



LONDON BUS MUSEUM MAGAZINE



The journal of the London Bus Preservation Trust, Cobham Hall, Brooklands

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£4 to non-Members

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FRONT COVER PICTURE

**RM 1, RTL 453
and LT1000
resting between
duties at this
year's Spring
Gathering
(MHCBS)**



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.

ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at michaellhbaker@londonbusmuseum.com, or by post to the Museum at the address opposite.

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From the Editor

This issue sees John Norman taking over the vital role of responsibility for the IT input of our magazine. The previous twenty-five issues have been the work of John Villers and we all, but particularly your editor, owe him a tremendous debt for, even though not being a particularly London orientated bus enthusiast, Western and Southern National Ks and Ls being more his thing, he has done a wonderful job. John will still be doing the input for North Star, the journal of the Friends of Swindon Railway Museum, so if the works of Gooch, Brunel, Churchward, Collett, et al, are you thing as well, - surely they must be - then you know where to find his unique, magic touch.

We are absolutely delighted that John Norman has agreed to become a vital member of the editorial team - not least because it is one less name for your editor to try and remember. I know John Villers has been passing on his experience to him, and Graham Smith will continue to run his eagle eye over the proofs, a vastly important task. By the way you will all, no doubt, have bought your copy of Graham's definitive story of the London Bus Preservation Trust: what, is there someone out there who, by mischance, hasn't? There are a few copies left but hurry, hurry, hurry for we would not be in the least surprised if second hand copies shortly appear on e-bay for prices which will make those being asked for the goody bags handed out at the wedding of Prince Harry and Meghan Markle seem like bargains.



John Villers talking to Sharon Burton



John Norman



This wonderful 00 gauge model of a Great Western City class 4-4-0 is on display, not at STEAM but in the National Railway Museum of Spain in Madrid (MHCB)

Women in transport: Jill Viner - London Transport's first woman bus driver

By Jon Baggott and Sharon Burton

The twentieth century saw many developments in the role of women in society in the United Kingdom. The changes were complex and often inter-related, yet contradictory in direction.

In the workplace, although women found themselves of critical importance during the two world wars, they were expected to accept less pay and then to return to domesticity once the men reappeared to reclaim their jobs.

The first Equal Pay strike took place during the Great War in 1918, when women working on the London Tramway started the fight to receive an equal war bonus. Joined by other tramways in the south-east, and London Underground, this battle was won.

During the Great War, around 100,000 women were employed in the transport industry. London's transport system relied heavily on women; when Maida Vale tube station opened in 1915, all the staff there were female, and in November 1915 Mrs G. Duncan became the first female tram conductor. She worked on route 37.

During the Second World War, one in three workers in the engineering sector were women. The Amalgamated Engineering Union supported equal pay because it believed employers might drive down the wages of men returning to engineering trades after the war. Other trades unions were prepared to agree to national minimum wages for women which were on average two thirds that of male labourers.

London Transport recruited large numbers of women - more than during the First World War - to carry out virtually every job, including engineering and labouring - but driving remained a 'reserved occupation', so that role remained the preserve of men.



Jill in the driver's seat of RF136 (Egham, 1993) (Tony Lewis)

London Transport also turned over its engineering workshops to help produce 710 Halifax bombers - and half the workforce were women. Other sections made guns, ammunition, lorries and engines.

Following the war, despite a 1944 Royal Commission, which reported in 1946, women teachers had to wait until 1961 for equal pay. The picture was very similar in the Civil Service. It was the famous strike by machinists at Ford's Dagenham plant in 1968 that led to Barbara Castle pushing through the 1970 Equal Pay Act, but even now, in 2018, the compulsory reporting of the gender pay gap in larger organisations reveals the process is still not complete.

During the 1950s and 1960s, women working for London Transport were typically in roles such as catering, cleaning, ticket collecting and administrative roles, such as typing.

The London Transport Magazine of January 1968, in an article entitled, 'Meet Our Young People At Work', referred to 'craft apprenticeships (for) youths (to become) carpenters, bodymakers, electricians, sign-writers, coppersmiths or blacksmiths'. And 'there are also opportunities for young men interested in the maintenance of railway rolling stock'.

No surprise then that 'training for secretarial work is "top of the pops" so far as girls are concerned'. And of the eight or so photographs that accompany the article, the three young women pictured show one working in pensions and two who are typists.

So against this backdrop we turn to the focus of our article, Rosamund 'Jill' Viner. She was born in 1952, and so was 16 in 1968 when 'Meet Our Young People At Work' was written.

Jill joined London Transport as a 'clippie' in 1972, aged 20, and applied two years later to become a bus driver. The Public Relations staff at LT could not overlook the opportunity that arose when Jill passed her PSV test in 1974, and the following article appeared in the London Transport staff newspaper (7th June 1974).

Driver Jill ('with butterflies') Takes To The Road

Jill Viner, 22 year old former Norbiton clippie, is 'rather proud' to be London's first woman bus driver but now she wants everyone to forget it and let her get on with the job.

Last week, just a couple of days after passing her PSV driving test and being bathed in Press and television publicity, Jill took the wheel of an RT double-decker on route 65 between Chessington and Ealing.

'My first few days in passenger service have been very good', she enthused. 'I did have some butterflies in my stomach at first. Who wouldn't? It's so different to the training runs'.



