

LONDON
BUS
MUSEUM

Magazine

The journal of the
London Bus
Preservation Trust

Issue 40 Summer 2021

£4 to non-members



Open for business

With a new look for our museum

Route 65 Event Success

RLH 48's Day Out

RT 1 on the Common

Editorial

David Jones

Welcome to the summer edition of the London Bus Magazine, which, like the museum, has had a bit of a makeover. I was surprised to be invited to take on production, but having recently retired, someone thought I would have the time to do it, as I had done ten years previously and much longer ago as well. I must thank Michael Baker and John Norman for their work over the past ten years in producing a well-rounded and enjoyable magazine.

This quarter's big story is the "non-gathering" that was the running day over route 65. This was a truly inspired idea, taking the museum to the public on the traditional weekend when we usually kick off the season. Peter Osborn was volunteered into pulling the event together, which involved over 50 buses of various sorts, and as usual, he did an excellent job, as did all those who assisted in the background making vehicles fit or otherwise taking part. I offer no

apologies for going overboard with photos from the event, but the sight of buses in action, rather than in serried ranks on the rally field has to be seen to be believed and enjoyed.

Some detective work by Tony Beard, of RT 113 fame, allowed the recreation of the London Passenger Transport Board's official photos of RT 1. How this came about is included, along with the results of the occasion. No prizes are on offer for spotting the differences though!

RLH 48 has been out and about as well, commemorating the end of its type in service on route 178 in east London.

A new feature will be regular updates of where the buses are. Brooklands cannot accommodate them all, so a number are out-stationed at secure premises.

And we have the usual items of interest - enjoy!

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Membership Matters

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Thank you to all those members so far contacted who have provided a new Gift Aid declaration. We will be asking the remainder of members during this year in our quest for 100% response

Chairman's Chat

Leon Daniels OBE, Chairman, London Bus Museum

When this new-look Magazine lands on your doorstep we really hope that sufficient progress will have been made fighting the pandemic to allow our big re-opening and Summer Gathering to take place on 27 June.

We have been closed since the start of November and a major programme has been underway to remodel our museum for another ten years. The new layout makes it more attractive for the general public, for children and photographers. Our exhibits are in a better context and we get much more flexibility to change the displays.

So many of our friends have donated to the new Museum: Amey plc, through their contractor Meon, has provided our new roadway; Cubic Transportation Systems gave us a working Underground ticket gate and BYD have given us on long term loan the oldest surviving electric London bus EB2.



Go-Ahead London has repanelled and repainted WVL1 so it can take its place in the timeline as an early low-floor bus.

Throughout the winter and despite the restrictions we have had a steady flow of hard working volunteers moving vehicles, equipment and signage. Led by Ian Reddick they have also built a new War Hall, rebuilt the shop and fashioned a new entranceway, including a new entrance

sign, canopy and, thanks to some fundraising, automated the entrance doors.

Given the circumstances this has been an incredible effort and I know everyone is excited to open the doors and welcome back the public! Thank you everyone for all your hard work.

Since we couldn't deliver our traditional Spring Gathering for the second year running in April instead we took the Museum to the people. Over 50 buses ran on routes 65 and 465 –some in service. The event was spectacularly successful and you will see photos and stories in your magazine. After such a success we are planning one more event later this year and it will be carefully timed ahead of our October Brooklands event to promote it to the public.

Finally, in a year where we have worked really hard to bring good news against a background of generally bad, our grateful thanks to Jim Whiting at Capital Transport who has created a book for our exclusive benefit. On sale from June 'Working for London's Buses' brings together the memories of a whole range of people involved over the years and all proceeds from the book are for the benefit of London Bus Museum.

Thanks to all our friends who have supported us over the pandemic and we look forward to welcoming you soon!

Left, our most modern bus, the all-electric BYD and below, the new museum layout taking shape. (Both Colin Read)



Front Cover Photo

Peter Zabek's image shows RT 1 back at the location of the 1939 official photos. Read how this came about on page 9.

Route 65 Running Day - Sunday 11 April

Guy Marriott

Sunday 11 April 2021 was the date pencilled in for the London Bus Museum's Spring Gathering – the traditional start to a summer of heritage bus events and attractions. But with continuing Government COVID restrictions it was apparent early in 2021 that this year's Spring Gathering was not going to happen, and so in its place the Trustees determined to try something different – a running day with buses in service for passengers, together with a bus “fly-by” for those owners who wanted to get their vehicles back on the road again, but not carry passengers. The idea was first promoted by our Treasurer, Peter Osborn, who enthusiastically accepted the challenge of putting it all together. Rain had been forecast, but in the event the day was bright, but chilly. The principal event was a recreation of route 65 between Ealing and Leatherhead via Richmond and Kingston.

