

LONDON
BUS
MUSEUM

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The journal of the
London Bus
Preservation Trust

Issue 41 Autumn 2021
£4 to non-members



We're Back - A Great Gathering
Bears on the Bus
Stay Safe Posters

Editorial

Dave Jones

It's been a busy time since the last edition, completing the refresh and organising the Members' Day and Summer Gathering amidst the uncertainty of changing Covid restrictions. Now the dust has settled, those involved in the hard work can look back and enjoy their success and accept the praise that has resulted. Well done all!

A small amount of snagging issues became apparent with the new layout and these will soon be dealt with. Additional displays are being added to further enhance the visitor experience with attractions such as Bears on the Bus and, rarely seen by the public, the garage safety posters. All this effort is helping the museum become more attractive to a wide range of interests, from the mildly curious to those who can recite bonnet and registration numbers by rote.

Front cover photo - RT family members, London's proud servants for many years, on parade at the June gathering. Photo - Dave Jones

Back cover photos - Variations on a Metrobus theme, London's M1, now in the care of Ensignbus and Reading's 162. It's hard to believe these are over 40 years old.
Both - Phil Hambling

Membership Matters

To ensure you continue to receive the LBM Magazine, LBM e-news, subscription reminders, membership cards and other LBM communications, please send changes of postal address, email address, bank direct debit details, and any membership queries to:

membership@londonbusmuseum.com

or:

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Brooklands Road
Weybridge KT13 0QS
United Kingdom

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.

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Chairman's Chat

Leon Daniels OBE

We finally opened our doors to the public on 27th June after our long winter closure and refresh.

Needless to say we hoped the public would like it – but they LOVED IT! We have had nothing but praise for our new interpretation of the London Bus Museum. It works for visitors, it works for photographers, people like the street furniture and roadway, like being photographed as in Abbey Road on the zebra crossing and they really like the much improved audio visual displays.

The kids' area is a huge hit, with children queuing to drive the Sim-L-Bus, play in MRL 242 and use the other features.

We were very sad to hear of the death of former Trustee David Kinnear in August after a long battle with ill health. A tribute to him is elsewhere in this issue. David was the cornerstone of moving us from a shed of old buses at Redhill Road to a Museum fit to be visited by the public every day of the year. Our only regret is that he didn't manage to see it in its latest layout.



We were also sad to say farewell to our hard-working Trustee Steve Edmonds who has simultaneously been in charge of volunteering, rostering, and all human resources. He has done all this for twelve years and we were delighted to give him and his wife Stef our thanks and gifts at our "New Year's lunch" which was actually on 25th July. Steve remains, we are delighted to say, as a Duty Manager.

And just as I was about to close, I learned of the passing of long-term member, Bill Ackroyd. His tribute can be found with that for David.

And in Other News

At our exclusive Members' Preview Day, the Brooklands Museum Chief Executive Tamalie Newbery personally gave us an insight into what is happening there. The loss of income from visitors has been serious and job losses, Government grants and a significant bank loan have kept Brookland Museum in business through the pandemic. The road back is of course through attracting more visitors and raising more revenue. Tamalie's management team is storming ahead on this. We will do our part to support the plans – the more Brooklands visitors there are then the greater our income as well as theirs. We have pledged to support Brooklands in its marketing campaign and we will work closely at all levels.

After the paint dried on the new zebra crossing, which features prominently in the new display area, David Bowker caught three trustees and Sharon trying to recreate the famous Abbey Road photo.

Somehow it seems appropriate to ask for captions on the modern equivalent of a postcard. Any offers.



Bears on the Bus

Rachel DeWilde



Ray Thorn, Curatorial Manager, gave Sharon Burton and me the task of making the new children's area interesting and appealing, with our particular remit to be the large corner cabinet, as the museum is aiming to widen its target audiences as part of the refresh programme. Brooklands is widely considered to be a good family day out but also a great place for families who live reasonably locally to revisit, and often the children have certain things they always like to go back to see, so our aim was to make the Bus Museum one of these places too.

This area is in the far corner so there are lots of things to look at on the way, but we needed to make this last area seem unmissable by being attractive, bright, cheerful and, most of all, welcoming. There is a lot to



learn but in a subtly educational manner rather than in a directive way, except for when the school parties visit.

So we mulled this idea over and came across the idea of making it really child orientated by putting in some cuddly toy bears as this would draw them over to the cabinet in the far corner. They needed to be big to sit on the seat and so this continued to develop into the idea of Bears on the Bus and was the ongoing theme to guide us to the display that you see today.

So firstly, how do we draw people over and across the Zebra crossing? The cheerful bunting decorating the space makes it look inviting and fun. The lovely sign, created by David Bowker, tells you what to come and see. The bunting was custom-made by Laura from Bristol who went to a lot of trouble sourcing the bus material, which was in short supply due to Covid. So we have lots of bus flags and London icons waving about and this has cheered up what was a rather



functional looking corner of the building. The carpet gives the area a calm atmosphere and the chairs to sit and do activities really seem to help people to enjoy the area and linger. There is a newly acquired London Transport poster of Piccadilly from the 1950s that shows a bright, busy scene, with lots of buses, to liven up the corner.

