

Friends of Classic London Buses of the Fifties

For those actively involved in or supporting the preservation of London buses, coaches and trolleybuses of the past



There's nothing nicer than a green roof-box RT so here is Chris Stanley's evocative shot of RT 593 on the level crossing at Tenterden Town Station on 15th August this year during the bus rally held at the station. It's good to see events taking place once again after the recent hiatus resulting from Chinese viruses and their variants, of which I am sure we have had more than enough.

Newsletter 181

September 2021

Opening Lines

This Newsletter includes more information from the Federation of British Historic Vehicle Clubs - we last incorporated items from their newsletter in our No 178 although issue 179 provided some statistics about classic vehicles in the UK. The Federation's stated aim (or, I suppose, "mission statement" in these rather idiotic times...) is quoted here from their own publication: "The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe."

You might therefore think, as I have always done, that they were the good guys, looking out for us all and fighting our corner. You might reasonably expect them to know what they are talking about as well, but in the last month or two I have become increasingly concerned that in fact they have now taken on a life of their own, as so many organisations seem to do, and have become disconnected from their true purpose. I started to have concerns some time ago when, owing to some ill-thought-out legislation, lorries which had previously been exempt from annual testing were caught up in the need to be tested. The Federation's response was effectively, "Sorry chaps, nothing we are prepared to do, you'll have to fight it out yourselves, perhaps with the Historic Commercial Vehicle Society, but you have our support." Note - nothing practical about the alleged support.

I was not impressed. I was not impressed either when in a recent newsletter they referred to vehicles fitted with "Perkin's" engines, or for that matter to "Thornycroft" and "Maudsley" vehicles. I don't know who Perkin is or was, but Perkins engines are widely used in many makes and types of vehicle. As for long-established British manufacturers such as Thornycroft and Maudslay, there is really no excuse for getting it wrong; they wouldn't write "Moriss", would they? I shall have more to say on this subject later, after the items from their recent newsletters.

Copyright Alan Lodge

Alan Kinsman

Afraid I can't offer any insight into the identity of the RT on page 17 of the latest issue, but my attempts to find out what it might be led to the discovery that the picture was taken by one Alan Lodge, a freelance photo journalist whose work over the years has documented many aspects of what is today known as the 'alternative lifestyle' - travellers, rave culture, protest groups etc.

Alan's website has dozens of photos from Castlemorton and other free festivals, and there are plenty of shots that include the vintage buses and lorries (in various states of disrepair) that were home to the travelling community. Only one other shot of a London bus that I can see - an unidentifiable blue and white GS.

Anyway, the photo you reproduced is © Alan Lodge, and is one of three that feature the RT from a similar angle. Alan's original shot is much clearer, but that obviously doesn't help in identifying it.

[Thanks, Alan - I bet someone out there knows which GS it was. The reference to lorries reminded me that when I was working at HH one of our drivers lived in a converted fire engine. He was a nice enough chap but clearly his choice of abode led to a certain amount of difficulty with personal hygiene. He had long hair and a long, flowing beard and we tended to refer to him as "JC" because of a resemblance to the way one Jesus Christ has been portrayed over the centuries. I can't now remember his real name but it may have been Tony something-or-other. He was quite happy to answer to JC! There can't be many alternative-lifestyle persons who managed to obtain employment with a bus operator but we were always short of staff in those days and glad of anyone who wanted the work. I wonder if he ever swapped his fire engine for a bus, or if he preferred a change of environment for his hours of relaxation.
- Ed]

London's Cravens RTs

Colin Read

When London Transport was busily re-stocking its RT-family bus fleet in the post-war years, serious delays had occurred with Park Royal and Weymann, so they looked around for other bodybuilders. Saunders Engineering & Shipyard Company of Anglesey and Cravens Ltd of Sheffield were the chosen alternatives, the former receiving a (very welcome) order for 300 bodies. Cravens were to build 120. Whilst the Saunders were an excellent copy of what had gone before, the Cravens on the other hand were something else and I wonder just what the LT authorities thought when the first examples came off the production line!

The end product was basically a slightly modified version of their standard product. They were instantly recognisable with smaller, extra windows: five either side on the lower deck and seven either side on the upper. The front body profile was much more upright and the rear curved noticeably more from the waistband upwards. The rear lower-deck window was also smaller, as was that behind the driver. As with the later 'RT3' bodies, there was no shroud over the canopy over the bonnet. Semaphore direction indicator boxes were fitted but, I gather, left empty. Flashing indicators were never fitted. The frontal layout on all of the front roofbox-fitted RTs permitted an advert poster to be displayed either side of the destination boxes without having to be 'bled' around the corners.

The Cravens interiors were different also. The window frames were flat, not curved, with the lower deck ceiling also flat, not arched as with the standard RTs. Window winders were centrally-mounted of 'PYP' manufacture, of the same type found on the AC Cars electric trains on the Southend Pier Railway! The windows also leaked, I understand. A standard RT drivers' cab was fitted, with a noticeable tapering on the offside, just above the mirror.

I recall that when LOTS owned former RT 1431 (q.v.), the drivers reported a curious 'rolling effect' when going along. Subsequent enquiries – many years later – indicate that with the steering wheel, in effect, being attached to the chassis and the seat attached to the body bulkhead, the wheel appeared to be moving in a different plane to the driver's body. (I personally have never experienced this with the buses I've driven; maybe this was a quirk of the type.)

The Cravens, which were non-standard (LT body code RT3/4) were delivered between September 1948 and April 1950 and numbered RT 1402-1520. They were scattered around the LT area, some even coming to Croydon (TC).

The first 27 were in Country Area (green) livery with the remainder red although 23 of the latter were repainted green to cover overhauls in 1956, their last year of service. The last four finished service (at Windsor garage) in the October. Reliable workhorses, they were not infrequently used on Green Line reliefs and special services such as Wimbledon tennis and the Epsom Derby.



Above: Green RT 1417 waiting for a crew change, by the look of it, while working from Garston garage - photo by R.H.G. Simpson

Remarkably, no fewer than 118 were initially sold to Bird's Commercial Motors of Stratford-upon-Avon (which the writer visited twice in the 1960s), all being re-sold on to other operators. Dundee Corporation took the lion's share with 30, for tramway replacement. A close second were the Ayrshire Bus Owners (AI Service) and associated companies with 27. Beckett of Bucknall (Stoke) had 9; Lloyd (Nuneaton) 8 and Lowland Motorways, Glasgow 7. Closer to home, three went to Red Rover, Aylesbury and a handful returned to the capital for various uses. Many were modified in various ways, appearing in various different liveries. They were good purchases, having seen just seven years' service.

The two not via Bird's, were RTs 1462 (West Herts Coaches, Garston) and 1420, the body of which was written-off after striking a low bridge in 1956, but whose chassis survives under the body of RT1, preserved today at the London Bus Museum.

Interestingly, former RT 1429 (Ayrshire Bus Owners) was rebodied with the Park Royal body from former RT 825 in 1964, so, as with 'RT1' the chassis had the same (or composite) mountings to accept other bodies. Although overhauled in their LT days and some were repainted, all retained their same bodies throughout. Former RT 1417 (Lowland Motorways) was burnt out in 1957 and RT 1489 (Ayrshire Bus Owners) was wrecked in a head-on crash in 1959. None appear to have gone to Wales or to Ireland and none ever went abroad.



Above: KGK 751, the former RT 1492, working for Turner of Brown Edge, Staffs, as their No 6 – photo from Editor’s collection, photographer not known. Withdrawn in 1962, it was used as a source of spare parts and was still at their premises in December 1966.

RT 1431 was purchased (for £150) by the London Omnibus Traction Society in 1966 and used for a number of years after restoration to LT red livery, ending up via various owners with Ensignbus and still operational. The other survivor is RT 1499, acquired by the London Brick Company for staff transport and now, of course, operational and repainted in Country Area livery, also with Ensignbus.



Above: KGK 729, once RT 1470, seen here with Harper Brothers of Heath Hayes, Staffs. It was destroyed by fire in 1970.

[Editorial addition: Given our occasional interest in showbiz matters, it is worth recording that one of the Red Rover examples, KGK 741, the former RT 1482, appeared in the 1960 film “The Boys” and also very briefly in the 1962 film “The Young Ones.” The latter of course starred our old mates Cliff Richard and The Shadows, while the earlier film included music by The Shadows who, however, did not appear in the film. Red Rover buses were used in various TV shows, too, so possibly one or other of their Cravens examples has appeared on the small as well as the large screen. Certainly one or two Cravens RTs have been spotted in background shots in London-based films.]