Checks were required to make certain no Government rules, regulations or recommendations were going to be infringed, and TfL consent was willingly given to operate a route 65 running day on 11 April. Specific rules in place on the day for buses carrying passengers included:

- bus windows to remain open
- all touch points on board to be cleaned and sanitised between each journey
- masks mandatory for all passengers and crew
- passenger numbers limited on board to achieve social distancing



Danny Dudzic makes sure that RML 2579, a.k.a. Lionel, is safe for the next trip. (Billy Birkett)

And the day was a great success. As anticipated, there were a good number of enthusiasts along the route, and

running through important urban centres ensured that many members of the general public took an opportunity to see, and sometimes to ride, on our heritage buses. One family was heard to say, as they left their bus, “This has been a brilliant afternoon” and that seemed to be a general view. And for enthusiasts too it was “brilliant” – there were many interesting buses to be seen, not just RTs and Routemasters, as the country slowly emerged from a lockdown in place since before Christmas 2020. Everywhere there were people holding up their mobile phones to take pictures, and this was not just the enthusiasts. Those who didn't know what was happening could see that something out of the ordinary was taking place. Loadings were good from the start.



RMC 1461 passes Kingston Station Bridge bound for Chessington. (Alan Murray)

Present-day route 65 operates between Ealing Broadway and Kingston, but our event operated over the whole of the traditional route 65, from Ealing, Argyle Road, to Kingston and on to Leatherhead. First operating under this number from December 1924, it had been renumbered from an earlier 105A, which had been introduced as a Sunday-only Ealing-Leatherhead service in May 1914, but which quickly became a daily service. A mobile canteen had once been sited at Argyle Road, however, it was not practicable to take the Museum's one there for the day.

TfL service buses operated as usual on the 65 between Ealing Broadway and Kingston, and also the 465 route from Kingston on to Dorking, with free heritage buses also in service. London United are presently the tendered TfL contractor on the 65 and the 465.

Good reasons for selecting the 65 as the route to re-create on the day included relatively easy access for buses coming from Brooklands (or elsewhere) to pick up the route

where it crosses the A3 at Hook, and for the public an attractive mix of heritage buses in suburban and urban environments, with the historic towns of Richmond and Kingston en route, and a country run south of Chessington. In addition to journeys on route 65 (nearly 50 timetabled departures by heritage buses from Argyle Road during the day) there were also a few journeys on the short 235 route from Richmond Station to Richmond Hill (London Transport ceased to run this route after January 1966, following an overtime ban). Some heritage buses also ran in (free) service on route 465 between Malden Rushett (north of Leatherhead, at the GLC-Surrey Low Emission Zone (LEZ) boundary) to Leatherhead and Dorking. Buses – whether in service or for the fly-by – only achieve the LEZ dispensation within Greater London if they are constructed before 1 January 1973 or are in a historic tax class. An entrant not meeting these criteria (and not choosing to pay the prohibitive daily charge of £300 for a non-exempt vehicle) was in practice therefore restricted to running south of Malden Rushett, although one entrant paid the full charge in order to run to Ealing.

55 buses took part in the event, either in service or for the fly-by, including in service from our Museum, STL 2377, RT 1, RT 4779, RMC 1461 and RF 395 (likely to be the first RF in history to run in service on the 65). Apart from the Brooklands Bus Rides in 2020, it was the first time since 2019 that there was an opportunity to see any of the Bus Museum's fleet on the road. Inevitably there were some last-minute no-shows, but overall a very impressive selection of buses was to be seen all day. STL 2377 had to be withdrawn from service mid-morning at Ealing Broadway following an unexplained noise coming from the rear axle, but the Museum's other buses continued in service.

An important photo-opportunity involved RT 1 before it entered service on the 65. In April 1939 the LPTB took some official photographs of the new RT 1, London's future standard double-decker, at Ham Common, and as



RF 395 works a special journey to Dorking. (Phil Hambling)

this is on the route of the 65 opportunity was taken to re-create the photographs, with excellent results, as can be seen elsewhere in this issue. The Culture Department of the London Borough of Richmond were kind enough to consent to the taking of these photographs off-road. It will be noted that the April 1939 photographs show the bus without the distinctive roof route number box at the rear. Tony Beard has advised that the box is there but was edited out of the pictures; when the bus was shown to the public in July 1939 the rear roof route number box is present in the pictures. This distinctive feature appeared on the RT 1 prototype and on the first 150 production RTs but not on post-war RTs; Tony confirms that it was edited out of the Ham Common pictures for a 1944 LPTB meeting to show how its absence would improve the appearance of post-war RTs.



RT 1 sans rear roofbox at Ham Common, as mentioned by Guy. (LT Museum)

Other buses to be seen on the day included entrants from EnsignBus, and from a number of other London operators, and from many private owners. Most were London buses, but not exclusively, and a City of Oxford AEC Regent III, a Royal Blue Bristol LS/ECW coach and a splendid East Kent Beadle-Leyland TD5 full-fronted coach were to be seen. The London Transport Museum continues in what might be described as “hibernation mode” whilst awaiting the opportunity to re-open, and was not able to send a bus to the event.

