



LONDON BUS MUSEUM

A LIVING HERITAGE

Located at
**BROOKLANDS
MUSEUM**
WEYBRIDGE

TRANSPORTFEST

21st October 2018



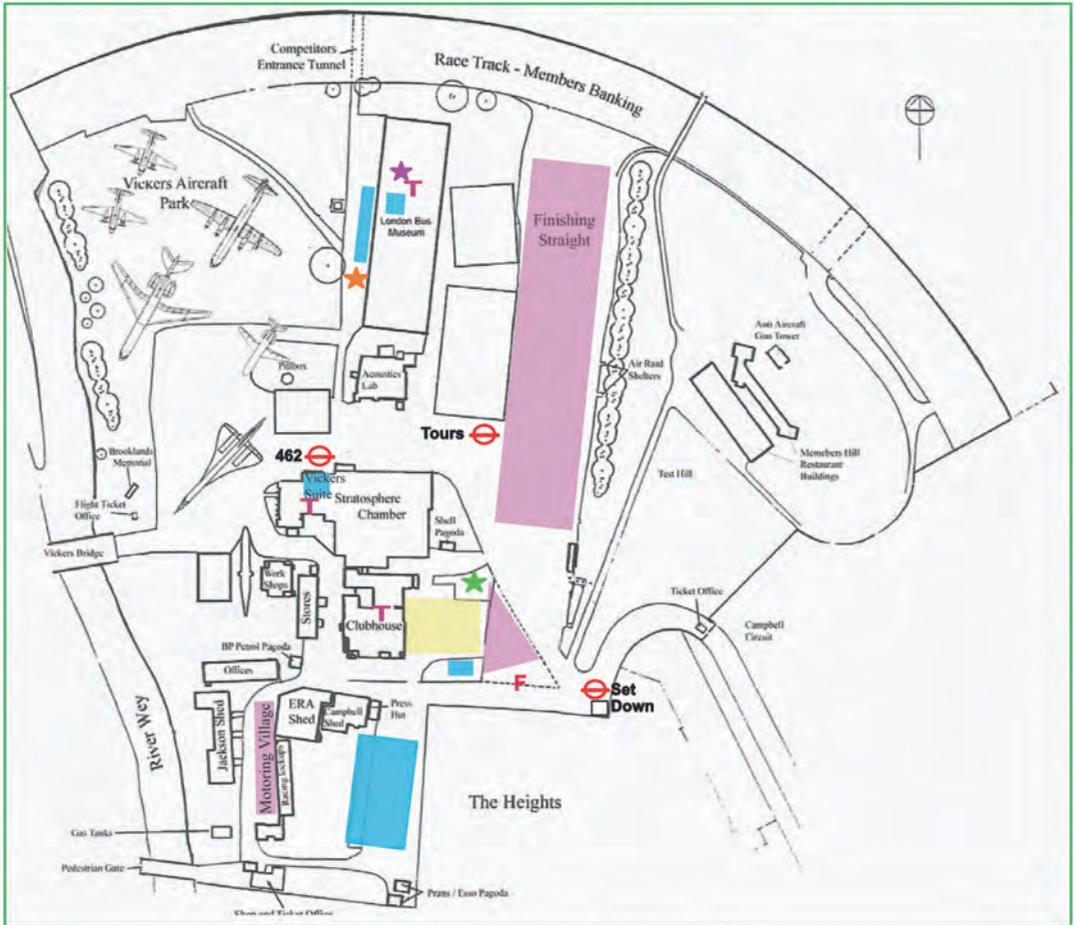
Admission:-Adults £13.50, Children £7, Families £35, Senior Citizens & Students £11.50
The admission price also gives free access to most attractions at Brooklands Museum



Organised by
The London Bus Preservation Trust Limited
Cobham Hall, Brooklands Road, Weybridge, Surrey, KT13 0QS
Telephone 01932 837994
www.londonbusmuseum.com Registered Charity no. 1053383
Programme subject to change without prior notice



Brooklands Site Map



- | | | | |
|---|-------------------------------|---|-----------|
|  | Vehicle Displays |  | Bus Stops |
|  | Special Vehicle Display |  | First Aid |
|  | Market Place - Traders Stalls |  | Toilets |
|  | Horse Bus Boarding Point |  | Barbecue |
|  | Exhibition | | |

We very much hope you will enjoy the day. Please listen out for the Public Address to hear further information, but do take care when walking around Brooklands as the ground is uneven in parts and there are numerous vehicles moving through the site all day. Please be vigilant.

FUTURE EVENTS FOR YOUR DIARY

- 7th April 2019** **SPRING GATHERING** – our biggest event of the year
23rd June 2019 **‘ON THE BUSES’** - Summer Event
20th October 2019 **TRANSPORTFEST 2019**

WHAT'S HAPPENING TODAY

Welcome to the London Bus Museum's "Transportfest 2018" at which we are celebrating the wonderful world of Leyland vehicles in all shapes, sizes and colours and remember the final days of Leyland RTs in service in London.