Above: RT 1462 shown in the upper photo with West Herts Coaches and in the lower with H & C Transport, both of Garston, Herts; indeed, they shared the same premises which sometimes led to confusion about exactly who owned which recently-acquired vehicle - until their owners repainted them. H & C used a version of LT's Central bus livery, with more cream, while West Herts Coaches preferred grey and black. The RT ended its days with Red Car and Coach Hire at Chigwell who finally sent it to one of the Barnsley breakers for scrap around August 1970. Just out of interest, while the RT didn't survive, one of West Herts Coaches' coaches, an AEC Reliance with Roe Dalesman body, is still with us (and another may still be as a mobile caravan), while Red Car is represented in preservation by one of the very last Plaxton-bodied Bedford VALs ever built, currently undergoing a very thorough rebuild in the museum at St Helens. Preserved RTL 326 was also once the property of West Herts Coaches who obtained it from - H & C! Photos from the editorial collection.

Next page: The Editor's first-ever visit to Aylesbury revealed Red Rover 1, the former RT 1475, loading at Kingsbury Square prior to departure for Waddesdon, 23 May 1961. Later used for parts, the bus went back to Bird's for scrap in April 1965.



Below: The film star - Red Rover 3, KGK 741, photographed by R.H.G. Simpson. A low-bridge accident in either September 1962 or March 1963 saw the end of this one which finally went for scrap in 1964, but not before its chassis plate had been retrieved from the remains and saved in my collection.



Next page: Finally on the subject of the Cravens buses, here is KGK 739, RT 1480 once, working for the then BET-owned East Midland Motor Services Ltd as their D46. Their livery was also red - but without much relief colour. This bus joined their fleet as a result of the take-over of an independent and was a less usual but not unique example of an RT finding itself back in the hands of a major operator after leaving LT. Photographer unknown; may have been Michael Dryhurst but I have only a digital copy so I can't look on the back and see.



Below: Jim Andress writes: "I have just seen Newsletter 177 thanks to LBM and after seeing the photo of the scruffy RF heading for Hackbridge Elm Rd, I thought you might like this shot of RF 366 and friends at Hackbridge during our 50th Anniversary run around the first 13 routes to get red RFs in May 2002. "



Central RFs 50th Anniversary Tour

Jim Andress

On 11th and 12th May 2002, a small group of enthusiasts set out, with two red RFs and a green cousin to re-run all of the 13 routes to which red RFs were allocated when new in 1952/3.

As the owner of RF 366 I had, in about 1991, conceived the idea of re-running every route ever worked by red RFs to commemorate the 40th anniversary of their introduction into service, but investigations into the idea soon revealed that, while not impossible, it would take many days to cover the numerous routes involved, and the idea was put aside.

In late 2000, the question of the 50th anniversary of RFs was under discussion and this triggered memories of the earlier work on the "All Routes" tour. The result was that, while work went ahead on the main RF 50 Celebrations, thought was given to celebrating the Red RFs 50th birthday, and the Original Routes Tour was born.

Following considerable research, photos were found of RFs running in the 1950s on all thirteen routes, and from these the precise blind layouts were identified, and sets of original blinds commissioned. Work then started on checking the exact roads followed by the 13 routes, and eventually, with the help of a 1953 copy of the red timetable book for LT officials, and an old A-Z map book, this was completed. It was then necessary to check that these roads were still useable by buses fifty years on. To our surprise, most were still useable, and many are still bus routes today, one or two even carrying the same route number. Some, of course, have changed totally and ways around these had to be identified, while keeping as close as practical to the original.

When the background work had been done, a route book was prepared giving details of the routes to be followed, together with historical notes detailing the actual RFs that went onto each route and the types that they replaced, as well as the types that ultimately replaced the RFs.

So on the morning of Saturday 11th May 2002, RF 366, crewed by Philip Dale and me, was first to arrive at Hounslow Garage at about 10-00 am, followed shortly after by green RF 627, piloted by Mike Nash together with David and Simon Kriesler, and RF 319, with Simon Lambert and Brian Dabbs. We were joined by a number of other enthusiasts, including Graham Smith, and Keith Rose. Paul Brophy, one of the event's organisers, arrived by train, having been unable to get RF 489 out of its parking spot due to the inconsiderate actions of another preservationist.

Some friendly banter ensued with the garage staff, including the comment from one that he remembered RF 366 as being based there. This is surprising since an RF bearing the number 366 last worked from Hounslow in early 1961, some 41 years ago!

The RFs then proceeded to the garage exit for photos as it proved impossible to get pictures actually in the bus station due to the incredible volume of bus traffic. This was something we were to notice time and again during the tour.

Just after 10-30 the three RFs set off along the original 237 route towards Chertsey. The trio was led by RF 319, driven by Keith Rose who drove RFs on this route in the early 1960s. Good progress was made and all three arrived safely at Chertsey, after the first two made a slight deviation, and 366, having toured Sunbury Cross roundabout twice for the benefit of our photographer, arrived to find the other crews tucking in to breakfast in the station café.

Having re-tanked the humans, the cavalcade set off, following slightly different routes to Kingston, allowing Keith to go to work. At Kingston a brief stop was made at Cromwell Road bus station, where photos were taken against a backdrop of building work on the old Kingston Garage site. The 213 route was followed next towards Belmont, with a diversion along the 200 route to Wimbledon and back to Coombe Hill, before continuing along the 213 via Malden, Worcester Park, Sutton and Carshalton Beeches to the still-extant bus stand at Belmont. From here the group set off across this typical suburban area to Hackbridge, Elm Road, a bus stand to this day, having been used by RFs on the 234A for 24 years, January 1953 to January 1977, a period only exceeded by the 237 which had RFs for 24 years 4 months. A lunch break was taken here before departing along the 234A via Wallington and Purley to Old Lodge Lane, where turning at Canons Hill was made somewhat more awkward than normal by a parked car and some recycling bins. From here the route took us via South and Central Croydon and provided the first sight of Croydon trams for some of us. After a brief stop at Crystal Palace Parade we followed the 227 to Chislehurst, a route which still runs today, albeit only as far as Bromley. As the town centre is now banned to through traffic we had to deviate past Bromley North Station.

The original terminus by the Gordon Arms in Chislehurst has long been unachievable because of residents' car parking, so an alternative had been selected. Yet even that was parked solid. After a circuit round the town for photographic purposes the trio set off once more, this time along the 228, which always shared the Gordon Arms terminus with the 227, in the direction of Eltham via Sidcup. Eltham bus station has been re-located and is relatively new and, while busy, had room for us to park and stretch

our legs. The sun was getting lower in the sky and gave good light for more photos of the group among the successors to the successors to the RF's successors etc. One of the drivers of a modern single decker commented that he would prefer an RF any day to his current vehicle. It seems likely that he had forgotten, if indeed he ever knew, the delights(?) of manual steering and preselector gearbox when compared with power steering and automatic transmission, not to mention the much higher power to weight ratio of more modern steeds.

From Eltham the route took us down to the A20 and a fast run to Foots Cray where a stop was made outside the site of Sidcup Garage before running the 241 to Welling. A gentle run up past Sidcup station and via pleasant high status properties brought us into Welling, but not to the station due to access and turning problems, so a stop was made just outside the town on the road to Shooters Hill.

At this point the Green Team decided to leave us to return to Cobham for the night, while 319 and 366 went on over Shooters Hill, being diverted via Greenwich, to avoid a hole in the road that had opened up some weeks before. After negotiating the heavy traffic, caused by this diversion, we finally made it to Deptford and our overnight parking spot kindly arranged for us by Paul Brophy.

A pleasant evening was spent sight-seeing, including a visit to the Bermondsey pub "blown up" in the film "The Long Good Friday" that is situated on the banks of the Thames. This provided us with a great view of the sun setting behind Tower Bridge, looking magnificent, floodlit in the evening light, giving a spectacular end to a great day.

The following morning, after a good breakfast in a local eatery, the red duo set off alone, 627 being unable to rejoin, through Greenwich, now more peaceful, to the Blackwall Tunnel under the Thames, and on to Stratford bus station, where we were again struck by the number of buses operating. Apparently there are some 600 a day currently using this location and this is soon to increase. Here some passengers joined us including Graham Smith, Alan Thompson and Peter Gomm, ready to explore route 208A. After a false start looking for another passenger due to a misconstrued phone message and an unnecessary visit by 366 to Bromley-by-Bow and return to Stratford, we set off, 319 having gone ahead. All went well until we arrived in Carpenters Road where a Sunday market led to total gridlock. Some 20 minutes were spent going about half a mile and then we cleared into normal conditions.

