austin Seven RM Box Saloon **really** been spotted going round Hugh Locke-King's famous banking at Brooklands? Looks like it, but not so. Photographer Pete Suddaby used

Adobe Photoshop to assemble various pictures he took into this interesting photo composite. Below: in the original photos the car is in front of the fence, but Photoshop has been used to paste the image behind the fence onto track to create a picture that would not otherwise be possible.



Photos copyright and by kind permission of Pete Suddaby

N.B: Please do not drive **any** vehicle on the Banking without BMT's permission - it is an ancient monument.

CPC Training

As most PCV drivers are now aware, the new rules regarding CPC training come into effect shortly. This means that if you cannot prove that you have had the relevant amount of training required, you will no longer be allowed to drive PCVs with fare paying passengers of any sort. My information suggests that it does not affect your ability to drive free bus services, though. So, provided that passengers have not paid to board the bus and it doesn't leave from a site with paid admission, you are ok to continue driving without training.

Due to this requirement I am looking to start running some training courses at the LBM. In order to get the best price, I need to know how many people may be interested and when to run the courses. Weekdays or weekends. Maybe both?

You can contact me to register your interest by emailing :-
ianfixesbuses@btinternet.com

Ian Barrett.

Steve Edmonds

Members' Day

Sunday 18th March saw just over 200 members enjoy the second Members' Day to be held at Cobham Hall, in spite of it also being Mothers' Day. We had four buses operating a service from Weybridge station to the Museum and the Addlestone rounder. TD95 had its first outing since its latest refurbishment and went well. RFs 226 and 395, joined by RP90, added to the variety of buses giving rides.



The three light blue bus, pulled by two beautiful "greys", provided trips

around the Brooklands site which were enjoyed by both LBPT members and visitors to the Museum. Tony Drewitt ran the service as he wanted to test his readiness for the Spring Gathering and photograph the horse bus in Brooklands' surroundings.



The afternoon saw a formal presentation of the late Alan Pursey's model bus collection to the Museum by members of his family. Eloquent speeches of thanks and appreciation of Alan's friendship and contribution to the Museum over many years were given by Peter Duplock and Roger Stagg. Also present to be thanked and applauded was Ted Reynolds who had donated his superb hand built 1/12th scale model of T162, now housed in its display cabinet case on the mezzanine floor of the Museum.



There followed a briefing for those who have volunteered to help out at the Spring Gathering on 29th April. On balance I think the clash with Mothers' Day is to be avoided in future. However it was a most enjoyable day all round as members pottered around the Museum and sales stalls, took an occasional ride on a bus and drank a cup of tea or coffee with a biscuit or joy of joys, a chunk of Roger's delicious bread pudding. Yum!

Photos: Michael Wickham

Membership and Volunteers' survey

In the March issue of the newsletter we listed some of the suggestions that Members had made about what we might do to improve our service to visitors and members and here are the responses from the trustees and the shop manager:

1. The Museum shop now stocks polo shirts, long sleeved sweatshirts and fleeces in various colours apart from the house scarlet; these were on sale at Members' Day.

2. The provision of training drivers towards their PCV licence has been considered in the past but has not been a viable proposition thus far. Whilst driving buses is generally a privilege that comes after volunteering in other areas, there is no doubt that bringing on younger volunteers in this aspect is a good idea. That said, we need to attract some younger volunteers in all areas.

3. CPC training for existing drivers and those who wish to move on to driving is being actively considered at present. (See Ian Barrett's piece, left)

4, 5 & 6. Everyone is aware that the public love riding on old buses and that providing this facility is desirable. However, we have to strike a balance between that objective and the need to avoid over-using historic artefacts. There is also the question of finding the individuals who would like to organise this and carry it out. We are on the look-out for a suitable vehicle, from outside the Museum Collection that could provide rides on the site.