The man who put the day together, Peter Osborn, commented that his spell as a conductor in the afternoon really underlined the value of running our buses in service in their natural environment. Several people asked ‘why today?’ and when it was explained that the Museum could not hold its normal major event and instead brought the museum out to the public, they were universally appreciative and said they were really looking forward to the next time!



The events of 11 April brought out a huge number of photographers who were blessed with ideal weather and a large choice of subject matter spread over a long distance. It's clear that the event was greatly enjoyed. Left, Jim Eases has framed RT 1 perfectly as it travels through Kew Green with a good load on board.

Below middle, RT 1431 was captured by Alan Murray at Kew, with its distinctive pagoda.

Bottom left, Graham Smith's camera has caught RM 1005 near journey's end on Ealing High Street.

Bottom right, RTL 1427 was snapped by Stuart Hicks showing route 27, which once ran as far as Hampton Court.





Above, RT 2799 still wears its first Blue Triangle livery and is caught by Stuart Hicks pausing at the new Kingston Bus Station on Cromwell Road.



Above right, RF 600 was snapped by Alan passing the Fox and Duck pub in Petersham. Right, Graham Smith was lucky to capture STL 2377 in Ealing before she succumbed to pain in the rear (axle, that is).



Below left, Stuart Hicks has caught RT 2177 bound for Hook, one of Londond's shortest destinations.

Below right, RM 1650, a.k.a SRM 3 has arrived at Leatherhead and was taking a well earned rest when Guy Marriott pointed his camera at it.





Above, Eddie Boothroyd was at the Ham terminus on Dukes Avenue to photograph RT 4779 on one of the few journeys to terminate there. Ham is definitely London's shortest destination!

Right, Alan Murray has caught RT 604 at speed near Old Deer Park, Richmond on London Country's contribution to buses at Chessington.



Above, Fairfiled North in Kingston is where Phil Hambling has snapped RM 2208, now in red livery, having worn Shillibeer colours for many years.

Above right, Eddie Boothroyd has captured the arrival of RM 1005 at the terminus of route 235 where it is about to make a reverse turn into Cardigan Road.

Right, Keith Ward's photo shows RM 1005 taking its stand time on Friars Stile Road after making the reverse turn. The 235 only ever had one bus back in the day, but on 11 April there were at least two, RMs 1005 and 597. The conductor on RM 1005 looks vaguely familiar!



Phil Hambling has photographed a selection of more modern buses that were in use. Now owned by Go Coach, but wearing a style of London Country livery, SK07 DZA was once red with Epsom Coaches. Conversley, T 961, always red, once sported Green Line livery in preservation.



Top, this Carlyle bodied Dennis Dart was new to London United and is now preserved in their colours after a very active life.

Bottom, buses that did not meet emissions requirements were confined to the southern end of the route, working the 465, as illustrated by VPL 630.

Forthcoming Events

Members' Day - Sunday 20th June.

(Pre-booking essential)

Grand Reopening & Summer Gathering - Sunday 27th June.

10th Anniversary Members' carvery lunch on Sunday 25th July.

"LBPT Members' "10th Anniversary at Brooklands" celebratory lunch,
replacing the annual New Year event which was cancelled due to Covid.

Arrival at **Silvermere Golf Club's "Inn on the Lake"** from 12.00. Lunch served from 13.00

Three course carvery lunch, buffet style cold table starter, main course of two roast meats and vegetables, including vegetarian and vegan options, selection of mini desserts including profiteroles, fresh fruit and cheeses.

Cost: £31.50 adults, £16.50 children (aged 3-12 years)

Table places can be allocated according to personal choice, as far as this is feasible - maximum number of ten per table

Bookings commence from 20th June and to be made before 11th July.

Cheques payable to "LBPT Limited" to be sent to the Membership Trustee at LBM. BACS payments are preferred please. CAF Bank sort code: 40-52-40 A/C: 00018504. Reference "Lunch" plus name.

Please bring your contributions for the fundraising raffle to support Trust funds"

Recreating the Official Photos of RT 1

Leon Daniels OBE, Chairman, London Bus Museum & Tony Beard

The strands of this challenge started 82 years ago when RT1 was officially photographed by London Transport in April 1939.

By that time it had already lost its first two liveries with silver mouldings as we have it now at London Bus Museum. Frank Pick inspected the bus and didn't like it so finally it was transformed into a simpler livery and it was in that condition it was photographed all those years ago.