Arriving at Clapton Pond we saw 319 parked in the main road. On the way up to turn at the roundabout to join them, it was noticed that buses were using the old stand alongside the Pond, which we had believed would not be possible. So we went and joined the Routemasters on the 38. Some excellent photos were obtained, with the trees a noticeable feature. It was interesting to see how much they have grown in the last 50 years.

It was time to move on and we set off, in convoy once more, towards Bromley by Bow, along the former 208, having some difficulty due to changes in roads, but finally arriving again in Bromley High Street. From here we joined the main road and went up towards Epping Forest before turning West down the North Circular Road to arrive at Northumberland Park Station terminus where we took our lunch break.

After a rest period, during which we noted the normal social activities, such as eating take-away food while waiting for the bus, then dropping the wrappers on the pavement rather than walk two steps to the bin provided, we set off along route 233. This route goes across Tottenham, near the football ground, along White Hart Lane then across Cambridge Road and down to Wood Green. It then passes Alexandra Park station, over the railway and into the park, climbing up to the palace, with great views, then descending to the foot of Muswell Hill before cutting across Stroud Green and down Stroud Green Road to Finsbury Park Bus Station. Here we became 212s for the run back up Stroud Green Road, through Crouch End and back to the foot of Muswell Hill which we climbed, before pulling into the bus parking area on the roundabout at the top. Photos were taken at this famous location, where buses have turned since before motors were invented. Then we returned along the 212, the route which at one time was the most intensive in London, having buses scheduled at two every three minutes, and requiring 31 buses for a route with only 16 minutes journey time.

Back at Finsbury Park we stopped at the opposite end of Wells Terrace from the modern bus station, in the place where the 210s used to stand. Again many photos were taken at this well known location before setting off along the 210, our last route, paradoxically the first route to which red RFs, were

allocated, on 11th September 1952, a somewhat happier date to remember than 11th September 2001. The 210 was operated by Muswell Hill garage, now closed, where RF 319 spent some of its early years. The route took us up Stroud Green Road once more, another place where the trees have come on wonderfully in recent years, before we turned and went through residential streets to Archway and started to climb Highgate Hill. We had barely passed Dick Whittington's cat in his cage at the roadside when we stopped due to traffic. It was a slow progress taking some 30 minutes to get through Highgate Village, before we could turn down Hampstead Lane to reach the road narrows at The Spaniards Inn where again photos were taken before going down North End Way to Golders Green. Here we stopped at the alighting point to reproduce photos taken in September 1952, before turning into Golders Green Station Yard and stopping at the traditional 210 stop alongside the station.

So, at last our journey was over. Yet more photos were taken before we said our goodbyes and went our separate ways home after what we all agreed was a very enjoyable and memorable experience in recreating all 13 of the red RFs' original routes.

Thanks are due to the staff at Hounslow garage who made us welcome, and to LT Buses for allowing us to use the various bus stations along the way.

Postscript.

Simon Lambert, who, together with Brian Dabbs, crewed RF 319 during the tour, died suddenly on 1st June, 2002 aged 52. He will be sadly missed by all who knew him.

[Note: The above is reproduced verbatim from Jim's report of the event at the time. He has also provided the contents of the booklet referred to at the start of the report and I shall include this as space permits. - Ed.]

Minutes of Meetings supplied by Tony Beard

Bus Allocation Advisory Sub-Committee

Filed with the Minutes of meetings are copies of exchanges of correspondence with the T & G W U representative, J J Mills, Secretary of the Central Bus Section, whose comments were invited regarding all forthcoming allocations of new vehicles. On 4 July he wrote accepting the most recent proposals with the exception of the transfer of 16 SRT vehicles to Upton Park from Camberwell, until the present difficulties in respect of the type had been overcome. John Burnell in his capacity as Operating Manager (Central Road Services) swiftly replied stating that the intention relating to Route 40 allocation was 18 RT or RTL ex Upton Park and 16 SRT ex Camberwell and that it was not intended to allocate SRT vehicles to Upton Park.

The SRT was the subject of a letter written by Burnell in September 1949 that confirmed arrangements which had been made with the Union over the phone as follows:

Cricklewood Garage, Route 16, 68 buses with the note that as fewer buses operated on this service on a Saturday, spare vehicles for that day would be used on Route 60.

Camberwell Garage, Route 5A, 8 buses and Route 42, 8 buses with a note that as fewer buses operated on both routes on a Saturday, spare vehicles would be used on Route 35.

Twickenham Garage, Route 90/90B, 27 buses, Chalk Farm Garage, Route 24, 24 buses and Harrow Weald Garage, Route 114, 22 buses.

Within two days Burnell again wrote to the Union regarding new RT and RTL buses and stating that were likely to be allocated within the next four weeks which he itemised as follows:

Garage	Route	No	Notes
Turnham Green	55	8	
Hanwell	55	24	

Victoria	(10 52)	10 15	RT ex Leyton. The 10 STD buses attached to this garage will continue to remain and in order to obtain a common type of vehicle on Rte 10, it would be desirable to allocate in due course the STDs at Victoria to Routes 77,77A and 137
Willesden	52	41	
Plumstead	53A	28	This will leave Rte 53 to be operated by the LT buses at present on this service
Old Kent Road	53A	34	
Catford	54	32	
Total		192	

The final piece filed is a handwritten note from Burnell to Durrant reminding him of the next meeting of the Bus Allocation Sub-Committee a few days hence at which he thought it necessary to have a fairly clear view of the rate of intake of the various types over the first few months of 1950 which he hoped John Wicks would supply. However, Wicks was of the opinion that as Durrant was recently working on various figures, it would be inadvisable to have anything definite particularly in view of the general indecision about the deliveries for 1950; Durrant's view was therefore sought.

Burnell stated that in order to plan properly the allocation of new buses it was essential to know the order of deliveries. He also thought a superb job had been done to date and the mixing of types had been avoided to a remarkable degree. To support this he mentioned the efforts made to make all garages Leyland sheds where RTW 8ft wide buses had been allocated and to tie these up with appropriate groups in the correct order. He concluded by recording that so far everything had gone so well and with much garage/fleet standardisation having resulted it would be a pity for the system to break down.

No answer from Durrant is on file and the next item of consideration is the previously mentioned meeting:

London Transport

Bus Allocation Advisory Sub-Committee Minutes of a Meeting No 9 held on Monday 30 November 1949 55 Broadway SW1

Present: Mr Burnell (in the Chair)

Messrs. Counihan

Grayer

Haines

Harbour

Jones

Lennard

Mayhew

Townsend

Secretary Mr Shaw Scott

53.11.49 Minutes of the Previous Meeting

The Minutes of meeting No 8 on 7 March 1949 were confirmed.

54.11.49 Allocation of RT Type Buses to Central Area

Mr Mayhew submitted a comprehensive statement, copied of which were handed to the above, giving scheduled figures (exclusive of spares, special events and private hire buses) for the following

- (a) The existing allocation of 4,879 current types of double-decker.

- (b) The existing allocation of the remaining 233 obsolete ST, LT and STL (petrol).
- (c) The proposed allocation of 659 RT and RTL buses*
- (d) The agreed allocation of 88 RTW (8ft wide) buses.

* Note: This allocation follows the previously agreed allocation of 192 new RT/RTL buses as indicated in the Operating Manager's letter dated 15 September 1949 addressed to Mr Townsend.

A priority list in respect of the first 296 buses was discussed and decided upon and is reproduced as Appendix One. Mr Mayhew stated that he would follow the order of priority as closely as possible but that as the exact proportions of AEC and Leyland chassis were as yet unpredictable, he might find it necessary to make minor variations to accord with the actual availability of deliveries and to avoid mixing types. The deliveries to garages might appear longer delayed than a simple calculation based on total intake per week might indicate due to the following causes

- (a) augmentation at garages with new type buses
- (b) replacement of gaps due to return to the provinces of Tilling Bristols (which should be replaced by the same types as those operating on the routes concerned.
- (c) replacements of losses from service of new types (accidents, modifications etc.) and building up spares allowances of new vehicles.
- (d) allocation of new buses to Country Area (See Minute 54.II.49).

Mr Mayhew stated that the 296 buses would take him sufficiently far forward to arrange training at Clay Hall and Forest Gate Garages and suggested that thereafter priorities be directly agreed by letter.