Jill in front of RF136 (Box Hill, June 1995) (Tony Lewis)

'There have been a few surprised looks from passengers at stops who have spotted that a woman is driving. (...) I am too busy concentrating on my job to see what other people are doing.'

Three Women

Jill, who has been with LT for two years, was among the first women conductors to apply for driver training following an agreement with the T&GWU earlier this year. So far twenty-six applications have been received and another three women started training this week.

Said Jill, 'I've always been interested in buses - don't ask me why. I was about eight years old when I made up my mind I wanted to be a bus driver.'

In January she passed her car driving test at the first attempt, but then found that learning to handle a bus was a much tougher proposition.

Her instructor during twenty-four days of intensive tuition at Chiswick training centre was Maurice Patchett - the man who last year doubled for actor Roger Moore in a stunt driving sequence from the James Bond film 'Live and Let Die'.

'Jill was a model trainee', he revealed. 'She listened and she learned and was very quick to pick up things'.

'Being the first woman, she was obviously really keen. She had some hard times - (the heavy) steering was her main problem - but if anything went wrong she wanted to get straight back for another crack'.

After the trials of her training and an hour-long test, Jill faced one more (ordeal before) going into service. (She) went to face a two-hour photo call and press conference at which she was besieged by reporters and cameramen from Fleet Street, local newspapers, newsreel, television and radio.

'Nerve-racking'

It's all been very nerve-racking', she sighed at the end of the session. 'Now I just want to get hold of my badge to prove I have really done it'.

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A more personal account of Jill is that given by one of our volunteers, Graham Burnell, who worked with her.

Graham knew Jill through driving the same route on a Sunday when the route was shared with Kingston Garage on the 65. He was based at Kingston.

"Jill was a clippie on Route 65 out of Norbiton garage. She was a 'Brummie' (someone from Birmingham).

Her first bus driving experience was off the record as her driver would let her drive an RT around the car park of Chessington Zoo after hours.

Jill was cheerful and always waved to the other drivers." Graham's friend, Charlie, was a passenger on Jill's bus one day when she was driving an RM through Richmond. He told Graham the following:

"Her conductor was a chap called Stan who sported a wonderful handle-bar moustache. The passengers called him 'The Colonel'. The gear lever on a RM is screwed in and on rare occasions came unscrewed! This happened to Jill that day. She let the bus coast into the stop, tried to screw the lever back in and couldn't, so climbed out of the cab, came round the back to Stan on the platform and announced, 'Here Stan, I've b*****ed it up!' in a broad Brummie accent."

At the age of 28, Jill took maternity leave and returned to Norbiton Garage three years later. When that garage closed, Jill transferred to Armchair Buses, based in Brentford, but still driving on route 65 between Kingston and Ealing Broadway.

On her rest days, she was a volunteer driver, taking disabled war veterans from The Royal Star and Garter Home (Richmond) and St David's Home (Ealing) on day trips to the coast.

In 1993 Jill joined Nostalgibus, driving their fleet of buses and coaches, including an RF and an RM.

Sadly, Jill died in 1996 at the age of 44.

Another colleague of ours, Tony Lewis, who also worked with Jill, said of her: "A lovely lass and a great loss"

The Curatorial team at the London Bus Museum have recently put together a display celebrating Jill's career and, if you haven't yet seen it yet, please spend a few moments looking at some of the memorabilia we have about her.

Bus Termini I have Known - Crystal Palace

By Michael HC Baker



Two Merton (AL) based austerity Ds at the Shepherds Bush terminus of route 49 c 1949 (Collection)

I suppose it might be argued I am not the best placed to write about Crystal Palace as I have seldom actually arrived there by bus; although frequently, long ago, by bicycle. First of all along the nice, straight section up Brigstock Road to Thornton Heath proper, and then a nasty, relatively short but very steep climb up to the Norwood Heights and then another relatively short stretch along Church Road to Crystal Palace Parade.

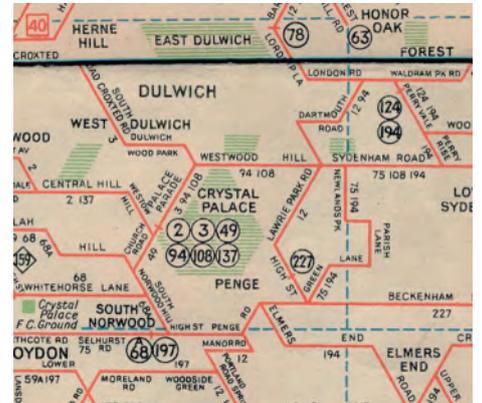
The Parade was, and is, wide and rather reminiscent, if one is of a poetic and imaginative turn of mind, of a French boulevard. I'm not quite sure why this should be but there it is. Being wide it was ideal as a terminus for the buses could not only park on it at the beginning and the



end of their various journeys without getting in the way of passing traffic, but also make a U turn and head back off to wherever they were bound. Not, of course in today's traffic conditions and many moons ago a proper bus station was constructed on the south side of the Parade. Just beyond is a roundabout which not only marks the spot where Croydon, Kent and London meet, but is also ideally situated for buses to turn and face which ever direction takes their fancy.