Some official photographs also show it without the front and rear roofboxes. This was from a later occasion when it had been suggested that the RT3 would look better without them. The photographs were 'touched up' using the primitive methods of the time. Nowadays we can all remove unwanted relatives from our digital photographs but at the time this was a difficult process.

In the event the inevitable committee made a typically bureaucratic compromise and eliminated the rear one whilst retaining the other at the front. The front roofbox survived until 1948.

The location of the photograph was unknown for many years. Various locations like Bushey Park and Hampton Court were suggested. What was known was that other London Transport vehicles were photographed there which leads us to guess that someone in authority maybe lived nearby. Photographed here were an LTC, T505 (just one vehicle away from the one we have at LBM) and Q188.

The mystery of the location was finally solved by founder member Tony Beard as described on the next page.

Because of the continuing pandemic, LBM's Trustees had decided to abandon, for the second year, the regular curtain raiser Spring Gathering at Brooklands On that date, 11th April, since the people couldn't come to the Museum it would take the Museum to the people and operate some fifty buses on route 65 between Ealing and Leatherhead. Tony reminded us that Ham Common is on route 65.

Here was a splendid opportunity to photograph RT1 ahead of its service obligations on route 65. Very quickly I contacted my friend the Chief Executive for London Borough of Richmond who promptly gave a seal of approval and put me in touch with his Director of Culture. A site meeting (together with local resident Sir Peter Hendy) quickly concluded that there was a path to the same location although it involved a lengthy trek across the very uneven grass. (The simple access along the path was now obstructed by very much more mature trees).

Our only limitation was the ground condition and so a further survey was agreed just ahead of the event. A significant lack of rain fortunately ensured that test was passed.

So early on the morning of 11th April RT1 arrived at Ham Common with a small crew comprising myself with Rod Lucas, Tony Beard, Glyn Matthews and Andrew Collins. I drove RT1 onto the common guided by the team watching for grounding risks, any local sinking and to the precise spot where we needed to be.

The Borough had stipulated that for safety reasons the event not be advertised and that we were 'in and out' as quickly as possible.





Peter Zabek was our official photographer and captured RT1 exactly where it was 82 years previously. A different chassis of course, and a different livery. It doesn't matter: this is art not science.

Everything we wished for was achieved: the weather was bright (actually brighter than the day in 1939!), the bus did not sink into the common, and we caused very little disruption to the early walkers and joggers (most of whom were captivated by the scene). The Chief Executive of GoAhead, David Brown, came to enjoy it all too.

After that, with Tony Beard as my conductor, I took RT1 into service on route 65 with barely a trace of mud on the tyres and hardly any evidence on Ham Common.

My grateful thanks to Tony for discovering the location and then officiating on RT1 in service; to David Allister at London Borough of Richmond for letting us trample all over his grass; and to the LBM team that ensured we safely entered and exited Ham Common with all the stealth that a daylight raid in public can manage.

Maybe we can take T504 there one day. A double-deck Q will be a bigger challenge.....

Tony Beard takes up the story

The location of the RT1 official "photo shoot" of April 1939 was a question often asked by my fellow members of the 2RT2 Group, which I joined in 1965. In addition to the preservation of RT113 there was a strong interest in the class and we each maintained a collection of prints of the vehicles, the aim being to secure a view of each in service with London Transport.

In 1974 the second volume of a History of London Transport by T C Barker and Michael Robbins was published featuring one of the official views of RT1, the caption for which declared it to have been taken at



Hampton Court. However, this did not satisfy some authors with subsequent publications identifying the site as Bushey Park and Battersea Park; clearly the issue was still controversial.

The records of AEC are held in a number of locations and I visited most during my researches for Birth of the RT. One collection of documents is held by the British Motor Museum at Gaydon where, in addition to my consulting their accession of AEC documents, I was encouraged to consult the files of Nick Baldwin which had recently been deposited with the Museum.

Nick had amassed a sizeable collection of documents, together with a few photographs, one being of RT1 in April 1939. As I gave it a cursory glance, I became aware of some wording on a brick gate post in the background, but I required a magnifying glass to determine its message, which could simply have been "Private" or "No Entry". The wording had been made obvious by the print being developed slightly darker than most I had seen thus improving the contrast.

Unfortunately no such visual aids were available at the Museum resulting in my later return to Gaydon armed with a couple of lenses. The print was examined and the name Orford Hall appeared; I still have the sheet of paper on which I wrote this revelation, which I circled and added "this is it!" Back home I swiftly discovered that Orford Hall had become St Michael's Convent on the north side of Ham Common, I was there within a week to take photographs.

In reflection as I write this article, it occurred to me that when Messrs Barker and Robbins first selected the view they incorrectly captioned, the reverse may have been marked "Ham C" and they drew an obvious but inaccurate assumption; we shall never know.