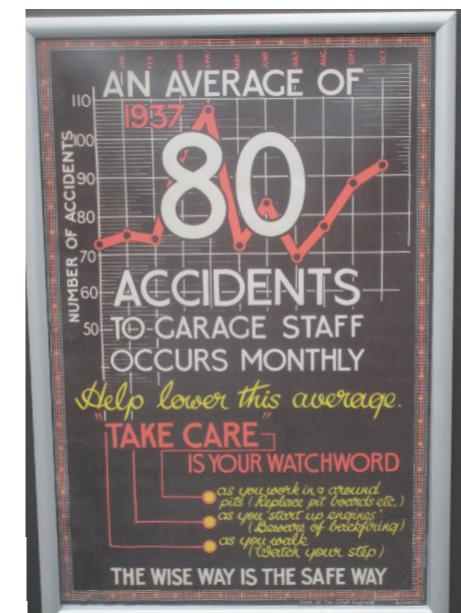
So, the display shows the Bears going on a Day Trip around London on a bus, shows a map and pictures of London Icons, a dolly bus stop, the bears sitting on the bus, having bought a ticket from the conductor. Sharon found our two wonderful big Teddy bears, along with their picnic basket, and other items were added from the shop to give it a London feel.

The bears are named Regal and Regent to encourage a topic of discussion and questions as to why were they given those names, the red and green theme was maintained as much as possible within the display to keep in line with the colours and a few notices with some interesting facts.

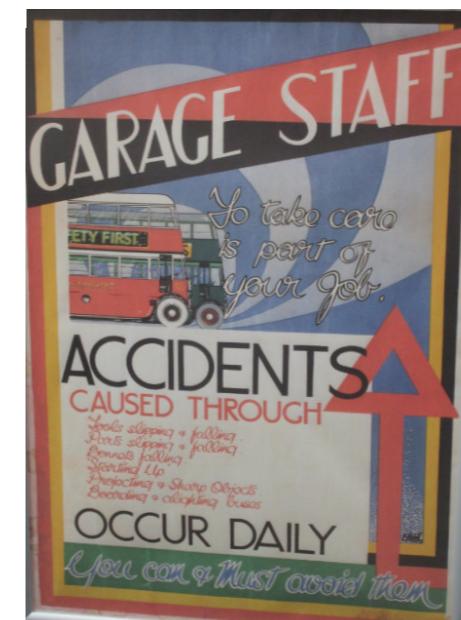
We hope to be able to change the display to reflect different things but this is all subject to available time as Curatorial is a very busy department with an ever rolling remit.

Garage Safety Posters

By Colin Read, Curatorial Team



As part of the Museum refresh, we in Curatorial are proud to be able to



display four extremely rare LPTB garage safety posters - pictured here in their frames - and clearly dating from the 1930s. There are a total of eight in the collection (source unknown and originally in a very delicate state), all having been beautifully restored by Hilary Henning from the Brooklands team of conservators and the Society of Bookbinders, to whom we are indebted.

As will be seen, safety was very much to the fore with the LPTB, less perhaps as a mark of altruism towards their staff but more to reduce costs in the event of damage to equipment. After restoration, all the posters were

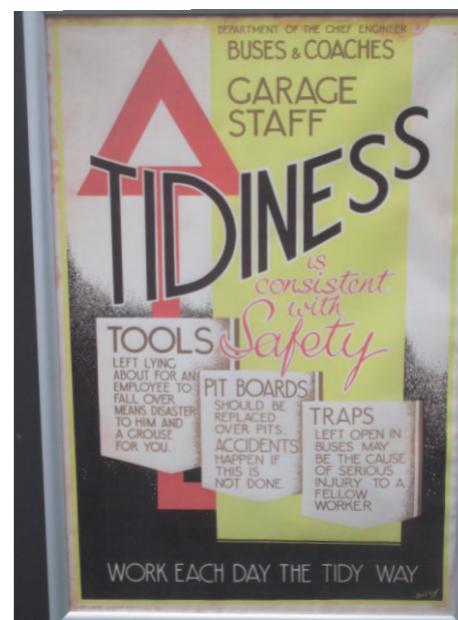


displays and a big thank you to all concerned in their restoration.

reproduced by Dawn Stagg, at the original Imperial size of 30in x 20in, using a special printing process and framed. Depending on the availability of space, the remaining four may either be added to the display, or changed over in due course to provide a rolling display.

We are unable to display the originals, shown in the centre of this page, due to the risk of fading from the sun or damage by dampness or low winter temperatures.

We're sure you will agree they further enhance the refreshed Museum



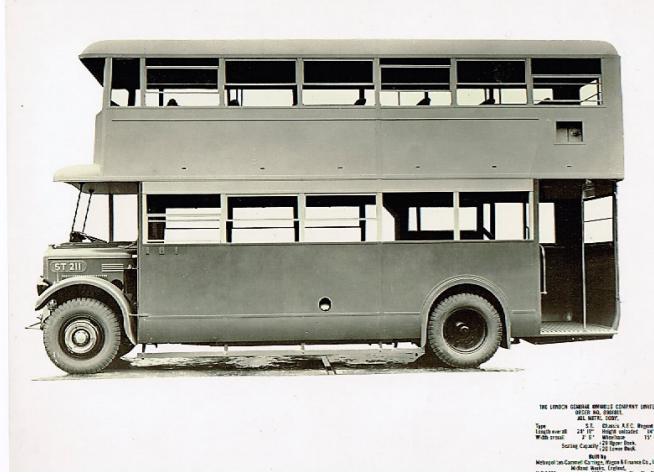
The London Bus Museum Photo Archive

Brian A L Jones

Thanks to an earlier donation from Richard Newman of the Isle of Wight Bus and Coach Museum, we can reveal some interesting photographs from the LBM Archive.

Metropolitan-Cammell were an early developer of all-metal bus bodies and produced a single AEC Regent body which matched the LGOC design for the ST class. This unique body, coded ST3, was first fitted to ST 211 and had then been mounted on ST 589 by the time it joined LT's fleet. Before 1939 it had moved to ST 478 (10/33) then ST 539 (10/34) and finally ST 150 (11/35). It was removed from the fleet on 18th June 1948.

The following Metro-Cammell photos show ST 211 when first bodied, having smoother panelling than any other bus in its class. It entered General service on 20th October 1930.