Quite often just before reaching Crystal Palace Parade I would be distracted by a purveyor of secondhand Hornby 0-gauge models and, rather like Ulysses trying to avoid the Sirens, I would find myself inexorably pulled towards the wonders on display. And just occasionally might make a purchase. We are talking about immediate post-war (World War II that is) years when production of new Hornby train sets was as limited as the chances of Crystal Palace football club ever winning the FA Cup (they've been in the final twice, each time

beaten by, would you believe it, Manchester United.) I'd a few very battered items of pre-war origin with which I grew up, not even enough track to make a circle, so hoarded pocket money was very, very carefully spent until I had a reasonably decent layout, although nothing to match that of my friend, John Wadham, who had Caerphilly Castle and a rake of Pullmans with doors that actually opened and concertina connections between them so that passengers did not have to make death defying leaps from one carriage to the next. It was John and Clive, classmates at Winterbourne Primary School, who introduced me to the Ian Allan ABCs of London Transport, trams, trolleys and buses, and I've never since looked back - well I have, which is what I am doing now, but you know what I mean - and Clive



and I still keep in touch and, indeed he has featured in the London Bus Museum magazine more than once - this makes it three times. What was that, you're asking about the buses at Crystal Palace? Oops got a bit distracted there. In 1946 routes 2, 3, 49, 94, 108 and 137 terminated there. So did trolleybus No.654. At their other extremities 2, 3, and 137 all went deep into the West End, the 2 to Golders Green, the 3 to Camden Town and the 137 to Archway. The 49 got very close, crossing the Thames at Battersea Bridge, proceeding down Kensington High Street, and terminating at

Shepherds Bush. The vastly inferior 94 - inferior in my eyes only because it was a totally suburban route - took itself off to somewhere called Southborough whilst, as we discovered in Peter Gulland's fascinating article 'Riding the Tunnel Buses' in the previous edition of our magazine, the 108 negotiated the Thames by way of the Blackwall Tunnel to Bromley by Bow. That really puzzled me because the only Bromley I knew was where some elderly great aunts lived and you didn't have to negotiate a tunnel to get to them, merely board a 227 down the hill in Penge High Street. One Great Aunt Mabel, a dear soul,



RF369 heads through Beckenham on its way to Crystal Palace in 1955. At this time route 227 still employed conductors (MHCb)

lived on into her mid-90s and we took our three small boys to meet her in the late 1970s and she regaled us with tales of how she used to take a horse tram to Westminster where her mother would take her to Downing Street and meet her father who worked for the Crown Agents in an office a few doors away from No.10. The boys have absolutely no memory of Aunt Mabel but the fact is that we only have to go back one generation to have met someone who travelled in a London horse tram.

Whilst on the subject of the 227 by 1967 it had come up the hill to join the routes terminating at Crystal Palace, as it still does. It was worked by single deckers and a couple of summers back members will recall



One of the little South Met four wheel trams dwarfed by the massive bulk of the Crystal Palace shortly before it burned down in 1936. The tram is about to set off for West Croydon. Note the fashionably dressed ladies on the right of the picture (Collection)

TD95 took part in the Bromley Garage Open Day celebrations and worked the 227. I waited up at the Palace for it to appear but it never did, for the simple reason that I had forgotten that it was recreating the 227 in the days it terminated at Penge. TDs never did work the route, but they might well have done had London Transport not decided to allocate them elsewhere. I chiefly remember the single deck LTs, 'Scooters' as they were nicknamed although it was not a title I was familiar with in my bus spotting days. Many were given a new lease of life with diesel engines and body rebuilds in the immediate post-war years.

Thus, they were still operating the 227, from Bromley Garage, when it was extended up to the Palace in 1951, which, as Ken Blacker reminds us in his *The London LT (Capital Transport)*, did not at all please the Bromley drivers. It was not until the end of 1952 that they were replaced by RFs, which were to have a long association with the route. What of the other routes? Well, as we know, the 108 had specially modified STLs and these lasted until 1953, only a year before the type ceased passenger service entirely with London Transport. In 1946 standard STLs from Norwood and Cricklewood garages worked the 2,



STL932 with a later roof box body (except that the roof number box is missing), Crystal Palace Parade c 1950 (Collection)



Sit up and beg STL588 on its way to Crystal Palace c1949

(Collection)

Norwood and Chalk Farm ones the 3, Ds and STLs the 49, and STLs from Victoria, the 137. I have to confess I took so little notice of the 94 that I can't recall its buses; in fact Tilling, petrol engined STLs from Bromley and diesel engined STLs from Catford garages were used, although ex LGOC STs also appeared. Changes would soon come about. RTs were first delivered to Cricklewood in early 1948, not originally for route 2, but some must certainly have strayed on to it, and would have been the first appearance of the type at Crystal Palace.

At this point it needs to be pointed out that Crystal Palace was not simply a bus terminus, nor also the home of a great (oh yes it is) football team, but also the site of possibly the most iconic building of the Industrial Revolution; which was how it got its name, for until the latter part of the 19th century it was known as Sydenham or Upper Norwood. And it got that name because it was the North Wood. Much of its wood was used in the charcoal burning industry, so big in the Norwood and Thornton Heath areas way back in pre-industrial days that it was a known fact that the burning wood smoke was great for the complexion of the local inhabitants. Indeed, loath as I am to boast, Clive and my complexions are still often remarked upon. Leading

from Thornton Heath Pond was, and is, Colliers Water Lane along which the wood carriers made their way having slaked the thirst of their horses in your actual pond. When the Great Exhibition of 1851 came to an end it was felt that the fabulous iron framed structure designed to house it, should remain; not in Hyde Park, where the exhibition had been held, but elsewhere within the London area. Thus it came to be erected on the heights of Norwood in 1854 and Joseph Paxton who designed it, moved too, having himself built a grand villa nearby, and

it became very fashionable to own such a villa set amongst the tree lined slopes. Two railway stations were provided to connect the inhabitants and the visitors with the West End and the City. There was the Low Level one, as it eventually became, but still quite high up, and the very grand High Level with an ornate façade and an iron and glass roof spanning the four platforms. A tunnel led directly under Crystal Palace Parade from this station into the exhibition grounds. The great Impressionist painter, Camille Pissarro, escaping the siege of Paris in 1870-1, lived for a while in the area.