The Chairman drew attention to the fact that the proposed allocation of new buses covered a period up to April or May (depending on the rate of chassis deliveries) of next year. the 233 obsolete buses would be displaced finally early in 1950, thereby at last achieving the post-war target of modernising London's bus fleet. He expressed his satisfaction at this achievement and with the smoothness and efficiency with which the allocation of new vehicles had proceeded. It was pointed out that by co-operation of all concerned the mixing of types on routes and at garages had been kept to a minimum and that already standardisation achieved at garages was unique in recent history.

The sub-committee agreed the proposed double-deck allocation of new vehicles, the order of priority of allocation of the next 296 buses (immediately following the previously agreed allocation of 192.

55.II.49

Use of Obsolete Vehicles

The Chairman drew attention to the plans for augmenting services and to the intention to use such STs as are still serviceable to help in increasing services run by STL, or by ST and LT types still operating. Whereas RT types would be allocated for augmentations all RT services, a few STs would appear here and there for a while until sufficient RTs or RTLs were available to replace them; It was not anticipated that the STs would run for more than a few months.

In response to Mr Jones' enquiry as to the appearance of 2 STs on an all RT road (Route II), Mr Mayhew pointed out that, in order to make the maximum use of the newly delivered buses and to spread the benefits as far as possible, the spares allocation had been cut to a minimum. Therefore where a temporary shortage of RT types occurred due

to unpredictable happenings (i.e. series of accidents or the return of a new vehicle to the manufacturers for attention to defective workmanship), STs were allocated to tide over for a few days. If the likelihood of the shortages was calculated to be more than a few days, then new type buses are allocated, thereby increasing the spares percentage. It was by this means that the spares were built up to a predetermined standard. This explanation was accepted as being reasonable in making the best use of new buses and in justifying the unexpected appearance of old buses on new type routes for a few days.

In view of the information given, the method of utilisation of STs on a temporary basis for augmentation and to cover temporary shortages was agreed.

56.11.49

The Use of Guy Buses

The displacement and re-allocation of Guy buses was discussed in view of the remarks in Appendix One regarding the transfer of this type from Enfield to Seven Kings. It was pointed out that these vehicles were still relatively young but were scheduled for replacement in 1953 considerably ahead of their scrapping date. It was necessary to run them for another three to four years and steps were being taken to consolidate them into as few groups as possible. As the 86 group of routes was at present run with Guys from Hornchurch and LTs from Seven Kings - both subsidiary garages of Barking, also with a large Guy allocation, it is intended to transfer some of the displaced Enfield Guys to Seven Kings thereby eliminating the LTs and using the Guys to their best advantage.

In connection with the allocation of Guy buses in general, it was pointed out that they must inevitably run against RT types where Guy routes encountered RT routes (i.e. on the 23 road through the City and along Oxford Street) but that in no case during Monday to Friday working would Guys be allocated to the same routes as RT types.

The apparent increase in the allocation of Guy buses at Barking was explained by the transfer of certain Guys from Enfield (released by arrivals of RTWs on route 144) in order to recompense for losses due to overhauling and replacing LTs

The sub-committee accepted the foregoing and the procedure was agreed.

57.11.49

Allocation of SRT Buses to Central Area

Mr Mayhew submitted an amended proposal for allocation of the RT bodied rebuilt STL (SRT type) in view of recently agreed augmentations and development of several of the routes concerned calling for eight additional buses. It was pointed out that the previously agreed total was 162 whereas the total of SRTs would be 160. There would thus be a deficiency of ten. Mr Mayhew suggested gaining 22 buses by removing route 114 at Harrow Weald from the list and allocating the twelve buses thus rendered surplus to the 226 route (subject to development) from Cricklewood. This would increase the allocation at a garage already operating 68 SRTs and avoiding an additional type at Harrow Weald at which RTLs would be ideal for route 114 in view of the use of RTWs on routes 140 and 158. As SRTs might come in advance of augmentations, it was suggested that route 114 at Harrow Weald might take them on a temporary basis.

The amended allocation of SRT buses was agreed:

Garage	Route	Scheduled No of Buses
Camberwell	5A	8
Camberwell	42	8
Chalk Farm	24	29 plus 6 augmentations
Cricklewood	16	68
Cricklewood	226	*5 plus 7 development
Twickenham	90	27 plus 2 augmentations
Total		145 + 15 = 160

- * Note: the five buses to go into operation on 14 December 1949 followed by seven development buses early in 1950.

58.II.49 **Allocation of RT Buses to Country Area**

Mr Harbour gave the following details of the double-deck fleet in the Country Area.

254	RT	
443	STL	(at least ten of these are substandard and liable to immediate withdrawal)
11	ST	(due for immediate withdrawal due to poor condition)
10	Tilling Bristols	(due for return to provincial owners)

In addition, Mr Harbour stated that his fleet was below requirements arising from the net loss of 7 STLs for the SRT conversion programme (which had robbed him of a number of his best STLs). He considered therefore, that he was liable, in the near future, to find himself 38 vehicles short (10+11+10+7) and still with inadequate spares in view of the undesirability of putting other than RTs on routes which had been reduced in running time since the advent of the new bus. Assessing his 1950 augmentations as nine (scheduled vehicles) he suggested a total allocation at present of 47 new buses and asked for 36 of these to be allocated immediately and the remaining eleven in April.

Following discussion it was agreed to allocate the production of one body builder (Probably Weymann) to the Country Area as soon as the green painting could be arranged until 36 buses were completed, with a further eleven to be similarly painted and allocated in April.

Mr Harbour stated that the allocation to garages of the further 47 RT buses would be agreed with Mr Haines.

59.II.49 **Double Decker Buses for Green Line Routes**

Mr Harbour referred to the 43 utility type Daimler 56-seater double deckers (built 1946) which had been running from Romford (London Road) on the intensive Green Line routes 721 and 722 which were suffering loss of traffic due to the newly electrified railway and attractive cheap fare rates. He submitted to the sub-committee that there would appear to be justification for employment on these routes of the newest and best bus - RT - which would be more suitable for high class traffic involved than the somewhat Spartan and hard riding Daimlers, good as they may be mechanically and structurally. In view of the problems of re-allocation of the Daimlers, he submitted the matter to the sub-committee for preliminary consideration before the next meeting when the replacement and reallocation of the Daimler double-deckers at Romford would be placed on the agenda.

Appendix One

Allocation of 296 New Bodies to Central Area

The following order of priority carries on from the agreed allocation of 192 buses as indicated in the Operating Manager's letter dated 15 September 1949 to Mr Townsend.

Garages	Route	Sched No	Remarks
Barking	62	11	
Enfield	144B	14	Some of the Guys transferred to Seven Kings to replace LTs on 86 group with Guys from Hornchurch
Enfield	128	6	
West Green	144B	6	
Battersea	19	37	Training arranged
Holloway	19	34	
Upton Park	40	18	

Camberwell	40	40	Training arranged
Camberwell	35	21	
Cricklewood	60	26	
Clay Hall	60	16	Training to be arranged
Clay Hall	25B	8	
Forest Gate	25B	81	Training to be arranged

From the Minutes of the Engineering Committee Meeting No 36 held on 9 April 1934

Hertford Garage - Tenders

Mr Cooper reported that tenders for the construction of a new garage at Hertford had been opened on 4 April as follows:

Firm	Price £	Time
Ekins & Co Ltd	17,454	8 months
L & W Whitehead Ltd	17,845	9 months
W Lawrence and Son Ltd	17,971	4 months
Richard Ginn & Son	17,990	7 months
J Jarvis and Sons Ltd	18,081	20 weeks
Allen Fairhead and Son Ltd	18,248	6 months
Henry Norris	18,375	7 months
Geo Parker and Sons Ltd	18,412	6 months
J L Glassock and Sons	18,796	8 months
H G Waters	19,148	32 weeks

The comparable estimate prepared by the Board was £19,400. Mr Cooper reported that the three lowest tenders had been examined in detail and found correct and in accordance with his recommendations, it was decided that the lowest tender, namely, that of Messrs Ekins & Co Ltd for £17,454 should be accepted. The work is to be executed in the reduced time of 7 months.

Chiswick Tramway Depot

Mr Durrant reported that during the proposed reconstruction of Chelverton Road Garage, it would be desirable to provide temporary accommodation for some 30 to 40 omnibuses in the Tramway Depot at Chiswick and that an expenditure of approximately £400 (£150 for wiring lights and £250 in respect of rates) would need to be incurred for this purpose. The Vice-Chairman stated that before approval could be given, it would be necessary to determine the future use of Chiswick Depot.