In his book, *The London ST*, author Ken Blacker noted, on page 25, that "no photograph is known to exist of the Metro-Cammell body with open cab as fitted to ST 211" - so these photos may represent a significant discovery!



Re-touching of the above photo, in the photographer's studio, has produced a nearside front wheel which appears to be hovering in mid-air.

Ken's remark appears below a reproduction of a Metropolitan-Cammell advertisement with the body (then with cab glass) mounted on ST 379 in General livery alongside DL 1 in Overground livery. He also noted that the body was, on delivery, half a ton heavier than a standard ST at 6 tons exactly, adding that, after delivery, rear bumpers were then fitted, bringing the weight up to 6 tons 12 cwt.

Metro-Cammell produced similar bodies for 25 Dennis Lance buses (DL class) which were purchased in 1931 for the fleet of LGOC's subsidiary company Overground. Those buses and a further 8 DLs, which came from independent operators, were all operated from Potters Bar (PB) garage until all were sold out of service by late 1937.

By the time the DLs were constructed the Metropolitan Police, as licensing authority, had agreed to permit windscreens to be fitted (compare to the earlier ST photographs left).

While the DL photos show bodies that appear to be similar to those on ST 211, the Dennis chassis wheelbase was longer leading to the rear side windows and the platform door opening being shorter on the DLs.



The DL photos are recorded, by a stamp on the rear of the originals, as being taken by Spencer Higson & Co, Technical Photographers & Illustrators, 1, Shakespeare Street, Nottingham.

References:

London Bus File 1933-1939 Double Deckers – Ken Glazier – Capital Transport (2001)

The London ST - Ken Blacker – Capital Transport (2012)

Below - A DL lower deck interior view – while generally similar to LGOC standard STs, there are a few minor differences.

Left - A DL upper deck looking forwards and backwards, the full width rear seat is noteworthy.



Keith Valla captured this amazing convoy of buses, including RT 4779 and RTW 467, at the Imber event on 21st August. Open top RT 3435 was used as the grandstand.



News from the Workshop

Roger Stagg

As I write this it's mid-August and it seems but a couple of weeks since I posted the last update.

The good thing since then is that Museum refresh which has taken many of the volunteers to the public side of the "big green wall" has now been completed and opened to the public with wide acclaim. It has meant that work is recommencing on the restoration of D142, NS174 and T448. In addition the removal of offside "STL sag" at STL 441's lower deck level that was not undertaken in the 2005 cosmetic work will now be undertaken as the renewal of the top nearside front pillar is complete.

After much research it has been decided that D142 will be restored into its "pirate" PUBLIC livery which coincides with its fitment with pneumatic tyres before it was absorbed into LGOC. I'll say nothing more about the others as those crews are just getting back into gear.

The mechanical side is as busy as ever and, with the various lockdowns and restrictions being over, bus rides have recommenced and invitations to take our vehicles to outside events vastly outstrip our abilities not just in vehicles but in inspections, routine maintenance and crews.



Above - a very, very rough impression of how D 142 may look in its new livery. Photo - Dave Jones
Left - STL 441 takes a break during filming of Foyles War to show off its offside sag, which is discernable with a ruler! Photo - Tony Wild



Below - Brian Rosher cleans out No 1 bore of an AEC engine currently under overhaul in the workshop. Photos - Roger Stagg

RML2760 on its launch day suffered a failed top hose that due to the nature of the AEC690 engine layout and lack of instrumentation was not observed until it returned to LBM. For safety's sake we have had the cylinder heads skimmed and new gaskets fitted.

With refresh out of the way our "quartermaster" is planning a workshop refresh, to separate woodwork, metalwork and mechanical departments for better and safer working and to ensure that we will no longer be able to look in the wrong place for that bit we left somewhere a week earlier. Like most of you we too have a Mr Nobody who hides things.



Above - a very, very rough impression of how D 142 may look in its new livery. Photo - Dave Jones

Departures

Roger Stagg

The Directors/Trustees are sad to have to announce the passing of Members David Kinnear and William (Bill) Ackroyd both in mid-August 2021.

David, member 636, joined the Museum in 1995 following his retirement from running a Hospice. He was closely involved in the move from Redhill Road where he had worked with his late daughter Annabel in the restoration of G351. Taking on the role as Curator as well as

David was as happy with a broom as he was with his horse buses. Photo - Peter ZabeK



We're Back - Summer Gathering Success

Dave Jones

Every cloud has a silver lining, so it's said, and for the Museum, Covid-19 provided an opportunity to refresh the display way beyond what could have been achieved with visitors present. The cloudy part was an inability to welcome visiting vehicles, trade stands and accompanying income at our traditional gatherings.

As Government revealed its road map, so the Trust was able to plan for a grand gathering and re-launch, within the constraints of applicable rules, with the date set for 27th June, a week after step 4 along the road to

Over the course of the day some 1200 visitors attended, enjoying bus rides, buying books, photographs and

developing the first layout of the Museum following the move to Brooklands, David took a serious interest in the Horse buses. He was a well-known figure in his original leather coat whenever they were run.

He bravely fought a long battle against cancer which had forced his retirement from his Curatorial role to become Curator Emeritus. Sadly his wish to see the horse buses running again was not achieved in his lifetime. Our thoughts and condolences go to wife Patsy and to his children.

in the set-up of the Isle of Wight Bus Museum.

An AEC man through and through he did at one time own both a red and a green RT, an RMC and a Mk 3 Mammoth Major tanker.

Diagnosed with cancer a couple of years ago, he fought a difficult battle, but was a cheerful man throughout.

Our thoughts and condolences go to wife Mary and to his children.

Bill at the wheel of RT 1705, taken on 17th May 2005, or 1705!



what-have-you, as well as admiring the new museum layout.