Bust of Sir Joseph Paxton at Crystal Palace

His biography refers to him 'becoming involved with his mother's maid...with whom he had eight children and eventually married in 1871.' Some involvement, but then, of course, he was an artist and that



A cyclist - not your editor - races a B1 trolleybus in South Norwood on its way from Crystal Palace to Sutton, October 1955 (MHCB)

Charcoal Burning



meant he had no option but to conform to certain patterns of behaviour. The Impressionists were quite keen on steam trains, all that atmospheric smoke and steam, think Monet and the Gare St Lazare, and one of Pissarro's best known and most gorgeous paintings is of Lordship Lane station on the High Level branch. No-one has yet produced a painting of the bus terminus of similar quality, as far as I know, although in my art student days I enjoyed sketching in and around the area. The name, Crystal Palace? Because the many thousands of panes of glass glittered like crystal: but, of course, you knew that.

Joseph Paxton was the epitome of how it was possible to rise from the lowest ranks to the highest in the Victorian era. Starting as a gardener's boy at the age of fifteen, the Duke of Devonshire was so impressed by his enthusiasm that he employed him at the age of twenty as head gardener at his Derbyshire home, Chatsworth. In 1836 he began construction of the Great Conservatory, a wonder to behold although it turned out to be prohibitively expensive to heat and maintain. However improving technology and his abilities enabled Paxton to rise in his profession, by 1850 he was a director of the Midland Railway and a chance meeting with the head of the

committee charged with providing a well-lit building big enough to house the vast number of intended exhibits which could be erected in Hyde Park and then removed, resulted in Paxton producing sketches on a piece of blotting paper - now on display in the Victoria and Albert Museum - upon which the by now desperate committee, for time was getting short, pounced. Paxton was commissioned, and thus the forerunner of many of the world's great railway stations, conservatories

and the better class of shopping mall, came to be.

Where is it now, you may ask? Gone, burned down by one of the most spectacular fires ever seen in London, in November 1936. Although only four short years before the Blitz would result in such dreadful conflagrations becoming the norm, when I taught in a secondary modern school down the hill in South Norwood in 1968-70, a great many of the pupils, mostly born in the Caribbean, the children of the Windrush generation, I guess, could relate to the dramatic destruction of the Crystal Palace. I remember one in particular who, when I asked him on the Monday morning what he had done at the weekend, replied, "Went to the seaside, Sir." "How did you get there?" "On a 197." Now this really threw me as the 197 terminated at Caterham, which had never been known for its beaches or Palace Piers, until I realised that his dad was a driver on our local, Croydon based route, and it was regular practice for LT drivers and conductors and their families to hire a double decker at weekends and head off to the seaside for the day.

To be continued...



RT4689 of Croydon (TC) garage passing its home base on its way to Norwood Junction, April, 1972

(MHCB)





Spring Gathering 2018

Photos by
Michael HC Baker



Dennis Courtney - An Aldenham Man

By Brian A L Jones

In developing our Museum I am always concerned visitors should be reminded that, while our buses are a magnificent reminder of days past, they were only part of one of the world's premier transport systems. London Transport was completely reliant on human input and effort to plan, evolve, control and operate the organisation that moved millions of travellers every day. It is therefore always a pleasure to meet someone who can relate the story of their part in ensuring that an important component in the structure of that organisation met its required objectives.

A recent first time visitor to the Museum, Dennis Courtney, contacted us soon afterwards to offer to show us items that he had accumulated during his long London Transport (LT) career, mainly served at Aldenham Works.



Flanked by Geoff Latham and Syd Brown, Dennis Courtney stands in front of Museum displays

I had a long telephone conversation with Dennis and invited him back to meet LBM colleagues who had an interest in discussing his work experiences. Dennis enjoyed talking to Owen Wright, Syd Brown and Geoff Latham, who had

also worked at Aldenham, but privately for Leyland. While this article is based on notes taken during discussions with Dennis, the Curatorial Section is intending to create aural recordings of future similar discussions with persons willing to share their stories of LT employment once the requirements of the revised Data Protection Act are clarified.

Dennis joined LT as an apprentice on the 6 January 1960 and after a short induction period at Chiswick Works he was allocated to Aldenham to continue his training. Living in the Ealing area he was picked up and returned daily by one of the numerous staff buses (at that time RT class vehicles) that collected staff from all over the LT area to staff Aldenham.

Remembering that when he started an on-site working week was 44 hours and that he was paid just over £4, it was three months before he was entitled to receive an LT free travel pass.