It was decided that the General Manager (Tramways), having confirmed that the Chiswick Tramway Depot is not and would not be required for any tramway or trolley 'bus purposes, the Operating Manager (Central Omnibuses) should consider and report within one week upon the garage accommodation finally required in Hammersmith and Chiswick and adjoining areas, upon the assumption that the Chiswick Tramway Depot site is available as an omnibus garage, if suitable for the purpose.

"6" Type Omnibuses - Mileage Between Docks

Mr Durrant reported that, as a result of experiment, it had been found satisfactory to increase the mileage run between docks by "6" type omnibuses from 8,000 miles to 8,500 miles and that it was proposed to adopt the 8,500 mile standard forthwith, at an estimated saving of £16,000 per annum. This proposal was approved.

"London Transport" Device on Omnibuses

Mr Durrant drew attention to the fact that the words "London Transport" could not be effectively displayed on the front of omnibuses where the word "General" now appears, owing to insufficient space and further "London Transport" would not look effective on the rear of omnibuses.

It was accordingly decided:

- (a) that the "London Transport" device must be entirely omitted from the front and rear of omnibuses.
- (b) that arising from this decision, Mr Durrant considers the practicability and effect of forming a false front on the nearside of the bonnet to match the design of the offside.

Course of Technical Instruction for Constables at Chiswick Works

Mr Durrant reported that the City Police had enquired whether the Board could provide facilities for a limited number of Constables to receive instruction in connection with brakes, silencers, piston wear etc. and recommended that such facilities should be extended to twelve Constables, to be selected by the Assistant Commissioner, for a period of one week, subject to the Constables in question being covered by the necessary indemnity.

This was approved subject to the concurrence of the Assistant Solicitor (General).

From the Minutes of the Engineering Committee Meeting No 37 held on 16 April 1934

Trolley Bus Standards and Suspensions - Design

Mr Cooper submitted Drawing No A5803/2089, prepared by the Consulting Architect, showing the proposed design of a trolley wire pole equipped with stop signs and other fixtures required. This was retained by the Vice-Chairman for consideration and discussion with the Consulting Architect.

Power Supply - Tramways: Southern Area

Mr T E Thomas submitted a memorandum, dated 13 April, reporting that the power supply to the tramways on the routes between Woolwich and Erith and Dartford, Sutton and Crystal Palace and Croydon and Tooting was unsuitable for modern traffic requirements, the pressure being very low and the feeder cables few and generally of small sectional area. He had set out particulars of proposals for the provision of a number of mercury arc rectifier sub-stations generally fed from local supply undertakings, at an estimated cost of approximately £43,000.

The recommendations were approved provisionally in principle and referred to Mr Mullen for a detailed report upon all technical aspects in time for further consideration at the meeting to be held on 30 April.

Sprinklers in Railway, Omnibus and Tramway Depots, Works etc.

It was decided that this issue should be referred to the Technical and Safety Committee to consider and report upon the present practice with regard to the installation of sprinklers in premises belonging to the Board and to submit specific recommendations as to the circumstances in which the installation of sprinklers is desirable.

Chiswick Tramway Depot

Further to earlier discussion, consideration was given to a memorandum dated 14 April, received from the Operating Manager (Central Omnibuses) reporting that from the point of view of the Operating Department, it would be desirable to retain permanently Hammersmith Garage owing to its suitable situation for the existing allocation of routes; to close Shepherds Bush and Turnham Green Garages and to transfer the omnibuses from those garages to a new garage on the Chiswick Tram Depot site, having a capacity of not less than 130 omnibuses and, if possible, 200, in order to give general easement to garage allocation in the area.

This was referred back for fuller report by the Operating Manager (Central Omnibuses) setting out in detail the advantages and disadvantages of alternative proposals as to the garage accommodation permanently required in this area.

Garage Inside Staff, Central Omnibuses -Engagement of Additional Men

In accordance with a recommendation contained in a memorandum dated 12 April, submitted by Mr Durrant it was decided that, in view of the shortage of inside garage staff in "A" Division up to 25 additional general hands should be temporarily engaged forthwith on the understanding that the vacancies would be filled as far as possible by suitable redundant staff from other departments. The services of the additional men would be dispensed with if and when the staff position so permits after the acquisition of the outstanding Independent Undertakings.

From the Minutes of the Engineering Committee Meeting No 38 held on 23 April 1934

Private Cars - Tramways

Special Expenditure Requisition No F38 for the purchase of 7 Morris Cowley S.H. "6" saloons to replace obsolete cars, at a cost of £1,400 was submitted. Mr A V Mason reported that these cars were urgently required for the use of assistants and various officers in the Tramways Department, whose duties include the supervision of work at depots, substations and permanent way and for the use of paymasters.

Approval of the requisition was deferred for Mr A V Mason to report further at the next meeting after conferring with the Assistant Treasurer as to the desirability of providing private cars for paymasters and with the Chief Staff Officer as to the establishment of cars required for the Tramways Department in general, having regard in both connections to the need for establishing a uniform basis for all departments.

Chiswick Works - Accommodation for Wardens

Mr Durrant submitted Drawing No 1068D showing a proposed plan and elevations of the additional accommodation at Chiswick Works for the Wardens and reported that the estimated cost of the building was £400.

The drawing was approved in respect of the plan and referred back for further consideration by Mr Cooper in respect of the elevations.

Standard STL Omnibus Body - Design

The Vice-Chairman inspected the present standard model of omnibus body built at Chiswick Works, mounted on Chassis No STL 397 and a new model, mounted on Chassis No STL 398 incorporating a number of modifications including the improvements arising from discussion at their meeting of 26 March paragraphs (a), (b) and (d).

The modifications embodied in omnibus No STL 398 were approved for adoption with the exception of the narrow black gutter moulding, it being decided that the wider black moulding used on omnibus STL 397 and subject to the reservation that the proposed position of the lights in the roof of the lower deck cannot be accepted without further alteration and some trial.

From the Minutes of the Engineering Committee Meeting No 39 held on 30 April 1934

Private Cars - Tramways

Further to earlier discussion, Mr A V Mason reported that the Chief Staff Officer had not yet completed his report upon the establishment of cars required by the Tramways Department, but that that the purchase of seven new cars to replace existing cars which could no longer be economically maintained, was urgent. It was decided:

- (a) that the purchase of seven new private cars for the Tramways Department to replace obsolete cars could be approved in principle, but that Mr A V Mason confer with Mr Durrant and secure his concurrence as to the type to be purchased.

- (b) that when proposals as to the establishment of cars for all Departments are submitted by the Chief Staff Officer for approval, consideration should be given to the extent to which the private cars of the Board were to be chauffeur driven.



Mystery Photo

Colin Read

This photo (previous page) was spotted on 'Pinterest' recently and shows an ST or LT at a very odd angle in Katharine Street, Croydon. Despite major rebuilding, all of the buildings in the picture (Croydon Town hall etc) survive. No route details on the bus are visible. I wonder if anyone has any explanation.

BEA 2

Leon Daniels

At the time of writing we are poised to launch BEA 2 onto the enthusiast scene.

This was the first BEA Routemaster to enter service between West Cromwell Air Terminal and London Airport in October 1966. It later suffered the drab orange and white livery at repaint in 1970 and the not-much-better blue and white British Airways livery of 1973.

Its use as an Aldenham staff bus and transfer to Bus Engineering Ltd saved it from losing its staircase as a trainer. After sale it was used by Green Rover of Watford, gaining RM blind boxes and was used until 1993. It passed through several hands for preservation before landing in 2019 with a new group of owners: Paul Sainthouse (MD Dawsonrentals), Bill Hiron (MD Stephensons of Essex), Mark Yexley (recently Commercial Director Arriva UK Bus), Richard Hall (recently CEO Lothian Buses), and me.

Restoration has proceeded apace; the exterior is finished and painted. The interior is well advanced. Each of us had a particular area we wanted to fix. So Mark has his wish of an AV690 engine repatriated from Switzerland, I wanted a trailer so we found three and are making one good one; Paul found and installed an original Webasto heater (never to be used in anger!).

Its numerical predecessor BEA 1 was for some time an excellent example of the class but has not been seen for some time. BEA 2 is well advanced and will make some appearances this year although with only a partially finished interior. It will be 2022 before the trailer is added and the interior completed.

Luckily I had long since obtained the book of official London Transport photographs of the class which has made restoration slightly easier. We now know some things we didn't know before. This includes the fact that on the service to Heathrow the rules on smoking reflected airline practice. Smoking was allowed on both decks. (We know that because the official photos show ashtrays on the lower deck). We also are quizzical as to why - on a service where there were only two stops and they were the terminals - bell pushes were fitted on both decks. It also led us to question under what rules the service operated. Probably 'Express Carriage' which was a pre-1980 category. Either way it was a double-decker bus operated with only one 'man' - the conductors were resident at the terminals.