7. The Trust has to be careful, as a charity, not to engage in commercial trading and the trustees do not feel it would be appropriate for us to be in the private-hire business. However, some of the working fleet will be kept in Class 6 condition so that the buses can be used in revenue service at events and to provide paid trips for Members which will contribute to museum funds. At the same time, our buses will continue to earn their keep from film and tv work from time to time.

8. In addition to Members' Day, the annual lunch and the programme of bus excursions for Members, there are tentative plans for more film shows and slide evenings.

However, like everything else, this idea has to take its turn in the long line of things requiring the time of the small band of people who make things happen.

9. Attendance at 'away events' had to take a back seat while we were moving but a full list of attendances has been drawn up for 2012, including the Brighton Run, Trolleybus 50 at Fulwell, AEC 100, *Wings & Wheels* and various running days. Details are now published on the website.

10 & 11. Priority has to be given to setting up the vehicle displays but the associated artefacts will form an important part of the background and will be introduced as time and funds permit over the coming months. We will always have to strike a balance between the enthusiasts, who crave detail, and the general public, for whom a broader-brush approach is appropriate.

12 & 14. Young visitors (and potential younger members) are important to us. There are ideas for a junior club, possibly based around *Robbie the Routemaster* and we would welcome the input from any Members who might be interested in taking this forward.

13, 15 & 16. Developing interactive displays, games and 'hands-on' material for children is a firm objective and part of the overall plan. As with other answers above, priority is being given to setting up the vehicles first and then attention can be given to further enhancements. Further funding will also be needed.

Spring Gathering.

Thanks to all those who have volunteered to help out at LBPT's major event on Saturday and Sunday 28th and 29th April at Wisley. You should have received your individual briefing pack, including Health and Safety guidance, your work sheet listing your duties, start and finish

times, team management arrangements etc., and an order form for the EFE model buses commemorating the occasion. Those working on the Sunday will also receive a meal voucher, which they can pick up on the day when they sign in at the Control point. Please ensure you send any model bus orders to Richard Jones, shop manager in good time for him to process them.

Volunteers will also be issued with a free copy of the event programme which will be sold to visitors for £2. We are hoping for a sunny and not too windy day on the runway and looking forward to what should be another memorable and successful Spring Gathering

Lost Letter

Dear fellow members, Did you send a letter to the museum w/c 5 March 2012 for attention of membership? Royal Mail wouldn't deliver on Friday 9 March without payment but when I went to collect at the Sorting office the letter could not be found. Thanks.

Debbie Morris
Membership Manager

Setting a 'Setrite' right.

The prize for spotting the deliberate mistake in this article last month goes to Colin Borg. Just to prove that he's still alive and kicking, to say nothing of being almost awake, he was on the email to me like lightning to point it out. The prize, of course, is to have his name in this month's issue, and a good ribbing for being a smarty. Well done anyway, Colin, see if you can spot this month's error.

For those of you who didn't spot the error last month, it was in the spelling of the name, which Colin quite rightly pointed out was the inventor's surname "Setright". Now you know!

Quiz time

The bus in last month's newsletter picture quiz was only identified by the gentleman (?) piloting the vehicle, a certain Mr Alan Eggleton. Even the photographer, Ian Jackson, couldn't remember which vehicle it was, and he was on it at the time, taking the

photograph! I thought I was the only one who's normal state of mind was "out to lunch", but it seems I now have competition. Anyway, the vehicle was Q83 – Oh yes! Of course it was! I can hear you all saying it.

This month's mystery vehicle should be easy to identify, see if you can work it out from this photograph:



As usual, answers on a fag packet, written in indelible blood, addressed to me, the Editor, LB Museum News, at the address below. Defaced, illegible, oil stained or torn entries will be disqualified. The first correct answer pulled out of the hat will win a superb prize. Does anyone have a hat that I can borrow please?

How Things Change



It's incredible to think that only just over 70 years separate the horsebus and Concorde. What a leap in technology in such a short space of time.

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