For your entertainment seek out:

- The Traders' Market in various locations (see map opposite)
- LBM Shop in the Bus Museum
- Exhibitions curated by LBM, the Leyland Society, the Hawker Group, the Trojan Museum Trust and the Trojan Owners Club in the Museum
- The Paddock Display
- Barbecue
- The 462 free service via Weybridge station from 10.00 (see back page)
- Official Opening at 11.00
- Horse Bus rides every 30 mins from 11.00
- Punch & Judy Shows in the Bus Museum at 12.00, 14.00, 15.00, 16.00
- Bus Museum Workshop Tours at 10.30, 11.15, 12.00, 13.30, 14.15, 15.00
- Bus Tours at 11.30 to Ripley, 12.00 to Esher, 14.00 to Walton Bridge, 14.30 to Hampton Station (see back page)
- Rides on a 1930 AEC Regent bus - ST922 (subject to operational considerations)
- Balloon modeller Simon Twistit and Professor Crump about all day
- All the other Brooklands attractions
- And of course, The London Bus Museum itself

Enjoy your day!

Deryck Fill, Events Manager



Models of our Tilling's ST 6098 and also a London Transport liveried version, ST839 on route 159, are released today and are available from our Reception Shop. The price is £99.00 with a special price of £90.00 to LBM Members

Cover photo: CR16 seen when it first arrived at the London Bus Museum in October 2011. It has Leyland Cub running units, built at the Leyland factory at Kingston upon Thames. (John Norman)

Leylands Meet London Challenges

by Brian A L Jones and Graham Smith

In times of adversity bus operations in London have produced many surprises, with the introduction of vehicles far removed from those normally seen on the streets of the City.

This short article focuses on buses of Leyland manufacture which have made appearances on scheduled routes at times when the normal vehicles from the London Transport (LT) fleet could not be used to adequately maintain services or were unavailable for operation.

During the Second World War LT borrowed nearly 500 buses and coaches for various periods of time between October 1940 and February 1942. These were allocated indiscriminately to garages at first at first, but during November 1940 were sorted by chassis and fuel type. The first went back as early as December 1940. Whether or not there was a real shortage of buses in London remains a matter of controversy, but it seems unlikely. The buses were operated by LT crews.



This Duple-bodied Leyland TS2 Tiger, operating route 226 (Golders Green -Cricklewood) usually operated by T-class single deck buses from Cricklewood Garage, belonged to Western National of Exeter. (D W K Jones)

Having arrived in London from Inverness, this Greig's low-height Leyland PD1 is seen on the north side of Trafalgar Square, operating from Streatham Garage on route 159(Camden Town - Chipstead Valley). (D W K Jones)



After the end of the Second World War, as most British manufacturing resources had been devoted to the war effort, there was a chronic shortage of new buses to replace time expired vehicles.

A rapid increase in public transport demand in the late 1940s prompted LT to hire coaches from a wide variety of operators to cope with vehicle shortages, in particular to meet peak hour demands. This involved a total of some 945 coaches used at one stage or another during the hiring period between October 1947 and August 1949. Many Leylands were among the incredible variety of coaches hired, ranging from brand-new vehicles through to veterans from the 1920s. Unlike the vehicles hired during the Second World War, these post-war hires used drivers supplied by their owners, with LT supplying the conductors.

Vehicles hired from mainly local operators included a wide range of manufacturers and body builders, many of which were hardly suited to the transport of passengers in the peak hour. The prototypes of both the bonneted Leyland Cub (C1) and underfloor engine Leyland Green Line coach (TF1) previously owned by LT, but then sold, were among vehicles used.

A couple of Leyland examples of the hired coaches are shown here.

The driver smiles at the camera while passengers board his Duple-bodied Leyland TS2 coach at Aldgate. It is running on route 40 (Wanstead - Herne Hill) normally the preserve of double-deck buses from Camberwell (STLs) and Upton Park (LTs) Garages. (Alan B Cross)



Two bowler-hatted gentlemen await the departure of Horseshoe Coaches Petty-bodied Leyland Tiger TS4 on route 212 (Finsbury Park- Muswell Hill Broadway). (D W K Jones)

This year marks the sixtieth anniversary of the 1958 London Bus Strike, which lasted from 5th May to 20th June throughout Central and Country Areas. The Strike was to have far-reaching consequences on the extent and nature of subsequent bus operations across the whole area.



Leyland TD7 with a rebuilt austerity body on a chassis originally intended for Southdown, but diverted to Crosville, passes East Croydon Station on the People's League route 2 (Croydon to Addington). (Fred Ivey)

While the length of the Strike caused great inconvenience, with a resultant increase in rail travel, moped, scooter and car sales and road traffic congestion, no official arrangements were introduced for replacement bus services.