We also enjoyed the discovery of a brilliant London Transport notice that - far from welcoming international travellers to London, issued a forceful disclaimer about how it wasn't responsible for anything including missed flights, luggage and more.

There is more - they had special holders in the cab to hold the square registration plates for the interchangeable trailers. The trailers had fleet numbers in a special position on their forward end that could be read through the rear saloon window. And for reasons we cannot understand for vehicles designed only to operate on the M4, A4 and Heathrow Airport internal roads they were fitted with the double headlights fitted to RMCs and RCLs even though they were never to stray more than a few miles from the centre of London. Even Country Area RMLs didn't have them despite doing many more miles on unlit rural roads.

So soon to return in its beautiful blue, white and black livery is BEA 2, and shortly afterwards, with trailer!

All photos with this item supplied by Leon Daniels.



Before and after - BEA 2 (KGJ 602D) as found and splendidly externally restored.



Next page - BEA luggage trailers that have seen better days. Someone welcomes a challenge!



Below: Welcome to London; do use our buses to get around!

London Transport Executive

Airport coach service tickets

Conditions of issue

The London Transport Executive does not guarantee that the vehicle will depart or arrive at the time stated in the timetable or elsewhere and will not be responsible to the ticket holder for any loss, inconvenience or damage incurred by a failure or delay however caused.

Fares paid in respect of the tickets issued are not refundable if tickets are lost, mislaid, unused, out of date, mutilated or defaced.

Tickets shall be produced on demand at any time during the journey for which they are issued and if a passenger fails to deliver or produce tickets as aforesaid he shall be liable for the fare for the journey undertaken as though he had not had a ticket in respect thereof.

The London Transport Executive shall not be in any way responsible for loss, damage, delay or misdelivery of or to any property left on or in any of its vehicles.

Tickets are not transferable



With the imminent closure of Alperton (ON) garage , the attached photograph may be of interest. Recorded as taken in 1940 with road traffic being diverted through the garage because of bomb damage to the main road outside. Note the "in store" wartime RT types in the shed. Records show (so I'm informed) that ten new wartime RTs were placed in ON between July and July that year; removed to another storage area later the same year.

I can't remember where I got the photograph from or who the (c) holder is/was. [Photograph and caption supplied by Chris Stanley.]

RF Road Run

Andy Cornell

The owner of RF 406 will be holding a Road Run on Sunday 19th September over old RF routes - 218, 219, 215, 71 and 211.

Seats are limited but contact Andy at a.cornell@aplin.plus.com in the first instance.

Bill Ackroyd

We are very sorry to have to record the death of Bill Ackroyd, former owner of RT 1705. Bill contracted cancer a couple of years ago (which was one of the reasons for selling his bus) and sadly lost his battle with it on 19th August. Bill lived on the Isle of Wight and played a big part in the running of the bus museum there, but was also a member of the London Bus Museum's team of volunteers with responsibility for driver assessment and running their CPC courses. He had been a member of the "Friends" for many years and a contributor to the Newsletter. He will be sorely missed; his funeral will take place on the Island on 13th September and as so often happens these days, when physical attendance is restricted, will be streamed - this link will provide details.

www.dignityfunerals.co.uk/funeral-notice/19-08-2021-william-alan-ackroyd/

New Book

Tony Beard

Attached (next page) is the cover of a new book from Capital Transport which I have been compiling with Mick Webber, it is scheduled to appear in the Autumn. I hope that it may be of interest to some members especially as much of the material has never previously appeared in print, it coming from the same source as the articles I submit for publication in this Newsletter. To whet potential readers' appetites, included are wartime notes of spotters of the day. 240 pages.

STEERING LONDON THROUGH

London's Road Services in the Second World War



Tony Beard and Mick Webber

Transport Auctions of London

Michael Wickham

Our Summer sale (our 17th!) was another strong one with a sale success rate of 92% and showed the current very strong demand for quality transport collectables. If you're thinking about selling, why not take advantage of today's buoyant market?

We're now welcoming entries for our Autumn sale (30/10). We specialise in all types of transport collectables and ephemera from all over the UK, the following in particular:

- Enamel signs & plates - main-line railway, Underground, bus, tram & trolleybus
- Railwayana of all kinds - totems, targets, cast-iron signs & plates
- London Underground maps

- Posters - Main-line, Underground, London Transport
- Destination blinds
- Vehicle badges & plates
- Ticket machines & tickets
- Badges
- Timetables & publicity material
- Original slides, negatives & photos
- ...and much more!

Advice and valuations are freely given. If you're thinking of selling your transport collectables, just drop us an e-mail (enquiries@transportauctionslondon.com) or call us on 01737 237505 to get the ball rolling.

NEWS FROM THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

Editorial Wayne Scott Communications Director

As the old proverb goes, "Divide to Conquer" which refers of course to the method playing on the differences within a community to manipulate them to gain or maintain power by breaking up larger concentrations of power into smaller pieces that individually have less power than the larger one implementing the strategy.

You will have read in my column a number of times in the past, that now is the time to work together across the historic vehicle community, to put aside the differences in opinions and approaches and ensure that we tackle the challenges that lie ahead as one voice. We must be seen to be pulling together to educate and inform the wider population about the importance of transport heritage, the industry it supports and our freedom to enjoy it. It is about 'singing from the same hymn sheet' so to speak and at every opportunity using the chance to communicate one clear message.

Legislation Lindsay Irvine

Introduction

I start with a recap on a familiar issue, SMART motorways, on which I have already written extensively but have been in the headlines once more. On the Environmental front, I provide an additional update on Scottish ZEZs supplemental to the longer item in the last newsletter and summarise the currently suspended proposals for the closing of some Somerset Lanes to vehicular traffic. And you cannot have failed to notice more Government sponsored headlines on autonomous vehicle proposals which I discuss together with the longer term concept of autonomy and potential effects on our activities.

TRAMS...

...In an attempt to avoid another SMART headline, did you recognise that SMART is a heteropalindrome of TRAMS? I return to a topic which I had expected to be the subject of a one off article in a previous newsletter (Issue 6/2020) but has rarely left the headlines since I penned it. In that article, I reflected the reality that the issue had not previously been a live one for the Federation, with many historic vehicle owners choosing to avoid motorways anyway. However, it was important to acknowledge that older vehicles might be more vulnerable in the event of breakdown on these roads with a lack of hazard warning lights, their more modest size and limited crash protection. Although not all would agree, I also recognised that some vehicles are less suited to motorway driving and might be more prone to breakdown. In my last update I covered the intervention of the Chairman of the APPHVG at the invitation of the Federation regarding the tardy introduction of Stopped Vehicle Detection (SVD) cameras and proposed criminal action against the Highways Authority arising from deaths on SMART motorway sections. This additional pressure has produced some real effect and I note the Highways Authority has undertaken to have SVD installed and working on every SMART motorway by September next year.

Clean Air/Low Emission Zones

North Somerset

Many of our readers will be keen consumers of the cider and cheese of Somerset whilst they enjoy the rural lanes and roads of the northern part of the county. However one of our correspondents recently

notified us of proposals to be enforced by Traffic Regulation Orders (TRO) essentially to close a network of lanes between Clevedon, Yatton, Nailsea and Backwell. The policy intent was to: "Increase the number of journeys undertaken by walking and cycling by at least 300% by 2030 with a vision statement of 'Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.'"

This would be effected by: "prevent[ing] the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road, facilitate[ing] the passage on the roads of pedestrians, cyclists and equestrians and reduc[ing] the potential risk of HGVs causing damage to the road or buildings on the road."

It would also have the effect of preventing historic vehicle owners enjoying some picturesque countryside on roads of the type their vehicles would have been used on in their earlier years. (Contrast with SMART motorways!) There is little doubt that this initiative apes some of the more controversial actions in London and other large cities where pop-up cycle and bus lanes have effectively removed many miles of highway from vehicle use, encouraged by Government funding. Of particular concern, it plainly signposts copycat proposals by other rural authorities who will similarly wish to attract money from central funds. We have subsequently been notified that due to considerable outcry in the area, the proposals have been withdrawn for now. They are likely to return once further "consultation" has taken place. I think we can all sympathise with the wish to preserve the rural character of these country lanes and many will have personal experience of inconsiderate drivers using them like World Rally Championship circuits. However prohibition of freedom of movement needs to be considered in a proportionate and careful way which is why the TRO process is such a complex and detailed one. We will keep our eyes open on this one and I encourage you to scan your council website for similar proposals.