(Original photos - LT Museum,)

RLH 50th Anniversary Running Day

Peter Osborn



RLH 48 passes RLH 53, once part of the Trust's collection, at Clapton Pond. (Peter Zabek)

London's last lowbridge double-deck route ceased operation fifty years ago, on 16 April 1971, leading to the disposal of the last of the RLH class. Route 178 (Clapton Pond to Maryland Station) was a tortuous back-street route through Hackney Wick, but the available replacement AEC Swifts were too wide and too long to cover the same roads, so the route was replaced by new route S3 and diversions of existing routes S2 and 236. The RLH class were always a tiny minority of the fleet – 76 compared with nearly 7,000 RTs. To reduce the bus height by twelve inches, the upstairs gangway was displaced to the offside and lowered (much to the discomfort of downstairs passengers who ignored the 'low roof' warning) and the seating was in rows of four – unpopular with conductors on a busy bus. Unlike 'normal buses', when seated upstairs, adult passengers found the tops of the windows was below eye level, severely restricting the view.

Many of the buses found a market in the USA, where many road bridges do not enjoy the clearance available in the

UK. Some are still there, but in 2011/2, the London Bus Museum teamed up with preserved bus operator Roger Wright and a third party to bring back three of them, at some significant cost. RLH53 spend some time unrestored at Brooklands, before the opportunity came to acquire well-preserved RLH48 from its long-time owner Richard Procter – RLH 53 during its brief spell at Brooklands. (Peter Zabek)

at a much lower cost than would be required to bring RLH53 up to scratch. The latter found a new owner who was able to have the bus professionally restored. With the withdrawal of the original third party, the other two buses went into the queue for restoration by Roger Wright at London Bus Company.

Meanwhile, the very last bus to run in 1971, RLH61, had also gone to the US, but was brought back by Steve and Ross Newman of EnsignBus and restored as a surprise for their father Peter's birthday in 2005. The bus joined RLH48 and one of the RLHs preserved by David and Ewen Pring at Timebus at a running day in Hackney in 2006 – 35 years to the day after the last operation. The Prings had previously celebrated the 25th anniversary, so we were delighted for RLH48 to be invited to join them for a (Covid-secure) run over the old route for this year's 50th anniversary. Timebus provided RLH23 (red), RLH32 (in Samuel Ledgard blue, remembering a significant second-operator of the type) and former





A splendid line up of all the participants on Montfitchet Road, Stratford, near the location of the low bridge on Carpenters Road. (Kieth Valla)

London Country uniform store 581J (ex RLH44) in green, and EnsignBus sent RLH61. Making their London debut were all three of the trio of buses repatriated from USA in 2012, RLH53 in private ownership and Roger Wright's RLH69 and RLH71, the former with paint almost still wet.

Half of the old 178 route, through what used to be a grimy part of London, has now been transformed into the Olympic Park, so the eight buses ran a timetabled operation through some very modern architecture, as well as through the still-traditional area west of the Lee

Navigation in Homerton and Hackney Wick.

Many photographers came out to enjoy the sights and sounds of classic buses, as well as the great spring weather which had been arranged for the event.



Above, RLH 32 sets off for a run over the 178 (Adrian Palmer)

Right, Driver Osborn and Conductor-Instructor Daniels, OBE, pose at Clapton. (Peter Zabek)



Bye, bye Trolleybi, Farewell – part 8

Michael H C Baker



An assortment of trolleybuses gathered at Edmonton depot for crew changes. (Collection)

The night of 25/26 April 1961 saw stage 10 of the London trolleybus withdrawal programme. The dreaded sweeper pounced on four services which removed them from the northernmost extremity that electric transport had ever reached, Waltham Cross.



Tram No 240 leaving Waltham Cross for Smithfield around 1921 (Pamlin)

That left just one, the 649 to Liverpool Street, which would survive until 18/19 July. The other three were the 627 to Tottenham Court Road, a thoroughfare which would see trolleybuses no more, the 659 to Holborn, and the 679 to Smithfield. Waltham Cross would remain on the trolleybus map for a while longer, being served for another three months by the 649.

The fourth withdrawn route was the 629, from Tottenham Court Road to Enfield. Not the least interesting aspect of this route was that its tram predecessor had been operating by the Felthams. They had moved south of the River whilst a new depot at Wood Green was built as a



P1 trolleybus 1715 passes under the complex wiring at the Nags Head, Holloway in 1960. (MHCB)



1372 is one of the small class of L2 trolleybuses, seen here at Manor House in June 1961. (MHCB)



RM 604 is caught in Enfield on the long run to Tottenham Court Road. (Collection)

home for the trolleybuses. These had been the H1s, MCW bodied Leylands which were replaced by K1s and K2s in 1960.