About 100 buses attended, grouped roughly by age and operator, including a good number of modern buses from the Bromley Bus Preservation Group's collection.

Leon and Roger addressed the crowd about the museum's updated display and the work recently carried out on RML 2760 which was re-launched with new advertising.

And it didn't rain (or snow)!

We're Back - Summer Gathering Success



Above - ten years ago this model was on display at the April Open Day at Redhill Road. It's interesting to compare this with the initial museum. Photo - Dave Jones



Above - ten years later and the museum Mk2 has been well received by everyone who has visited. Photo - Dave Jones

Right - RML 2760 has been thoroughly refurbished by Stagecoach and Hants & Dorset Trim. It now sports less garish side adverts based on an old Red Rover design. Photo - Phil Hambling

Below - the lack of crowds is only too apparent, but it did mean less waiting time for photographers trying to take a clear shot. Photo - Dave Jones



Below - The event attracted a good selection of Routemasters, including RM 238, recently subject to a thorough restoration. Photo - Dave Jones



Below - A selection of newer vehicles were opposite the RMs, among them BLs 81 and 88 (not 93 as suggested by its registration) in a before and after comparison. Photo - Adrian Palmer



Above - Arriving visitors were greeted by a selection of newer buses, located here due to weight considerations, featuring ex-Merseybus F262 YTJ, BPPG's 17368 and TA 1 (aka 17001), Ensign's M 1, a Uno ADL E400 MMC, a Metroline ALX400 and TPL 264.

Right - Sir Peter Hendy about to set off in RTW 467.

Bottom - RT 4779 was in action on tour duties.

Photos - Dave Jones



Above - 12345 has been painted in a tram-like livery to mark the 40th anniversary of Plumstead garage and the 2022 70th anniversary of the end of trams in London. GoCoach's SK07 DZA was painted to mark the 50th anniversary of London Country in January 1970.

Photos - Dave Jones

Below - Southdown's 1937 Leyland Cub with a Park Royal body visiting from Amberley Museum. Photo - Adrian Palmer



Bye, Bye, Trolleybi, Farewell - part 9

Michael H C Baker

Stage 11 saw a further reduction in the trolleybus fleet, five more routes in the east succumbing to, as it then seemed, the all-conquering diesel bus. Dawn arrived on 20th July, 1961 with a network 18.2 miles smaller than it had been the previous morning. Now, today, 60 years on, the future is electric. We are unlikely to see the fascinating tracery of wires reappear which, for some, possessed a certain beauty, at junctions such as the Nags Head, Holloway, Manor House or the Tally Ho, Finchley; time will tell just how the electricity powered bus network of the future will pan out. In my art student days I used to love doing pen and ink drawings of the overhead and once, resting my sketchbook on the railings at the Nag's Head, I found I had extended it a little too far over the kerb, to which an Edmonton PI took exception, catching the very edge of the page and sending ink all over my masterpiece – the result would probably have met with Jackson Pollock's approval.



Michael's sketch of a 643 leaving Finchley, Tally Ho with the Gaumont Cinema behind.

Cross to Liverpool Street and 649A Sundays only Wood Green to Liverpool Street were replaced by motor bus 149 between Waltham Cross, Liverpool Street and Victoria and Sundays only 243A serving Wood Green and London Docks, whilst the long standing motor bus route 47 between Bromley and Shoreditch was extended to Stoke Newington. The night time 543/643 routes Stamford Hill to Holborn Circus were replaced by motor bus N83 running between Tottenham, Stamford Hill and Trafalgar Square.

All these replacements were Routemasters with one exception. This was the 47 where RTs worked alongside RMs, and indeed would continue to do so for another fourteen years, being one of the very last routes serving central London to retain these reliable veterans.



K1 No. 1131 on the 647 at Aldgate on 28th June, 1960 (MHCGB)

No longer were either the London Docks or Liverpool Street served by trolleybuses. Great inroads were made into the Leyland fleet and large numbers of K1s, K2s and all the small number of GGP registered K3s were taken out of service, although other K1s would survive at Isleworth depot until the very end.

As the general public became more aware as each abandonment occurred that something familiar and, perhaps not as charismatic, but mostly a good deal more comfortable than the tram, was disappearing from the streets of London, so more and more turned out to say goodbye, both to celebrate their service and regret their demise.

K2 1229 passes Bishopsgate Goods Station on a Sunday in 1959 (Brian Speller)



K1 No 1141 photographed soon after setting off from Liverpool Street on the 649 in 1960 (MHCGB)



Stamford Hill's last 643 is escorted home by crews bearing fog flares on 19th/20th July, 1961 (Collection)



Some of the many K class trolleybuses sold to George Cohen for scrap await their fate at their yard Colindale depot on 22nd April 1961 (MHCGB)

Right - RT 3284 on a short working of the 47 heads south through Lewisham in 1970. (MHCGB)



Above - RM 149 on route 47 in 1980 near Liverpool Street. The bus survives as a kinderbus at Starnberg in Germany! (MHCGB)

Right - A surprise appearance on the 49 in 1980 was that of refurbished former Green Line RCLs, quite the most comfortable buses probably ever to appear on a trolleybus replacement route. RCL 2251 is seen at Waterloo. (MHCGB)



A History of Bus Route 408

Peter Osborn

Having just written a book (reviewed....) about the 100 year history of route 408 (West Croydon to Guildford), how do I summarise that in a short article?

Why not start by listing the route numbers that the route has run under – S6B, S8, 403, 408, 415, 416, 421, 470. Not to mention 408A (three times), 408B, 408C, 408D.