Who is in charge...?

Coincident with the government's release of the results of its "call for evidence" consultation into automated lane keeping system (ALKS) technology, you may have seen the resultant heavy media coverage on the subject.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980742/safe-use-of-automated-lane-keeping-system-alks-summary-of-responses-and-next-steps.pdf

I was pleased that broadly the Federation's concerns expressed in our detailed response (see FBHVC website) were reflected and indeed supported in the replies by other respondents. However one of our principal sources of unease was the intended certification of ALKS as self-driving technology rather than driver-assisted. The government has confirmed in its response that (ALKS) technology could be legally defined as self-driving, despite concerns around safety. The Department for Transport has indicated that ALKS technology, once awarded "GB type approval" - a certificate of conformity showing that a product meets a minimum set of regulatory, technical and safety requirements - and proven "there is no evidence to challenge the vehicle's ability to self-drive", it could be used on British roads for the first time later this year. Still ongoing is a consultation on Highway Code changes to reflect this autonomy <https://www.gov.uk/government/consultations/safe-use-rules-for-automated-vehicles-av/rules-on-safe-use-of-automated-vehicles-on-gb-roads> and a Law Commission review of driving legislation to "enable the safe deployment of automated vehicles on our roads". We will obviously monitor and respond as necessary to ensure the safety and freedoms of historic vehicle community is not compromised but the will and intent of the Government is at least to clear the legal and regulatory path for the use of this technology, if only in a limited way in the next couple of years.

...maybe not the driver!

You will not be so naïve as to believe that permitting self-driving cars to pootle along at 37mph in the inner lane of a motorway during periods of congestion will be the end of the story. The previous Legislation Director, Bob Owen, recently attended a virtual conference on the longer term aspirations for Connected and Autonomous Vehicles (CAVs). You can expect a longer article on this once the conference papers are available but I will briefly summarise the headlines.

It is obvious that there are powerful industry and consultancy advocates for a fully-automated future. What that means is that they believe that to achieve the full safety, economic, environmental and strategic potential of automaticity, the driver must be removed entirely from the loop. That is, non-autonomous vehicles will ultimately not be permitted on the roads. One conference speaker mused that

non-autonomous vehicles would first be excluded from “the strategic road network” which is at least the Motorways and probably some A Roads, with a potential ban of non-autonomous use of the roads by 2040. Not only would there be implications for cars and other vehicles but pedestrians and cyclists would not be able to have the “uncontrolled” access to roads they had previously had. (Autonomous motor bike anyone?!). The impression gained at these conferences is often of a dystopian “Robocop” big tech corporate oligarchy in league with government to “control the customer.” Bob considered that there was little thought being given to human beings save as the passive beneficiaries of being able to be taken around at will by machines. The idea that people like driving seemed to be overlooked.

Some reality crept into the proceedings with a recognition that there would need to be common standards across countries, which requires compromise. A cybersecurity expert suggested the vulnerabilities of these systems are multiple and serious and the ability of the 5G network actually to support reliably all the required connectivity was also open to question.

So there is clearly a fair way to go on the route to an autonomous nirvana, but ALKS in the UK is probably the starting pistol and we need to be aware and alert to certain ideas (by no means fanciful) that, as I have previously stated, amount to an existential threat to our freedoms in the medium as opposed to long term. There are certainly some technological mitigations which might allow a “mixed” CAV and driver controlled environment. In the light aviation sector, general aviation pilots are being encouraged with government grants to procure “electronic conspicuity” devices not only to enhance the “see and avoid” method of avoiding aerial collisions between aircraft, but in the future to allow UAVs or drones to operate in the same airspace. For motorists, it is conceivable that conspicuity devices might be on mobile phones.* At any rate, as well as the electrification of the vehicle network, we have this additional big issue to keep the lights burning (if that is still allowed) at FBHVC HQ in order to find solutions for our community. We will do our best!

[“Friends” Editor’s note: * - What about those of us who have no such thing and no intention of ever having one? We have two lots of Federation Newsletters to include this time. The above is taken from the earlier one; we now follow on with the latest edition.]

Editorial Wayne Scott Communications Director

We are finally allowed out after being ‘grounded’ by COVID. None of us really believes of course that it will all simply disappear overnight, but at least we can now start to learn to live with it and get the historic vehicle movement back on track.

For wider society, the pandemic has been a wake-up call to the fact that we can perhaps no longer continue to live in the way we did before. There is no doubt that the level of human consumption in the world must be reduced and our relationship with the natural world treated with more respect and care if we are to avoid repeating such disastrous episodes in the future.

Amongst all those changes though, it is perfectly possible and justified for the historic vehicle community not just to co-exist with the ‘new normal’ but actually thrive as an example of sustainable living and preservation of our heritage. Heritage that will be invaluable to learn from and reference as technology for transport develops.

On a level nearer to home, it is inevitable that it will be more difficult for some than others to get back to life as we once knew it. We are going to have to feel our way through the next few months and respect those who, for example, would rather continue with mask-wearing and social distancing at shows, rallies and events.

The historic vehicle community also needs to continue to ensure we respond to forthcoming changes in society, attitudes and possibly even legislation with one voice. The community risks getting confused and being seen externally as being out of touch and in disarray unless we can make the roles of organisations within it clear and easy to understand, work together and avoid mis-information or sensationalism. It’s going to be an on-going challenge with so many different stakeholders in our community with different elements of it to defend. This means of course, it will be only natural that people will feel it necessary at times to fight for their own little corner of the community as things develop and society grapples with future changes and attitudes. But, united we stand - the friendships,

collaborations and camaraderie that vehicle clubs and the historic vehicle community provide us with will get us through forthcoming challenges, especially if we open them up and welcome in new people from all walks of life.

Legislation Lindsay Irvine

Vnuk

Vnuk (Damijan Vnuk v Zavarovalnica Triglav), is the now notorious European Court of Justice case going back to 2014 which ruled that the EU Motor Insurance Directive extended the remit of motor insurance into uses and places of use that were beyond what had been intended. The effects of the case meant that compulsory motor cover would be required for a greater range of vehicles (simply requiring that the use is consistent with the 'normal function' of the vehicle) and for the use of vehicles on private land and not simply roads and places to which the public have access which is the traditional UK position. The Federation responded in detail to a government consultation in the aftermath of the case about the potentially adverse effect on historic vehicles of changing the existing legislation and by the time of departure from the EU no amendment had been proposed. (WARNING bits of legal stuff coming) However, during transition, EU law as it was on exit day was retained in UK law, to be repealed or amended as and when the UK government decided. Thus, as a result of one or two UK court decisions which have followed Vnuk, there has been a declaration that UK motor insurance law is out of step with the EU Directive leaving the question open as to what should now happen. Since UK road traffic legislation has remained unaltered it is tempting to think all is well, but another camp of lawyers think legislation will be necessary to row back from Vnuk (as is happening in Europe). Thus, a Private Member's Bill has been laid in Parliament to prompt some government action. The main reason all this has not been much of a headache except for a worried insurance market, is that accidents on private land as in the Vnuk case are often covered in the UK by public liability insurance which most of us have in some way or another in house or business policies. There was therefore less impetus in the UK to extend motor policies to lawn-mowers and farm fields. However, one of the big differences between the two is that whereas motor insurance has the potential for unlimited damages, that is not generally the case with public liability insurance. We should know later in the summer which way the government thinks it needs to act.

Clean Air/Low Emission Zones

Truro

In the last Issue of FBHVC News, I covered proposals by the county council in North Somerset to close a network of lanes between Clevedon, Yatton, Nailsea and Backwell. Recently we were notified of similar proposals in Cornwall whereby 15 km of lanes in the Shortlanesend and Threemilestone areas of Truro are similarly intended to be closed to all traffic except for residential access by an Experimental Traffic Regulation Order for a 6 to 12 month trial. This rather confirmed the fear I expressed last time round that whilst central funds exist for such local traffic initiatives, councils would rush to copy each other to restrict access to allow greater freedom for cyclists and pedestrians. It is clear from the Truro plans that changes in demographics have contributed to concerns about the volumes of 'rat run' traffic taking short cuts down unsuitable byways. To be fair the councillors proposing the experimental restrictions say they are aware of the controversy attached to restricting access hence the need to consult after the experiment based on the data collected. You will recall the North Somerset proposals were withdrawn due to considerable outcry in the area and it may be similar local objections will prevent the experimental Truro Order turning into a permanent one. For reasons I outlined in the last Issue, these restrictions could affect historic vehicle operations and therefore we are watching matters with a view to intervening if appropriate. Understandably our preference is for local democracy to decide in a way that historic vehicles can still enjoy their natural habitat. So, readers in Truro know what to do and I ask readers elsewhere to keep your eyes peeled for similar developments in your area.