Dennis outlined the stages in his apprenticeship as follows:

LONDON TRANSPORT EXECUTIVE
APPOINTMENT FORM

Dennis Courtney
95441 6th Jan 1960

You are hereby appointed (on a temporary basis) as a *Senior Personnel Assistant* in the *Works Manager (Road Services)* Department as from *6th Jan 1960* at the rate of *£9.00 per week plus 17.545 pens*

per *week* paid *weekly* upon the Executive's conditions of service in force from time to time, including the following terms:-

- (1) The employment is terminable by either party giving to the other *one week's* notice in writing from any date.
- (2) The London Transport Executive require retirement of male staff not later than on attaining the age of 65, and of female staff not later than on attaining the age of 60, but without any obligation on the part of the London Transport Executive to retain employees in the service until those ages.
- (3) Your employment by the London Transport Executive is a whole-time occupation and you must not engage or be concerned or interested, for profit or reward, in any other business of any kind whatsoever requiring your personal services, except with the prior consent of the London Transport Executive.
- (4) It is a term of your employment that you become a member of the British Transport Commission (Male Wages Grades) Pension Scheme if and when eligible.

NOTE: Your National Insurance Card must be deposited with the London Transport Executive on starting work. If an Income Tax certificate (P.45) has been issued to you by a former employer, this must be surrendered on starting work.

Dennis Courtney OFFICER SENIOR PERSONNEL ASSISTANT TITLE
SEE OVER

	months
Jig Shop	3
Sub assembly shop	9
High Bay (main overhaul)	18
Dismount	3
Finishing line	3
Accident shop	6
Inspection	6
Chiswick Test House	3
Chiswick Blacksmiths	6

At the same time, Dennis also attended the Regent Street Polytechnic Annexe then Willesden Technical College Annexe for one day and one night per week. Over the years, as working hours were reduced to 42 then 40 and finally 38, Dennis progressed up the employment ladder in the Bodyshop Section of the



Dennis at his desk in May 1985



Dennis (looking up) supervising repairs in May 1985

Works to the point where he was responsible for inspection of arriving vehicles, identifying repairs needed and programming the consequent work.

In earlier times, he wryly remembered remounting a bus window after repairs had been completed only to have colleagues point out that the winding handle was on the exterior!

High standards were set and achieved for overhauled and repaired vehicles with the need for a pass from the independent on site Licensing Officer before they could be returned to service.

Dennis achieved the status of Senior Craftsman (Bodywork Inspector) in 1975 and held that post until 1987.

Dennis became a driver of Works staff buses after a 2 to 3 week course at Chiswick Works. He covered three different routes during the course of his 13 years of staff bus driving. His initial starting garage was Hammersmith (beginning at 0600 hrs), then Putney Bridge (beginning at 0530 hrs) and finally at Hounslow (beginning at 0600 hrs). RT class vehicles were still in use when Dennis was required to report to his starting garage to commence the morning pick-up run around the local area.



An action scene on the Aldenham football field - Dennis is the goalkeeper on the right

(photo by fleet fotos 3 Fleet Lane London EC4)



Some of Dennis' personal passes (we seldom receive material of this nature for our Archive) Some slight colour adjustment has been made to the scan to achieve better clarity of reproduction

Subsequently standard Routemasters and finally front entrance RMAs were adopted for the staff services. Dennis remembered that the RMAs had a unique paraffin fuelled heating system, a legacy of their airline use when town terminal passengers expected to be accommodated on a warm bus.

Dennis was a staff bus driver from 1974 to 1986 (when the Works closed down).

Staff drivers were paired with a reserve to ensure that, in the event of illness, the service would be maintained. Similarly open platform buses also had a conductor and a nominated reserve to fend off boarding by the public at stops and confirm safe staff boarding or alighting to the driver.

Aldenham offered good social facilities with a cafeteria and bar with darts and snooker for the three-quarter hour lunch break and after work plus sports facilities. Dennis joined a football team and played in the LT Frank Pick football competition and LT Representative side. In addition to the personal photos and items used to illustrate the above account Dennis provided a series of pictures of work in progress at Aldenham as a reminder of the diverse activities within the Works that ensured that LT fielded a fleet of vehicles that was second to none. A selection of his photos follow.



Working bays / High bay (Commonly called "the Cathedral")



The overhead crane was used for movement of bus bodies in and out of working bays



RM 285 undergoing a post overhaul tilt-table check



Underfloor wash for MCW Metrobus prior to maintenance

How to complete: Please return number of copies required prior to completion. 1st copy to employee 2nd copy Staff Room

To: MR D. W. J. COVATTA Member ID no: 44443
 On: BY 20 Location: CANWICK
 From: BA Date: 18/2.87

London Regional Transport FLN
Formal leaving notice

1 You are advised that your "Redundancy" retirement certificate from the service of London Regional Transport will take effect on the date of this notice.
 2 You are advised that your "Redundancy" voluntary severance will take effect as follows:
 3 Your name has been removed from the payroll with effect from:

Your last day of service will be: 18/2.87 Last working day: 18/2.87
 Your last day of service will be: CANWICK IN or REST or 18/2.87

All property of London Regional Transport in your possession must be handed in before you leave. Your personal hand pass must be surrendered, but if you qualify under the regulations to hold a hand pass during retirement a special pass will be issued to you in exchange. Payment of any money due on the last day of service will be made on the return of all London Regional Transport property. You should communicate with the secretary of any Trade Union, Friendly Society or similar organisation to which you contribute.