- | | |
|----------|---|
| S6B | 16 November 1921 – East Surrey's new route from Epsom to Guildford, run off the Redhill to Epsom S6. |
| S8 | S6B (now Sutton to Guildford) renumbered S8 on 5 June 1922 |
| 408 | S8 (now West Croydon to Guildford) renumbered under the London Traffic Act from 1 December 1924. Extended beyond Croydon to the Chelsham area between 1937 and 1972. Drastically shortened in 1999 and 2000 to run between Sutton and Leatherhead and extended to Cobham. In September 2012, extra journeys introduced from Epsom to Effingham. |
| 408A (1) | 'Pirate' working by Regal between West Croydon and Beddington, numbered 408A in 1925 and taken over by LGOC in 1928. |
| 408A (2) | Guildford to Merrow <i>Church</i> service taken over from Aldershot & District in February 1933, renumbered 408 in October 1934. |
| 408A (3) | Guildford to Merrow <i>Bushy Hill</i> service introduced January 1954. Renumbered G8 in 1985. |
| 408B | Additional summer afternoon buses between West Croydon and Epsom from 1925. Extended to Epsom Downs from 1930 and renumbered 421. |
| 408C | West Croydon to Great Bookham <i>Crown</i> service introduced January 1934, renumbered 408 in October 1934. |
| 408D | West Croydon to Esher via Leatherhead route introduced April 1925. Renumbered 416 in October 1925. |



Route 415 – East Surrey's Short-bodied NS, PE 2422, stands opposite Chelsham garage (opened January 1925), with the Hare & Hounds (as the terminus was known) in the background. The bus was new in May 1925 and converted to pneumatic tyres around the end of 1928. Route 415 commenced operation to West Croydon in December 1925 and was absorbed into the 408 in March 1937.

Photo Bernard Phillips © LBP

- | | |
|-----|--|
| 416 | West Croydon to Esher via Leatherhead.
Shortened to run only between Leatherhead and Esher in April 1936, no longer on the 408 schedule. |
| 421 | West Croydon to Epsom Downs; withdrawn in October 1933. |
| 403 | Between March 1937 and October 1938, part of the 403 service was extended to Leatherhead, in that direction only; buses from Leatherhead were numbered 408 and ran through to the Chelsham area. |
| 415 | West Croydon to Chelsham via South Park Hill Road. From September 1936, westbound 408s changed number to 415 at Wallington and ran to Chelsham. From March 1937, the whole service was renumbered 408 (but see 403 above). |
| 470 | In October, Country bus route 70 (Morden to Dorking) – which worked alongside the |

Central Area 70 – was diverted in Epsom to become route 470 to Warlingham (and the Sunday Central Area service to Dorking became part of the 93), replacing the 408 east of West Croydon. Route largely withdrawn at deregulation in 1986; in July 2003, a new 470 replaced the 408 between Sutton and Epsom.

On the 100th anniversary of the commencement of route S6B, 16th November 2021, we plan to mark the occasion with a run in service over the old route using RT3491 and RT4779. Details in the members' area of the website.

Right - Route 408 – RT4779 operated from Leatherhead Garage (LH) between 1963 and 1969, after which it was painted red on overhauls. Here seen in the garage with RT3752 and RT981 in the mid-1960s, having run in as a 408.

Photo © Peter Osbor

You Write

Guy Marriot

Dear Dave

I recently noted something in the March 1945 issue of the LT "Complete Road and Rail Timetable" for Uxbridge which I thought might warrant a letter to you, as Editor.

Route 224 then ran between Uxbridge and Stanwell, and was worked by Uxbridge Garage and the timetable, attached, shows the 3 last journeys to Uxbridge on Monday to Friday, and the 4 last journeys on Saturday with the note "Waits at Staines London Transport Garage to refuel."

It cannot have been common for an in-service bus to be timetabled to stop at another garage to refuel? I assume passengers had to wait on the garage forecourt whilst the refuelling was carried out?

At that date, the buses allocated by Uxbridge Garage to work the route were apparently 3 C-class and 2 T-class on Monday to Friday, and 4 C-class and 2 T-class on Saturday.

Are there other instances to be found of in-service buses re-fuelling?



UXBRIDGE - HARMONDSDWORTH - STAINES - STANWELL						BUS 224	
Service interval: Uxbridge-Harmondsworth 30 minutes. (Monday to Friday peak hours and Saturday afternoon 20 minutes, Monday to Friday morning and evenings 60 minutes). Harmondsworth-Stanwell 60 minutes.							
WEEKDAYS		MON. to FRI.		SATURDAY			
First	Last	First	Last	First	Last		
UXBRIDGE Station, Underground	5.55	6.31	6.55	10.9	7.56	10.9	
COWLEY Station Road	6.3	6.40	7.4	10.17	8.5	10.17	
WEST DRAYTON Station	6.12	6.49	7.13	10.26	8.14	10.26	
HARMONDSWORTH High Street	6.23	6.58	7.22	10.34	8.23	10.34	
HARMONDSWORTH Pergy Bedford	6.23	7.01	7.23	10.37	8.26	10.37	
Colnbrook Horton Road		7.12	7.26		8.3		
Horton Crown		7.17	7.41		8.42		
Wraysbury Station		7.26	7.50		8.51		
Staines Bridge Street		7.40	8.5		9.6		
Staines London Transport Garage		7.44	8.9		9.10		
Stanwell Stag & Hounds		7.50	8.15		9.16		
Stanwell War Memorial		7.56	8.21		9.22		
<i>Stanwell War Memorial</i>							
Stanwell Stag & Hounds	8.10	5.22	6.26				
Staines London Transport Garage	8.16	5.28	6.32				
Staines Bridge Street	8.22	5.34	6.38	9.47	6.42	9.51	
Wraysbury Station	8.26	5.38	6.42		6.57	10.6	
Horton Crown	8.40	5.53	6.57	10.15	7.6	10.15	
Colnbrook Horton Road	8.48	6.21	7.11		7.72	10.23	
HARMONDSWORTH Pergy Bedford	6.26	9.3	6.48	9.28	7.22	10.31	10.43
HARMONDSWORTH High Street	6.29	9.6	6.51	9.34	7.25	10.34	10.43
WEST DRAYTON Station	6.37	9.14	6.53	9.43	7.34	10.43	10.51
COWLEY Station Road	6.45	9.22	6.59	9.52	7.43	10.52	10.59
UXBRIDGE Station, Underground	6.54	9.31	6.48	10.1 11.81	7.52	11.1 11.8	