Routemaster operated 127 was a direct replacement for the 627, 269 for the 629, 259 for the 629, and 279 for the



A rather careworn Metrobus begins the awkward move to turn at Trafalgar Square in October 2001. (MHCB)

679. RTs also appeared on the 269. The trolleybus replacement programme meant modifications to bus route 29 which had run in two sections, Victoria to Southgate and Turnpike Lane Station to South Mimms, but now ran right through.

Book Review

London Buses, Coaches & Recollections Into the 1970s by Michael H C Baker

(64 pages; thin card covers; numerous photographs – colour and black & white)

Published by Silver Link Books ISBN 978 1 85794 565 2 £8.00

This attractively-presented and very reasonably-priced booklet is the latest from Michael Baker. With a wide selection of photos he takes us on a journey all around the former London Transport area, portraying virtually every type of London bus and coach to be seen on the roads since the mid-1950s, although concentrating mainly on the troubled 70s, especially with London Country's problems.

His understandable dislike for some of the vehicles born out of the Reshaping Plan of the late 60s is apparent, together with a couple of swipes at a certain lady politician. Only a small handful of the photos had I seen before.

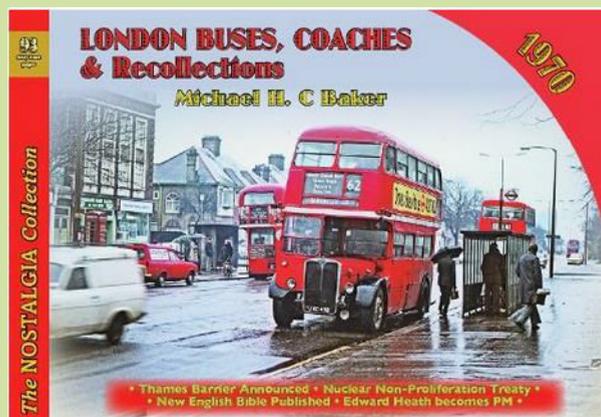
To select a few, I particularly liked the red bus crossing Petersham Meadows, complete with bovine addition; the Leyland National at Botley Hill surmounting, at some 875ft, the physical summit of LT bus operation; the red

and green RTs juxtaposed in Croydon (something the writer tried to achieve but failed to) and how did he get the view in Old Coulsdon of the RCL and two loaned Southend PD3s on the 190?

No less than eleven buses and coaches associated with LBM are portrayed, including RTL139 with three of its brethren under the fabulous roof of Stockwell garage, the design of which was clearly influenced by Manchester's Northenden garage. There are two tram views but no trolleybuses. Even Thames Valley and Eastern National buses get a look in.

On the debit side, there are a number of minor errors, mainly on vehicle identification, which for the number-crunchers will be revealed on close inspection of a suitable vintage Ian Allan ABC! Recommended.

Colin Read



John Ackerman

Michael H C Baker

When did you last meet a man born within sight of the most famous Battle of Britain aerodrome, Biggin Hill, who became a pilot of a Halifax bomber, and was also a builder of London buses? One such was John Ackerman who passed away in March this year at the age of 96. Born in 1925 at Biggin Hill the family later moved to Portsmouth where John's first job was as an apprentice carpenter at Airspeed, an aircraft manufacturer set up in 1931 and



John explores the Wellington Bomber, currently under restoration

which actually opened a design office during the war years in Cobham. So fascinated was he by aircraft, particularly the Oxfords, a wooden framed two engine trainer, many thousands of which served with the RAF, that he volunteered for the service but was told he would have to wait a year until he was 18.

Accepted for pilot training in 1943 he was sent to the Isle of Man and learned to fly, initially, on single engine

Mysterious Location

From the last issue

The photograph taken somewhere in East London, of the STLs on the 86 and 25A is taken at Ilford Hill, looking east towards what was Ilford High Road.....before the town was carved up to stop the traffic going anywhere useful. I think the area used to be known as Ilford Broadway, but that does not show on modern maps.

The STL on the opposite page with the missing roofbox after repair has another odd feature as it has a roof vent on the front offside of the roof. STLs only had these on the nearside rear of the roof, so I assume that in the repairs, possibly war damage, was a rear roof dome fitted at the front, due to a lack of parts.

Steve Smith

Prentices, then Oxfords . Posted to Bomber Command he graduated to Halifaxes. Although never becoming a legend in the way that the Lancaster has, the Halifax was very popular with those who flew in it, not least because its survival rate was actually much higher than the Lancasters.

On demob, John took up employment at Weymanns building buses and worked on the RT, "I remember when we switched from the roof box bodies to the later version." He also worked on the prototype Routemaster, RML3. In September, 2014 we brought John to visit both the bus and aircraft museums at Brooklands. I asked him how difficult it was to switch from a small single engine aircraft to the big four engine bomber. 'Not a problem, piloting a Halifax was as easy as driving a bus.' John was a very modest man.