E. Akhbari for PERSONNEL MANAGER LET BUS ENGLD
566 MEM RD
CANWICK WY 5SR

© 1987 LONDON BUS GROUP



Titan undergoing repair in the Accident Shop area



Vehicles were parked outside awaiting accident assessment and repair. Titan in the foreground, RMs to the rear



A Routemaster receives a full body repaint in the dedicated spray booth area

Membership and Volunteering

By Steve Edmonds

Membership

Numbers remain steady at just over 880. Spring Gathering saw at least three new members sign up and the forms continue to trickle in to compensate for the occasional losses. Members' attendance at Members' Day in March was depleted by the icy weather conditions. About thirty of us enjoyed rides on Q83 and RF226 and listened to interesting talks on the moquette project and workshop progress, including the acquisition of the ADC. For those who were not able to make it but would like to catch up, we will endeavour to run something on the morning of the AGM on Saturday 7th July. The invitation to attend was published in the April E News and we shall please need at least ten members to RSVP their intention to attend to make this viable.

Volunteering

The most frequently heard comments from visitors to London Bus Museum are about the scope and value of the Museum offering. They comment on the high quality finish to the vehicles and that the staff are knowledgeable and friendly. This got me thinking about where we have come from and the importance of foundations. Successful organisations that have stood the test of time share the

characteristic of being built on sound foundations. Graham Smith's book about the history of London Buses and our Museum speaks about the vision, passion, commitment and determination of those few individuals who kick-started this project in 1966. Whilst it was primarily about restoration, preservation and maintenance of vehicles in the early days, it was these human attributes which formed the foundations on which we continue to build today. It has always been about the people and it continues to be so.

The Museum has seen huge changes since we departed building 45 in Redhill Road seven years ago. Alongside 360 plus days of opening each year to the public, there has been a significant leap forward in all our Museum activities. LBM continues to be "work in progress". Increased professionalism is evident everywhere as we recruit specialist knowledge and skills into the curatorial office and the workshop. Just as those early pioneers did, they, together with the stewarding teams, are in the business of laying new foundations for fresh blood coming down the line to build on.

This is a massive challenge for a wholly volunteer workforce. I am continually exercised to adequately

staff front of house stewarding with the minimum requirement of three people. It is also the most difficult area to recruit into. Stewards do whole days on a regular basis, often in difficult climatic conditions. They tend to be "people persons" thriving on interacting with visitors. The part of the job I most enjoy is listening to visitors' stories about their experiences with London Buses. Tuning into the children's sense of wonder about these giant red and green vehicles and their excitement as they climb aboard? Magical. That said, we continue to need many more volunteer stewards to step up to the plate.

It is pleasing that we are more closely engaging with Brooklands Museum. We benefit greatly from this relationship as I have mentioned before. And 2018 will see the two Museums increasingly working together. Their Volunteer Manager organised a volunteer "Recruitment Fair" in which we were invited to participate. We received just three enquiries about working in the workshop but it's a start. We look forward to liaising and working more with them on future joint initiatives like marketing. It's still all good.

From the Workshop

By Roger Stagg

Before I waffle on about where we are behind the workshop doors a quick apology for the typo in that last magazine regarding the closing date for blind box and interior tungsten bulbs. It should have read end of MAY, not end of March. We had purchased a large number of bulbs in anticipation but were overwhelmed by orders following a notice in the Friends of Classic London Buses of the Fifties newsletter. More are on order and the manufacturer has agreed to honour any further order we make before 3rd July 2018. Last chance to order is therefore NOW. Sold in packs of ten, blind box bulbs at £2.84 each and interiors at £3.00 plus any postage & packing. Collection from the Museum is obviously FOC. The AEC Regent III front engine mountings arrived from Australia and most have been distributed, they cost £50.00 plus p&p, again collection is free. There are just 4 left (at the time of writing 1/5/18) and it's first come first served, there certainly will not be any more as the minimum quantity is 100!

The square section O rings that seal the cloth fuel filter canister on most pre-Routemaster buses 4" diameter and 1/8" square section proved very popular and we are now on the second batch in from Canada. Having fulfilled all orders we are now left only with maintenance stock. Once you have seen 5 gallons of fuel pumped over the exhaust whilst you have driven on in ignorance and probably like me ground to a halt on the M25 you will never change/clean the filter again and trust the old ring. If and when enough subsequent orders arrive we can get another batch made.

I have been asked by a number of owners about Leyland engine mountings which consist of 16 rubber "cotton reels". The Museum has enough for its own Leylands but none for sale. However the Sydney Bus Museum is having a re-run of these and several UK transport Museums have expressed an interest. If you want, need or are prepared to store these for your vehicle contact:

David Griffiths at td4@iinet.net.au

Finally for those who have asked, there are currently no plans to remanufacture the two piece large AEC rear engine mounting rubbers. They would be very expensive even though we know that ultimately they will be needed. One of the main topics in the Museum over the past six months is that of Health & Safety. There is a wildly held but erroneous opinion that H&S does not apply to non-employed volunteers. It does and not only is the Museum responsible for its volunteers but the volunteers are themselves responsible, and to their colleagues. I get nervous looking back at

the conditions under which we worked and some of the methods we adopted at Redhill Rd. Fortunately the move to our current premises gave the unique opportunity of cleaning up our act but in the words of the Railtrack tutor at Watford during a Track Safety course who after emphasising more than once "do not walk on the sleepers, walk on the ballast" proceeded to walk on the sleepers "OLD HABITS DIE HARD".