UXBRIDGE - HARMONDSPORT - STAINES - STANWELL

BUS 224

LIST OF DEPARTURES

Uxbridge to Stanwell MON. to FRI. at 6.31, 7.34, 8.37 a.m., 4.43, 5.45, 6.45 p.m.; SATURDAY at 6.31, 7.34, 8.37, 9.40, 10.33, 11.52 a.m., 12.55, 1.40, 1.55, 2.55, 3.23, 4.34, 5.54, 6.54, 7.56 p.m.

Uxbridge to Harmondsworth *Peggy Bedford*, MON. to FRI. at 5.55, 6.22, 6.56, 7.23, 7.58, 8.23, 9.35, 10.35, 11.35 a.m., 12, 5, 12.35, 1.35, 1.59, 2.35, 3, 5, 3.35, 4, 5, 4.34, 5, 4, 6, 5, 6.35, 7, 7, 7.42, 8.56, 10, 9 p.m.; SATURDAY at 5.55, 6.22, 6.56, 7.23, 7.58, 8.23, 9.33, 10.31, 11.31 a.m., 12, 9, 12.36, 1.36, 1.59, 2, 2.35, 3, 9, 3.35, 4, 9, 4.34, 5, 9, 5.35, 6, 6.35, 7, 11, 7.57, 8.56, 10, 9 p.m.

Uxbridge to Harmondsworth *High Street*, MON. to FRI. at 1, 5 p.m.

Uxbridge to West Drayton, MON. to FRI. at 8.36, 9.40 p.m.; SATURDAY at 8.36, 9.40 p.m.

West Drayton to Harmondsworth *Peggy Bedford*, MON. to FRI. at 5.18, 5.51 p.m.

Harmondsworth *Peggy Bedford* to Stanwell, MON. to FRI. at 10, 4, 11 a.m., 12, 4, 4, 2, 11, 3, 12, 4.13 p.m.

Stanwell to Uxbridge, MON. to FRI. at 8.10 a.m., 4.22, 5.22, 6.16, 7.16, 8.16, 9.16 a.m.; SATURDAY at 8.10, 9.27, 10.27, 11.27, 12.27, 1.27, 2.27, 3.26, 4.22, 5.22, 6.26, 7.26, 8.26, 9.26, 10.26 p.m.

Stanwell to Harmondsworth *Peggy Bedford*, MON. to FRI. at 9, 10, 10.14, 11, 3 a.m., 12, 7, 1.14, 2.14, 3, 7 p.m.

Harmondsworth *Peggy Bedford* to Uxbridge, MON. to FRI. at 6.26, 6.53, 7.32, 8.27, 8.52, 10, 7, 11, 6 a.m., 12, 6, 12.36, 1.36, 2, 6, 2.36, 3, 6, 3.36, 4, 6, 4.34, 5.35, 6, 5, 6.37, 7, 7.53, 8.53, 9.53, 10.53 p.m.

Harmondsworth *High Street* to Uxbridge, MON. to FRI. at 12.40, 1, 5, 1.46, 2, 6, 2.40, 3, 6, 3.46, 4, 6, 4.39, 5, 5, 5.46, 6, 6, 6.41, 7, 7, 7.53, 8.13, 8.39, 10.49 p.m.

Harmondsworth *Peggy Bedford* to West Drayton, MON. to FRI. at 5, 5, 5.34 p.m.

Harmondsworth *High Street* to Uxbridge, MON. to FRI. at 1.34 p.m.

West Drayton to Uxbridge, MON. to FRI. at 9.14, 10.11 p.m.; SATURDAY at 9.21, 10.11 p.m.

FOR SUNDAY JOURNEYS SEE ROUTE 222

A-Waits at Staines London Transport Garage to refuel.

WAR SAVINGS ARE WAR WEAPONS

A Trio of Books Reviewed

By Colin Read and Michael H C Baker

Lowbridge London by Julian Bowden & Michael Dryhurst, Bowden Publishing, 60 pages, softback, price £10

Just when you thought you knew everything about London's buses of the fifties, we discover that there was a distinct possibility that LT's replacement for its motley collection of pre-war lowbridge buses may have been Weymann-bodied Meadows-engined Guy Arab IIIs of the GLH class!

As we know, over-ordering by Midland General for its AEC/Weymann lowbridge buses in 1949 (one of which is pictured) resulted in twenty being surplus to their requirements and these were offered to LT instead, resulting in RLHs 1-20, followed in 1952 by the remaining 56.

This excellent and very reasonably-priced booklet features views of some of the low-bridge STs and STLs as well, not forgetting the Daimlers and post-war hired-in Bristols and lowbridge Eastern National Guys in the Grays area, before concentrating on the RLHs.