John admires RML 3, a bus on which he worked while at Weymann's

Pardon me for contacting you, but in the latest issue of London Bus Museum Magazine, Spring 2021, page 9 by Graham Smith on the post war STL's, the bottom black and white photo of a 86 and a 25b somewhere in East London? (the author unaware). It is Ilford Broadway, at the junction of the White Horse pub. The pub featuring smack in the middle of the photo. It closed, took some form of revamp and became a branch of Barclays Bank. Old photos can be found by just putting in "The White Horse, Ilford". Please can you forward on this email to the article's author, such little bits of mystery are always better solved! Thank you.

Paul Devivo.

Engineering Report

Roger Stagg

I could be saying that the workshop has been quiet this quarter, but that is not really the case, although much of the work has been on items of refresh. The one, and possibly, only benefit of the lockdown has been that it we have been able to put more into the refresh than was planned as it was expected that work would carry on in small sections for one or two years more. It has also enabled us to enhance the visitor experience to a substantially higher level. With this in mind virtually everyone on the bodywork team have been "requisitioned" and a fantastic job has resulted under Ian Reddick's direction. Shortly after you receive this issue you will be in a position to see what has been achieved at both Members Day and the Grand Opening on 27th June.

Do not let us think however that the mechanical department has been drinking tea and eating cakes (well not all of the time at least). With a return to at least semi-normal, vehicles have had to be inspected and the inevitable minor faults corrected. This has not always been the easiest of jobs when the local AEC dealer is out of stock of say a flywheel oil seal for an STL! There has indeed been a heavy workload, including new cylinder

heads to RML2760 on behalf of Stagecoach, a reconditioned top end for RT4779 and a rewiring job for RT3491, currently under Dr Dave Kreisler's care. An urgent change of tyres allowed STL2377 to go to Ealing after a last-minute job on the flywheel gland by Owen Wright. Despite all those good intentions some worrying noises from the rear axle had us stripping out the differential a few days later to find a collapsed roller bearing in the diff cage. And we thought that AEC built to last, just 84 years' service. Maybe a Warranty claim! On the positive side, repair and new bearings and seals are already in hand less than seven days later.

As the Refresh gradually draws to a close we shall see a return to more normal activities in the workshop. All but a few of the regular volunteers have been hard at work moving their skills to different aspects for well over six months now and as the lockdown requirements are eased we will welcome the return of those who have been unable to resume normal service. When, in three months I am writing this report for the next issue, I expect to be telling of progress on our various restoration projects.

Below are the current vehicle locations. Changes will be recorded in future issues.

Fleet No	Vehicle Condition	Location	Fleet No	Vehicle Condition	Location
935	Restored	Brooklands	RT2213	Chassis only	Brooklands
1096F	Restored	Brooklands	RT2657	Restoration in progress	Rusper
1489B	Restored	Brooklands	RT2775	Restored	BCVM Leyland
702B	Restored	Brooklands	RT3491	Restored	Brooklands
738J	Restored	Brooklands	RT4779	Restored	Brooklands
AD52	Unrestored	Rusper	RTL139	Restored	Northchapel
CR16	Restored	Brooklands	S454	Restored	Brooklands
DI42	Restoration in progress	Brooklands	SMS369	Restored	Brooklands
G351	Restored	Brooklands	ST922	Restored	Brooklands
GS34	Restored	Brooklands	STL2093	Unrestored	Brooklands
K767	Chassis only	Brooklands	STL2377	Restored	Brooklands
LT1059	Unrestored	Rusper	STL441	Restored	Brooklands
M6	Restored	Northchapel	T23	Restored	Bromley BPG
MLL 740	Restored	Brooklands	T31	Restored	Brooklands
NS174	Restoration in progress	Brooklands	T357	Unrestored	Rusper
Q83	Restored	Brooklands	T448	Restoration in progress	Brooklands
RF19	Restored	Brooklands	T504	Restored	Rusper
RF226	Restored	Brooklands	TD 95	Restored	Northchapel
RF395	Restored	Northchapel	UMP 227	Restored	Northchapel
RFW6	Unrestored	Rusper	WVLI	Restored	Brooklands
RL92	Restored	Northchapel	Beardmore Taxi	Restored	Brooklands
RLH48	Restored	Brooklands	Andrews Star		
RM140	Restored	Brooklands	Omnibus Co	Restored	Northchapel
RMCI461	Restored	Brooklands	Andrews Star		
RML2760	Restored	Brooklands	Omnibus Co	Restored	Brooklands
RML3	Restored	Brooklands	LGOC, then		
RP90	Restored	Northchapel	Andrews Star	Restored	Brooklands
RT1	Restored	Brooklands			

H R Matters

Steve Edmonds

This is my final contribution to the magazine as Human Resources Director and Trustee. It is my farewell to the senior leadership team of the Trust after twelve very busy and enjoyable, if challenging years. It has been an honour and privilege for me to have been part of such an inspiring project. Our first ten years at Brooklands have been momentous. Each time I enter the Museum, I am awed at what has been achieved by our wonderful team of volunteers in such a short time.