The appointment of Owen Wright as Workshop Manager soon started an H&S "conversion" and machine guards, clean floors, banning of mains electric tools and the installation of an air system heralded a change that made Redhill Road no more than a bad memory. Gone are ladders in favour of aluminium towers, exhausts are mechanically extracted and contact between frozen metals and bare hands eliminated. Oils are stored in bunded containers and waste oils extracted for collection. Fire escape routes are painted onto the workshop floor and fire exit directions hung from the roof. An H&S subcommittee has been formed to cover safety aspects of both volunteers and visitors. They meet regularly to discuss any breaches of H&S to take action and avoid repeats as well as discuss ways and means of improving H&S in all areas. That Committee after the 2018 AGM will be headed by an H&S Trustee with direct access to the Chair. Whilst no doubt most of us "Old Fogey's" see H&S as "Elf & Safety" the cold facts are that it is here to stay and very necessary. Whilst we all seem to live in a World of "it does not happen to me", it does.

Seeing as I am running out of my allocated space I will just go on to mention, as so many of you did at Spring Gathering, that work progresses well on the Canteen



Workshop Tour

(MHCB)

Trailer, RF19 and NS174. We keep up, just, with maintenance and scheduled Class 6 inspections, helped very much on WVLI by Metroline. RLH48 has a few days ago passed its COIF and Class 6 MoT and now joins the Commercial fleet. Thanks go to Ensign Bus for the use of their facilities for the test and paperwork.

WVLI is due to have a tachograph fitted shortly which will permit its use on non-scheduled services. As our only fully DDA compliant vehicle it will be of considerable use. As most of you are aware RML2760 and TAI are only short term loan vehicles from Stagecoach London. The latter is not DDA compliant and does not meet the emissions requirements, not being age exempted.

Inevitably this means that its use in general is at the least severely restricted.

RML2760 now has a failed hydraulic accumulator and as the period of loan from Stagecoach will end shortly we are discussing with them this and other repairs as part of its longer term future.

Finally the subject is colour. I doubt there is a vehicle that we have restored in the past 30 years that half a dozen members have not decided that we have "got it wrong". On STL2377 it was the adverts until John Rawlins found the official book giving the dates and sizes of adverts (and how much they cost per week!). On G351 it was the wrong Red but at the time G351 was built it was either brown or red with less pigment, nearer Poppy. Also there is an ongoing argument as to whether it should have the lower line of lower deck body strapping. Photos show Guys with and without. The book Chiswick Works by Colin Curtis and Alan Townsin shows G351 at its first overhaul with the second row and the bodywork did feature the rebates in the pillars where the timber rail would have been let in. Others consider the vehicle is incorrectly identified.

UMP never belonged to LT, simply being loaned by AEC. Its colour was defined by the best match we could get from original panels when taken down. Recently RT1 was said to be wrong in its colour scheme and of course we all know that like almost all RTs it does not have the original chassis of RT1. RT2775 should have most of its seats removed and its windows blacked out in its "off to America" phase as RT2776 was the bus rides vehicle. The Tillings ST is the wrong red, some people tell me yet anybody who was adult enough to know it in its original Tillings red is now 100 years old with a phenomenal memory. A member was extremely generous in paying for the external reconditioning of Q83. The 4Q4's were Green Lines only for a very short period. There are no known colour photographs and those in black and white leave much to interpretation. One of those still with us helped with the best interpretation we could come up with. Subsequently a member has been most constructive



RF19

(MHCB)

in photos and interpretations of not just the colours but what colour should go where and accepts that the exact colours of Q83 may be right and may be wrong. Should it have the AEC triangle or not? Just let's have a word with Dr Who and transport us back 80 years so we can have a good look and take some colour photos.

And of course there are shades of colour and green seems to be the worst. When I first got into bus preservation and most of the paint suppliers were still in business I wrote to them asking for colour samples for LT red and LT Country area green. Four responded with red and two with green. None matched one another. Green rapidly deteriorates often showing blue highlights. Red bleaches to a paler colour. Our preserved vehicles may go 6 to 10 times as long between repaints than they did in service. RLH48 was repainted to the same green as CRL4 for which Roger Wright did very extensive research. RF226 which has been the subject of a number of comments was painted to match an original half empty tin of Green Line paint from Aldenham. Maybe it deteriorated in all those years?

Ian Barrett and I owned an AEC Merryweather Fire Engine, now cared for by Henry Shrimpton. We approached the paint companies for "Fire Engine Red". The answer was that "they all have their own Fire Engine Red".

And there it is, the restoration teams do their level best to return a vehicle to be correct as at the date that the restoration depicts. We are not always right in every respect and never will be. Now is the time to come forward with all your information on the Canteen Trailer, RF19 and NS174. DI42 may be withdrawn at the end of the year for major works and return possibly to its Pirate livery so I will be on the lookout for your letters, preferably before the paint goes on.

Letters

Dear Editor. I have been visiting the museum open days since the 1980s. When the move to Brooklands was happening, because of my electrical and mechanical interests, Rod Lucas asked if I would like to help him with installation of CCTV cameras and PA system. This meant I now made many more visits as I helped/hindered Rod with other odd jobs. I also created and made the Cobham badges that fitted to the woolly hats made by Rod's late Mum.