Another ex-Crosville Leyland was this TD5 with a Eastern Coach Works low-height body, operating on route 6. -(Thornton Heath-The Oval). Notice the lace curtains twitching in the house behind. (Fred Ivey)



The opportunity for a political statement could not be ignored however and a rapidly formed right-wing organisation, The People's League for the Defence of Freedom, chaired by Edward Martell, was permitted to operate several routes in London, introduced on 31st May and free until formal consent to their operation was received, from London Transport on 13th June, when a 6d (2.5p) fare was charged. The fleet of twenty buses that was assembled included eleven Leylands.

DUC 904, a Leyland TS7D Tiger with Beadle body operating on route 6, was formerly owned by the City Coach Company. It seems to be edging out the Southdown Leyland Tiger Cub. (Fred Ivey)



References, Sources and Acknowledgements

London Buses and the Second World War - Ken Glazier - Capital Transport (1986)

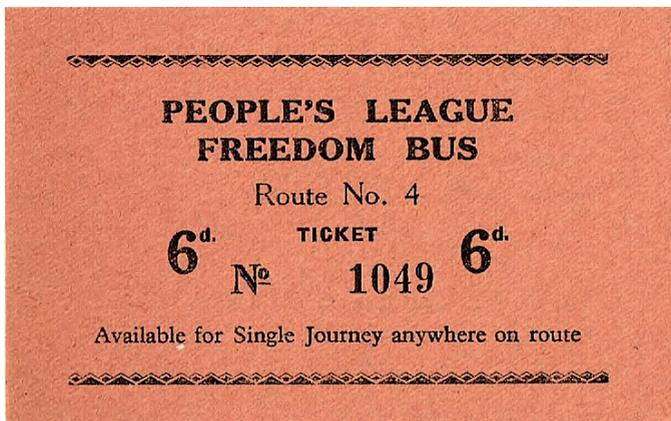
London Buses in the 1950s - Ken Glazier -Capital Transport (1989)

London Transport Buses & Coaches 1939-1945 - John A S Hambley - Images (1995)

London Bus File 1955-62 - Ken Glazier - Capital Transport (1999)

London Transport Coach Hires 1947-1949 - David Ruddom and Ken Glazier - Capital Transport (2002)

Thanks to Guy Marriott and the PSV Circle for providing information.



An example of the type of ticket issued by the People's League. In this case route 4 (Borehamwood - Colindale) which was not granted a licence and, possibly, never operated. (via Guy Marriott)

BUS

462

LONDON BUS MUSEUM, WEYBRIDGE and WEYBRIDGE STATION (circular)

FREE BUS SERVICE

This service is operated by heritage buses which are not wheelchair-accessible. Buses stop only at points listed.

Transportfest, 21 October 2018

Brooklands London Bus Museum.....	.. ..	.. ..	1030	then every 5 to 15 minutes until	1630	1645	1655	1705	.. ..
Weybridge Station stop C.....	.. ..	.. ..	1037		1637	1652	1702	1712	.. ..
Weybridge Library .....	.. ..	.. ..	1041		1641	.. ..	.. ..	.. ..	.. ..
Weybridge Station stop D.....	0955	1025	1045		1645	.. ..	.. ..	.. ..	.. ..
Brooklands London Bus Museum.....	1000	1030	1050		1650	.. ..	.. ..	.. ..	.. ..

NOTE—This timetable is published as a guide to the general level of service. Whilst every effort will be made to keep to the timetable, the London Bus Preservation Trust Ltd. will not be held responsible for any loss, damage or inconvenience caused by reason of any operating failure, within or beyond our control.



LONDON BUS PRESERVATION TRUST LTD
LONDON BUS MUSEUM, COBHAM HALL, BROOKLANDS ROAD, WEYBRIDGE KT13 0QN. www.londonbusmuseum.com

21.10.18 (01)

BUSTOURS

We have arranged 4 tours for today. Two depart in the morning:

11:30: 437 to Ripley. We travel out through West Byfleet, Old Woking and Send Marsh and back on the A3.

12:00: 219 to Esher travelling out via Hersham and back via Cobham.

The other 2 tours depart after lunch so there is plenty of time if you want to do more than one tour!

14:00: A tour of two bridges!! Out via Walton Bridge, Shepperton and Chertsey Bridge to Chertsey. A lot on the old 237 route. Then back via Weybridge.

14:30: In the early 1960s London Transport extended the 71 bus route from Kingston to Sunbury Station on a Saturday. Our 71 goes via Sunbury Village to Hampton Station and returns via Sunbury Station.

Don't forget to buy your tickets - £5 each - from the ticket Gazebo near the tour bus stop shown on the site plan. We hope you enjoy your tour today. Each should last around an hour and will include a photo stop during the journey.

Emma and Phil Jelly.