A high level of commitment to excellence has yet again been evident during the major Museum refit and refresh project. It has been another fine example of volunteers working as one multi-talented team to complete a very challenging series of tasks. Our grateful thanks go to the leadership, management and technical ability of Roger Stagg and Ian Reddick who have ably taken charge and empowered their group of stalwarts to perform nothing short of miracles.

We were all disappointed that Spring Gathering couldn't happen this year. But how successful did its timely replacement, the route 65 running day, turn out to be? It was largely described as being brilliant by those who attended. Very positive comments were received from many sources including the Mayor of Ealing and TfL. It was particularly pleasing to see the large numbers of young people present. The original idea, planning and organisation, masterminded by Peter Osborn, was as exemplary as ever. Our grateful thanks go to all those involved in cheering us up at a timely moment.

The summer months will witness a number of events for LBPT members. Sunday 27th June sees our first at Brooklands since October 2020. Summer Gathering is shaping up to be another good one; a full house of visiting vehicles and sales stalls is expected plus the usual five-minute service on route 462. We shall again be running the successful bus tours around the area and we look forward

to the launch of refurbished RML2760. All we need then is a warm sunny day.

The Sunday prior to the "big one" will give members the opportunity to come to our annual Members' Day, postponed from March. The usual offering of bus rides, and talks supplemented by all-day refreshments will be available. However, Covid protocols will still apply so if you are able and wish to take part, please book your place with me in advance and I will send you details of the site entry requirements.

Some of you will have been as disappointed as I that we were unable to hold the Members' New Year's carvery meal at Silvermere in January, another Covid victim. The good news is that it is back on Sunday 25th July, rebranded as the 10th Anniversary at Brooklands celebration. Details are posted elsewhere in this issue. I look forward to receiving your bookings.

If that isn't enough, there is another celebration on Sunday 1st August, our actual 10th anniversary day. Please feel free to join the regular Sunday volunteers in sharing afternoon tea and cake. Please inform Simon Douglas Lane, our new Social Secretary of your intention to attend.

Our past achievements are plain for all to see. However, it is now the moment to focus on the years ahead and the huge challenges we yet face. We shall commence year eleven with a spanking new Museum experience to thrill our visitors. We shall continue to maintain the excellent progress across the range of workshop and curatorial activities and do our best to provide a range of exciting events for members and volunteers.

I intend to continue with my Front of House duties as a Duty Manager and steward on my return from holiday in early August. I wish those who take on my previous roles every success. They have my personal assurance that I shall be there to advise and support them as they settle into their new roles. It's still all good.

Thank You to our Donors

Donations received by LBM during period: 11th February to 12th May 2021

Donor

Stephen Birchall
Andrew Foreman
Dave Taylor

Objects

Scale model Routemaster bus
Booklets for electrical equipment
Collection of LT inspector duty cards

James Brown
Peter Osborn

Collection of LT badges and licences
Bus stop flag and e-plates

As the museum has been closed for our Refresh Programme and government restrictions, we have been unable to receive a number of gifts. We will receive them at a later date.

EPHING ONGAR RAILWAY

SAVE THE DATE
70 YEARS OF THE ICONIC RF & FRIENDS RUNNING DAY
Sunday 5 September 2021



The event based at the Railway's North Weald Station will feature routes and tours operating to local towns and villages, commemorating 70 years of the iconic RF class AEC Regal IV, visiting vehicles and possibly a surprise or two! Follow us on Facebook for news of the event.

Shuttle bus 718 will operate from Chingford Stn departing 10:00, at no additional cost. Route 339 will operate between Epping Stn and North Weald at regular intervals and our popular bus Rover tickets will be available to purchase on the day and will allow travel on all bus routes and access to the site.

eorailway.co.uk 
01277 365200  Epping Ongar Railway  @eorailway

Bromley Bus Preservation Group Running Day



Sunday 5th September 2021

Services start at 9am, enjoy a range of vehicles from Olympians to Tridents

Between East Grinstead & Godstone
with feeders from Westerham, Oxted & Crawley
specials to Tunbridge & Caterham

 BromleyBusPreservationGroup

Back cover photos

Top, Peter Zabek has pictured RT 1 being eased along the path on Ham Common where the 1939 photos were taken. A once in a lifetime chance to recreate some iconic images.

Bottom, Clive A Brown has captured STL 2377 in action in what could be a scene from many years ago.

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 page 19.

**LAST COPY DATE FOR THE
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14th AUGUST 2021

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.

Contacting 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

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Twitter: @londonbusmuseum

Facebook: www.facebook.com/LondonBusMuseum

Charity number: 1053383

Co. Reg: 1061762

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