30/40

With Wimbledon on the TV as I write this, the heading might seem to refer to a tennis score but it is a reference to the online petition which was started a few weeks ago and already responded to by government, asking for the tax exemption age for classic cars to be reduced to 30 years. It is one of a number of similar petitions started since this online phenomenon was started by a previous government. The petition's demand is oddly worded as the impetus for the change stirred on by some in

the media seemed to be the imminent extension of the boundaries of the Greater London ULEZ. The headlines were that the additional daily charges would price out the younger enthusiast who would like to use their 'classic' car for commuting. Essentially if the government could be persuaded to lower the age, then a wider community could enjoy tax and charges benefits.

The Federation is anxious to ensure that the current generation of enthusiasts is replaced and supplemented by a younger one. However, the proposal is not a straightforward one in policy terms and the issues were exhaustively covered by my predecessor in FBHVC News Issue 3, 2019. All I can add to this for now is that it is obvious that we will not receive a favourable ear from government at the current time. As well as the obvious bill to pay for the Covid pandemic, the decarbonising agenda will not gel with lobbying for an extension of exemptions to a sizeable number of older non-compliant vehicles especially if used for commuting. I appreciate this is not welcome news to some, but an over dilution of the concept of a 'historic vehicle' will not assist the case for maintaining many of our existing freedoms.

Greater Manchester

Although a blanket extension of exemptions for younger vehicles is not actively being pursued by the Federation, where there are special cases we do. Thus in the case of the Greater Manchester CAZ consultation, we responded with a request to consider exemptions from or reductions in charges for the younger coterie of recently-retired buses to allow disabled access at shows and events. I am delighted to say that not only have they responded positively to our request but have gone further in their final proposals for the CAZ and have alleviated from charge 'heritage buses' older than 20 years and retired from commercial service. Well done to them!

Highway Code & Automation

In the last issue of FBHVC News, I indicated we were considering whether we needed to respond to the government consultation on amending the Highway Code to futureproof it for the great autonomous future. We did and the response is on the website. There is nothing earth shattering to report as our proposals were more aimed at improved clarity and drafting consistency. In any event our earlier substantive response to the consultation on automated lane keeping system (ALKS) technology had suggested that the government needed to go further than tinkering with the Highway Code to incentivise drivers to take back control when the vehicle demanded a transition. I am pleased to note that whether coincidental or not, the Law Commission agrees with us! In their Consultation Paper 3 published in December last year, they seem to have picked up the point we had made in October that a driver who fails to take back control when the system demands it should be subject to criminal liability for whatever happens whether something minor or major if it causes a pile up. There is a lot more of interest in their discussion papers demonstrating that whatever we think of this sci-fi future, there is a lot of thought going into its implications. Please let us know if you have any additional thoughts. It is coming.

GB or not GB - that is the question

When you read about 'sausage wars' in the context of the Northern Ireland protocol, it is doubtful you would have expected that it would contribute to the 72 year old 'GB' vehicle badge being consigned to the bin in favour of a 'UK' version. It is a 1949 UN Protocol where countries agreed "The Distinguishing Signs of Vehicles in International Traffic" with 'GB' as the sign for the United Kingdom. The government's notification to the UN that from later this year it will be 'UK' could be regarded as a blow for tradition or correcting an anomaly depending on your view. The media are speculating that devolution pressures and emphasising Northern Ireland's place in the UK in the wake of sausage wars is behind this rather abrupt action. A more charitable view is that to allow further European concessions on the requirement for insurance Green Cards to encompass Northern Ireland, there needed to be a clearer delineator. At any rate, another issue to be aware of should you wish to cross the Channel from late September.

[“Friends” Editor’s notes: I have to stop here for space reasons although there were other items I wished to include. I am disappointed by the Federation’s fairly obvious unwillingness, despite the airy-fairy, all-friends-together nonsense in its Editorials, to get up and fight the ridiculous so-called “Smart” motorways. I have no doubt that they could join with other organisation and provide a huge resistance to these legal death-traps. They are of course another instance of roads that are not vehicle-worthy, again something no-one seems interested in taking up. If our vehicles have to be road-worthy, let’s see some reciprocity. I am aware that already a relative of someone killed on a “thick” motorway is taking

legal action, apparently against “Highways England” or some such silly name, and if we are truly concerned about road safety the time is surely now for a national campaign. I do not expect the Federation to lead this but they could start the ball rolling, as they like to say. The problems with these motorways are surely also ammunition in the fight against fully-automated vehicles. If technology results in deaths on motorways because it can't even recognise when a vehicle has stopped, what enormous risks must arise from vehicles over which the driver has no control, the only recourse being to some computer programme? “Are you sure you want to brake? Click “yes” to stop or ignore this message to crash.” Similarly, this nonsense about closing roads to motor vehicles must be resisted at all costs. On the day the Federation Newsletter arrived with me, I saw a report in a national newspaper about a business in London which had to re-locate at great expense and trouble because this road-closing nonsense, imposed by an “elected mayor” for whom most of the electorate did not vote, had resulted in trade declining to an unsustainable level. The so-called authorities, who are there by our consent, must acknowledge that walking and cycling are not viable means of getting around but are simply recreational now. The world cannot be dragged back into the 18th century to suit barmy politicians and unelected, unaccountable “campaigners” and “activists.” Finally, while I deplore the proposed change of our international number-plate code from “GB” to “UK”, I have to say that whatever the political situation in Northern Ireland currently may be, the fact is that we are “The United Kingdom of Great Britain and Northern Ireland.” To me, this says that Northern Ireland is an extra bit tacked on; we can continue to be Great Britain (and indeed, for weeks we have had to endure news reports about something called “Team GB” in some sporting nonsense whereas all other countries’ participants seem to be able to do so under the actual names of their nations. I never heard of “Team France”.....) because that is what we are. Some people seem to believe that NI is part of GB, but clearly it is not. We don't have “The United Kingdom of Great Britain and Cornwall”, for instance, because Cornwall is part of GB. The fact that NI is mentioned separately indicates to me that it is not part of GB. Let us stop altering everything in the universe because of outside influences. We are “GB” and so we should stay. Are they proposing to change the international registration mark for aircraft from “G” to “U” ? No, of course not. You would think there were more pressing matters to attend to.]



Imberbus

One of the least looked-for events in recent times has surely been the operation of classic buses to the abandoned village of Imber, now used for military training purposes for almost every day of the year. However, once a year, former residents and presumably anyone else with any interest, are allowed back in and this has turned into a sort of operating day, largely using Routemasters but with both older and newer types also participating. Paul Van der Hulks sent this photo (previous page) of RT 4779 leading a convoy through the Wiltshire equivalent of Checkpoint Charlie.

I hope to include a few more shots of the Imberbus event next time. One notable participant was BEA2 which features elsewhere in this Newsletter.

Membership Renewals

September: Tony Beard, Keith Hamer, Steve Hemmings, Alan Money and Chris Stanley.

October: Nick Abbott, Robin Abbott, Jim Andress, Simon Austin, Maurice Bateman, Mick Betterton, Harold Bloomfield, Dick Bole, Peter Brown, Roger Brown, Brian Catchpole, John Clarke, Michael Cleavelly, Paul Collard, Gary Cooper, Jim Cowdery, Alan Cross, Phill Cruise, Maurice Doggett, David Fisher, John A Gray, John Herting, John Hinson, Geoff Hudspith, Ward Jones, Mark Kirby, Ian MacBeth, Paul McOwan, Philip Moore, Colin Mudie, Peter Osborn, Nigel Pittman, David and Tim Ralph, David Sharp, Tim Stubbs, Richard Summers, Hugh Taylor, David Thrower, Michael Wickham, Bob Wilkin, Jonathan Wilkins, Geoff Williamson, Chris Wills, Raymond Wood and Charlie Young.



Editorial Matters: Mike Lloyd, 42A Moss Lane, Platt Bridge, Wigan, Lancs. WN2 3TL I am always pleased to receive notes, news, comments and corrections as well as complete articles, etc., for the Newsletter and these should be sent to me at the above address or by e-mail to bream.coaches@talktalk.net Please **do not use any other address** for Newsletter contributions.

Membership enquiries and subscriptions (*but not Newsletter material*) to:

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