Surrey's Spring Line – a history of country bus route 408 by Peter Osborn – publisher London Historical Research Group, 72 pages, softback ISBN 978 1 90909 130 6 price £10

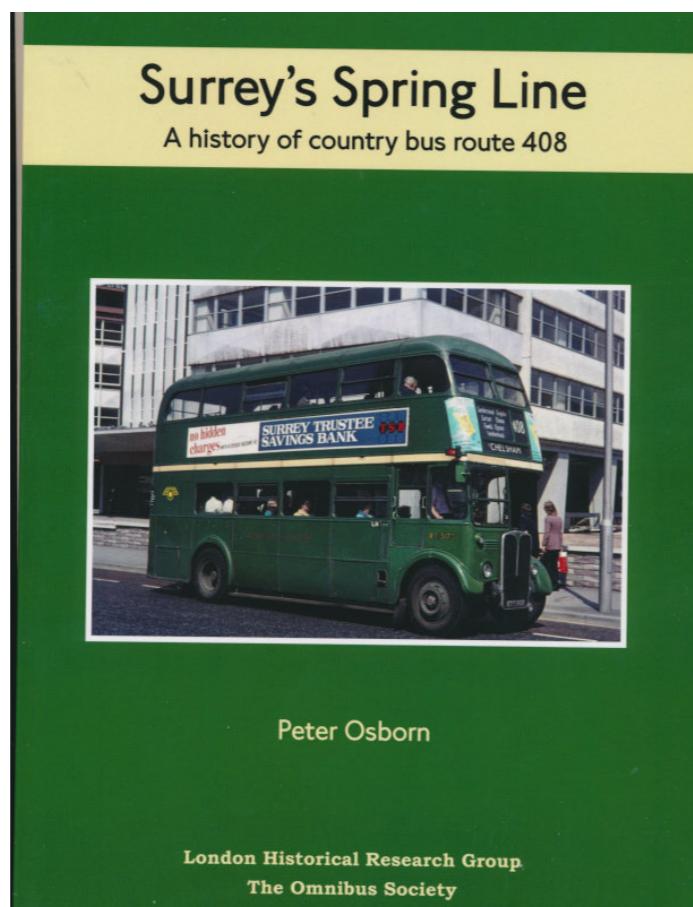
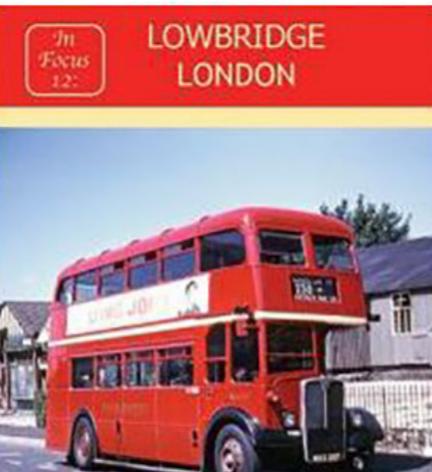
This is a valuable contribution to the perhaps somewhat neglected area of research into what would become an important group of routes of London Transport's Country Area. It begins, as it should, way back, with a reference to 'a line of Anglo-Saxon settlements' and 'a line of springs along the boundary... from Guildford in the west to Croydon in the east,' along the North Downs, and ends with the interesting observation that 'it is still possible to take a bus more-or-less along the spring line as quickly as in a B-type in 1923.'

Profusely illustrated from the immediate post-First World War years to April 2019, in black and white and colour, the core of the subject is route 408 which for long ran between Chelsham, Croydon and Guildford. The amount of research the author has carried out, itemising virtually every variation of every route which has worked in the area, is admirable, indeed breath-taking, and an example to us all. At the same time he does not lose sight of the overall picture. One of the most pleasing aspects of the illustrations is that, whilst a huge variety of vehicles is encompassed, the background, the places, and, particularly in the earlier scenes, people also feature so that the buses

Unless I have miscounted, no less than 60 of the 76 RLHs in both Country and Central Area operations are portrayed, including our very own RLHs 48, and 53 in its unrestored state with us before being passed on. London's lowbridge buses in subsequent use, including RLH 44 as the London Country Uniform Store, are well-covered with many photos your reviewer had not seen before.

One or two interior shots would have been nice and perhaps a reference to the fact that the RLHs were prohibited from Green Line relief operations, even though this is known to have happened, with photographic evidence!

Highly recommended - Colin Read.



are placed fair and square into the environment. Highly recommended. Michael H C Baker

Working For London's Buses (Stories from those involved) Capital Transport, 128 pages, hardback ISBN 978 1 85414 460 7 price £25

One of the most interesting London bus books which has come thudding across your reviewer's desk for many a day. With contributions from Sir Peter Hendy, CBE, Leon Daniels, OBE and many names familiar to members, there can be no doubting just how authoritative this book is. Just to pick at random the title of some of the contributions: From Desk to Driver's Cab; The Trials of Ticketing; Designing Liveries for London; The 2012 Olympic and Paralympic Games and Chairing the GLC Transport Committee, gives a flavour of the diverse and much varied ground covered.

It would be invidious to pick out contributions; all are well written, engrossing and revealing but I cannot but begin by quoting Dave Wetzel, who began in the 1960s as a bus conductor and by 2000 had risen to be Chair of London Buses. Much involved with union matters he quotes the Managing Director of London Buses saying to him on his appointment that 'we thought you would have more practical knowledge about running buses than we did.' A couple of sentences later that 'I was so far to the left of the Labour Group in control of Hounslow, they didn't even trust me to be vice-chair of their burials committee lest I rouse the dead with copies of Karl Marx and Henry George.'

It's not all politics of course, but we do learn much about the wheeling and dealing, and the compromises which had to be made at all levels. You will find out why experienced map makers preferred red to blue for bus routes, how a former Croydon tram driver was still able to drive

The Odd Corner

Somewhere for Snippets!

Steve Edmonds passed on a message from a renewing member referring to the article about John Ackerman in the last issue.

"It stated he learned to fly in a single engine Prentice. The first flight of the Prentice was 1946, so could not have been flown in the war. As far as I know the only single engine trainers in the war were the Tiger Moth, Miles Magister and the Harvard".