I then answered the call to train as a conductor and went on to conduct on bus rides, trips to bus garages and tube strike cover etc.. After a while, I learned I would be able to drive buses on my car licence, but not in revenue earning service. Bill Ackroyd gave me my initial assessment in RF226 and with a few tips etc. I was now allowed to start training. A lifelong ambition to drive a London bus could have been achieved on just that assessment, even if I failed, but Rod now took over my training and I eventually received the seal of approval. I then took RF226 on my first visit to a running day where Rod did the in-service driving and I did a lot of the rest. The great day came when I was privileged enough to take RF226 on my first solo event to Northfleet. To be trusted with such a valuable piece of history meant a great deal to me. I have since been type trained on many of the buses with mainly the crash gearbox types to try and master.

I am thoroughly enjoying my museum days and all the very friendly and welcoming people.

As if this was not enough, I think I have now reached the pinnacle of achievement when on DLR strike cover recently. I was conducting RTL139 between Aldgate and Canary Wharf and because it covered two days, the bus was garaged overnight at Clapton and I left my car there. At the end of service at Aldgate it was better to take a modern bus back to Clapton whilst RTL139 returned to the museum. I asked the Aldgate bus

controller to confirm which bus I needed and whether my OAP bus pass was valid in London. His reply was "Respec`, you is a busman an` don`t need it" whilst exchanging a high five style fist bumpah, I have now arrived!

Derek Hanlon

Dear Editor. Thanks for another interesting magazine, I was glad to see my set of pictures of ST 922 have surfaced, happy memories.

Just for the record the bus was parked for the day in a turning off Morden Hall Road on Derby Day providing sustenance to the bus crews operating the Special bus service from Morden Underground Station to Epsom Downs for the annual June Race meeting. Morden, being the southern terminus of the Northern Line of the Underground, is only a few miles from Epsom Downs so provided the ideal location for the start of the service.

Initially, just after WW2, the buses used to pick up passengers immediately in front of the station but after a few years the demand was too high for this arrangement to be satisfactory and the buses were diverted to run, in groups of three, from a stand in Morden Hall Road, to cross the roundabout at the junction of Morden Road and London Road into Kenley Road to a set of three bus stops. Passengers then walked around the side of the Underground station and were guided to railings forming paths to each of the three bus stops. As soon as all three buses were full up they continued through the housing area behind the station to come out of Poplar Road South into Crown Lane from where they returned to the station area and set off for Epsom Downs Racecourse, impossible to do these days as the housing area is totally chocked with parked cars. More buses were parked in St. Helier Avenue and moved forward as needed to replenish the stand in Morden Hall

Road. With this arrangement buses could be filled surprisingly quick, just 2-3 minutes, and the system lasted for quite a number of years until most people had private cars and the demand fell away. A few years ago when visiting relatives I walked round the station and to my surprise I found the railings for the bus stops were still in place largely lost in a hedge. This whole arrangement operated again in reverse at the end of each race day to bring the several thousand punters back to Morden Underground Station. Demand for this service was so great that buses were scavenged from all over the LT area and in the early days included many with open staircases as well as utility types. ST 922 was usually to be found parked up at Belmont (California), the terminus of routes 80 and 213 for many years.

I hope this is of interest.

Jim Address

Dear Editor. Having just received the latest copy of the magazine, I would like to congratulate those concerned for the beautiful paint job on Q83. It looks better now than at any time since the original restoration took place. I look forward to seeing it again in the flesh when I next visit the museum.

The Q type has always been my favourite because of its innovative design and radical layout. It was just too far ahead of its time!

I am old enough to remember the Central area Qs in Kingston Upon Thames in the 50's, although their brief running on the Green Line L route was before my time.

I used to travel to school and back on the 468 & 470 routes between Tattenham Corner and Leatherhead, mostly on RTs but briefly on RTCI. I used the CRs from Wells Estate to Epsom when they briefly operated that route.

At Redhill Road there was a Q chassis with engine parked down the side of the museum building and I

often wonder what happened to that when you moved to Brooklands. Keep up the good work, I wish I was young enough and lived close enough to help you.
Mike Lovatt

Dear Editor. I have a small embarrassment - entirely of my own making - with the reproduction of the LTM Friends News article in Issue 27. You credited it to me, when the summary of Leon's talk to the Friends was actually written by

Richard Meads. I omitted this acknowledgement in the original article.
Could you find space to credit Richard in your next issue?
Best wishes
Barry Le Jeune

Members' Excursions

Wednesday 27th June - Joint visit with Brooklands members to Gatwick Aviation Museum on RMCI461 £8
(plus additional £7.50 museum entry, payable at the museum)

Saturday 21st July - Bow and Clapton Garages on RTLI39* £20

Sunday 22nd July - Essex Bus Rally on WVLI* £15 including admission

Sunday 5th August - Tinkers Park Bus rally with RMCI461* £15 including admission

Saturday 18th August - Imberbus £15

* Vehicle shown will run subject to availability and may be substituted in case of need.

For more information and booking, please contact

Adrian Palmer, Heathside, Weybridge, KT13 9YL. Email akpalmer@net.or, in extreme call 07774 871



The 15 has long been a route associated with East London. In this picture Craven bodied RT1460 is going no further east than Aldgate c, 1949 (Collection)

Although the 281 members of the austerity Ds ended their London careers either at Sutton (A) or Merton (AL) garages, with the reintroduction of the Green Line service in 1946 a number of brand new Daimlers were sent to Romford (London Rd) garage in full green and white livery to work routes 721 and 722. D118 is seen here in the later two shades of green livery (S.L.Poole)





RF226 and Q83 at Redhill Road during the recent Members Day

(Graham Burnell)



Q83 on this year's HVCS London to Brighton Run

(Phil Hambling)