



Fig. 4: Replica of the Shillibeer horse omnibus of 1829, built in 1929 for the Centenary celebrations.

Transport in London', 'The First Underground Railway' and 'Rolling Stock Development', branch out into wider historical themes like 'London's Transport at war', and 'Suburban development' and some less well known aspects like 'Architecture and Design'. There is a selection of the famous London Transport posters. But only in a secluded gallery above the coffee shop is one free from the dominating presence of the vehicles.

Other facilities include the coffee shop, with a limited range of food perhaps more suited to adult than childish tastes (but at least it's cheaper than the many eating houses nearby), the shop, with a fairly conventional range of souvenirs and some interesting books, and the loos, which are excellent. Aspects of the Museum which I was not able to sample include film shows in the lecture theatre,

the reference library, and rides around the London streets in a vintage bus.

What were my impressions? Firstly, as already mentioned, the dominance of the vehicles over the other display material. Secondly, the Museum is remarkably clean and tidy — almost antiseptic — and (probably related) there is relatively little one can do in it except *look*. One is denied access to the interior of the buses and coaches, doubtless in the interests of safety (of both exhibits and visitors), but nevertheless how frustrating. There are a few buttons to push, but not nearly enough, and how I longed for something to move. Even the model escalator refused to budge. The taped noises were effective, but those lovely evocative transport smells (soot, hot oil, ozone) were missing. But the Museum's first priority must be to house an inherited collection in an alien building, and doubtless developments will follow as funds become available. Thirdly, it made me feel quite old — look, there's the trolleybus I went to school on, and help, I can remember that bus when it was *brand new*, and here it is, a museum exhibit. Sic transit (sorry), but perhaps a function of museums is to remind us of the passing of time and our own mortality.

It is worth a visit? Transport enthusiasts will need no encouragement, and indeed will probably have already visited the Museum. Other readers will probably not want to make a special excursion just to visit the Museum — with fares, admission charges and a meal it could be an expensive outing — but if one is in London for the day it would make an interesting addition to one's programme. London Transport are to be congratulated for making these historic vehicles once again accessible to the public.

Local Societies - amendments

THE THIRD SET of amendments to the list of local societies (Vol. 3, No 12, 318-9) is as follows:

Camden History Society; Sec. Mrs. Jane Ramsay, Swiss Cottage Library, Avenue Road, London, N.W.3.

Eltham Society; Secretary's address not known. Please delete previous entry.

Enfield Archaeological Society; Sec. Mrs. G. Ivens, 120 Hedge Lane, London, N.13.

Kingston-upon-Thames Archaeological Society; Sec. Miss V. D. Marchant, 135 Poplar Road South, Merton Park, S.W.19 3JZ.

Potters Bar and District Historical Society; Sec. C. T. Overall, 30 Deepden, Potters Bar.

Rickmansworth Historical Society; Sec. Mrs J. Woodward, 7 Scots Hill Close, Rickmansworth.

Ruslip, Northwood and Pinner Local History Society; Sec. Elizabeth Krause, 29 Eastern Avenue, Pinner, Middlesex.

Stanmore and Harrow Historical Society; Sec. Mrs I. Sheppard, 70 Old Church Lane, Stanmore, Middlesex.

Surrey Archaeological Society; Secs. Mr and Mrs H. Eames, 55 Anne Boleyn's Walk, Cheam, Surrey.