Thanks to whoever sent that in.

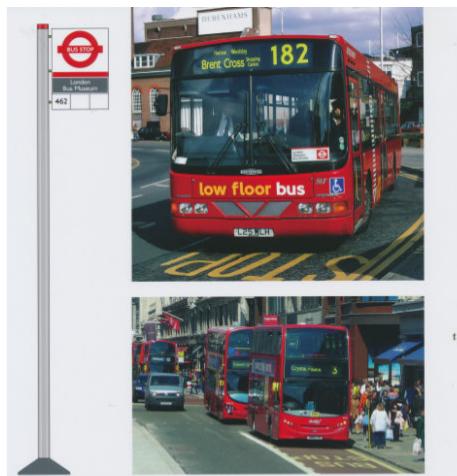
And to the right, Adrian Palmer recorded Timebus' RF 491 on a visit to the museum for engineering attention.

minibuses in 1972 and eventually became the 'completely authentic vintage bus conductor with the Obsolete Fleet,' what drivers thought of the Leyland National, how RT 4712 became part of the LT Museum fleet, what the beginning of tendered services in July 1985 brought about, how, in case should you ever be in doubt, that Ray Stenning, designer of so many terrific London bus liveries, is 'no shrinking violet'. Dominating, inevitably, is the effect of modern technology on every aspect of the London bus world.

The reviewer's only criticism of this book, and it is a serious one, is that only one women is featured. This is Emma Hignett, a one-time ballet dancer, who, as the broadcaster of all bus announcements, must have one of the most familiar voices in London. OK, so women have not, until very recently, got to the top of the bus business, but this book isn't just about those at the top and surely there could have been contributions from former members of the typing pool at Chiswick or elsewhere, clippies, and many others who have played their part in keeping London bus running since the 1970s?

I would also mention that all proceeds from this book will go to the London Bus Preservation Trust.

Michael H C Baker



Working For London's Buses

Stories from those involved



Donations Received

Ray Thorn

Between 12th May and 21st July 2021 the following were kindly donated:

The museum is pleased to acknowledge, with grateful thanks, the gift of objects from members and others who may be downsizing their collections or from families of those no longer with us.

Donor

Donor	Object(s)
Bob Harris	Wooden ticket holder plus paper tickets
Ian Jackson	Maps, timetables and leaflets
David Pinniger	Conductor's coin bag with budget key
Terence Reeves	Collection of photographs
Chris Heaps	1944 ABC London Transport Services
Rod Lucas	LT Farechart for Route 75
Graham Ring	One LT bus stop flag 'Request Stop' plus three E plates
Ron Streetly	Wooden model B type bus
Richard John	Routemaster grill badge

Many thanks to those who have chosen to donate to us, and our condolences to those who have lost family members and friends.

We endeavour to add the gifts to our permanent collections although surplus material, where duplicating existing objects or not within our collecting policy is offered for sale to enthusiasts and others. The resultant income is used to maintain and develop the museum.

If you have any items that you wish to donate, please contact the museum by telephone or email (details on inside back cover) to tell us about the items. We welcome every donation whether bus or other transport related and whether London or elsewhere.

Ten (or More) Green Bottle (Tops)!!

Colin Read

Regular volunteers to the museum will have noticed a small box in the Canteen for the collection of bottle tops (mainly the green ones from milk bottles but others are OK). These were formerly collected and given to one of my Rotary friends, who sadly passed away earlier this year.

I'm happy to continue collecting these, which are converted into money for Great Ormond Street Hospital, obviously a very worthwhile cause. I checked and washed about 2000 the other weekend and delivered them to my contact in East Grinstead, so keep them coming please.

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
WINTER 2022 EDITION

12 November 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.

London Bus Museum comes to you

Route 93 Putney Heath - Dorking

London Bus Museum is delighted to welcome you to another running day event. We bring our buses out to relive the past and show our children how their parents and grandparents travelled. Look also how the London bus has evolved over the years. We are running vehicles on route 93 not only from the London Bus Museum itself but also from our many friends with vehicles in preservation and other bus operators. It's free to ride and free to watch. Have fun!

Saturday 9th October 2021
1000-1700

This is a free service and will run by kind agreement of Transport for London and Surrey County Council

Putney Heath
Wimbledon
Morden
North Cheam
Ewell
Epsom
Leatherhead
Dorking

93

You can come to London Bus Museum TranspOrtFest

Our big Autumn event
Around 100 visiting vehicles
Traders' market
Children's entertainment
Bus rides

Sunday 24th October 2021
1000-1600

London Bus Preservation Trust Ltd, Brooklands Museum, Weybridge, KT13 0QS
821/5063L/1000 www.londonbusmuseum.com

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

Website: www.londonbusmuseum.com

Twitter: [@londonbusmuseum](https://twitter.com/londonbusmuseum)

Facebook: [www.facebook.com/LondonBusMuseum](https://facebook.com/LondonBusMuseum)

Charity number: I053383

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South East Bus Festival

2021 South East Bus Festival Part of the Heritage Transport Show

Sunday 10th October

10am to 4pm at Kent Showground on the A249 at Detling, near Maidstone

- Admission £10 per person in advance (£12 at the gate - card payment only)
- Children under 14 years admitted free

Tickets allow entry to the Heritage Transport Show and the South East Bus Festival.

Large display of buses and coaches old and new, plus cars, commercial vehicles, tractors and motorbikes in the Heritage Transport Show

Free rides around the showground

Sales-stands and displays

Slide shows

Reunion Tea Room

Please note that the event will be subject to any Coronavirus regulations that may apply at the time and some activities may be subject to change at short notice



For full details visit
<https://southeastbusfestival.wixsite.com/sebf>
www.facebook.com/southeastbusfestival

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