

COBHAM HALL

LONDON BUS MUSEUM MAGAZINE



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

Issue 29

Autumn 2018

£4 to non-Members

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FRONT COVER PICTURE

RT1 leans with the camber at Crystal Palace early on a cold and wet 2nd May 2010, ready for the HCVS Run to Brighton (MHCB)



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 michaelhcbaker@yahoo.com, or by post to the Museum at the address opposite.

**LAST COPY DATE FOR THE
WINTER 2018 EDITION
15TH NOVEMBER 2018**

From the Chairman

Chris Heaps' outgoing Chairman's Report to the AGM follows:

This is the fourth AGM which I have been honoured to chair since my appointment as Hon. Chairman over 3 ½ years ago following the resignation of Guy Marriott on his move to France. I never claimed to have any mechanical knowledge, but no doubt I was invited to step into the breach because I had had recent experience in the bus industry as the former Traffic Commissioner for the area including London, albeit generally with operators who were not performing to the high standards maintained here at LBM.

Guy was a hard act to follow, but he has continued as a Vice-President to support us in a number of ways and to visit the Museum on his trips to England. He recently kindly donated his rare Beardmore-bodied London taxi to our collection. Rides in this have proved most popular with our visitors who perhaps more often travel by bus.

As you have seen from the Notice of the AGM, I am retiring at the end of this meeting as chairman, but more of that later.

It is appropriate that I should commence my last report by thanking all my co-trustees and all the volunteers from whom I have had such support during my time. As I mentioned at last year's AGM, it is astonishing that this charity is operated 100% on a volunteer basis - with no paid staff whatever - and I am not aware of any accredited museum of equivalent size that opens almost every day of the year on this basis. The executive trustees, the duty managers, the stewards and many others give an enormous amount of time and energy to the operation of the museum and its vehicles which are not appreciated by our visitors or probably even by many of our members.

What has been achieved in less than 10 years since LBM opened at Brooklands in 2011 is nothing short of miraculous, and there is no doubt but that we have materially added to the success of the Brooklands site generally. At this point, I would like formally to welcome the new CEO at Brooklands Museum Trust - Tamalie Newbery - with whom we have already established an excellent relationship and to congratulate BMT not only on winning the Museum & Heritage Award for Excellence 2018 but also for being short-listed for the Art Fund Museum of the Year Award. These awards mark a fitting finale to Allan Winn's time as CEO, and we wish him well in retirement.

The AGM each year gives the chairman and the officers an opportunity of drawing attention to developments during the year, and at the end of my term I propose also to remind members of what has happened during the last four years. The most important step during the last twelve months was to reach a resolution with BMT about the share of the entrance gate money to which we were entitled under our Operating Agreement from January 2016, a matter of consequence to the trustees of both charities. I am pleased to report that, after prolonged negotiations, an agreement was reached that is satisfactory and fair to both parties but which materially increases our annual income. I must give particular thanks to our Treasurer, Peter Osborn, for his negotiating skills.

The Museum achieved accreditation from Arts Council, England, in 2015 and much praise for our success in achieving this accolade is attributable to Peter Larkham, our redoubtable Company Secretary. Accreditation is not granted for life, but the requisite standards have to be regularly assessed, and Peter is assiduous in reminding us about what needs to be done both in relation to accreditation and ensuring compliance with our ever-increasing statutory responsibilities including those relating to insurance, data protection and Health & Safety legislation.

The restoration and running of buses is not without risk, and full compliance with all rules and regulations is paramount if the future of the museum is to be assured. Giant strides have been taken by the Curatorial team in support of accreditation.

These activities are necessarily behind the scenes, but more obvious to our visitors was the welcome return of CR 16, which we have purchased from its previous owner and saviour Malcolm Skevington [with the help of a generous donation from the Luke Rees-Pulley Trust]. As most of you will know, CR 16 was one of the earliest rear-engined buses introduced by London Transport and is an important addition to our collection. I am (just) old enough to remember the final two of the class (CR 13 and CR 43) operating on the 481 between Epsom and the Wells Estate.

Other vehicles have also joined our fleet, the purchase of which has only been made possible by the generosity of former owners - both private and commercial - in acknowledging the importance of preservation when agreeing a sale price.

Such vehicles include our low-bridge RLH 48; the Wright Gemini-bodied Volvo WV1, and the chassis of a rare [unique] ADC coach from 1926. The last ADC coach was withdrawn as long ago as 1933. It is hoped that it will be restored in the museum under the public gaze when the restoration of the NS is completed. The NS now looks like a bus, and I hope may be considered for a Transport Trust Award in 2019 to acknowledge the skill of its volunteer restorers.

We have also welcomed, on loan from Sandtoft Trolleybus Museum, one of the last trolleybuses bought by London Transport No.1812 : this has been particularly interesting to children who are being educated about the advantages of electric cars and buses.

Tremendous developments have occurred on the restoration front under Roger Stagg's watch. The iconic Q 83 looks magnificent in its new Green Line livery, whilst RF 226 has also had a new coat of paint. ST 922 is now resplendent in Tilling livery, and both it and Q 83 will take part in a few days' time in the Cart Marking ceremony organised by the Worshipful Company of Carmen in the Guildhall yard in the City. Work continues, aided by a gift from Dave Stewart, on the restoration of T 448, whilst work on the canteen trailer and RF 19 is almost complete.

In total contrast, a "wreck" now graces our museum. As part of the War Hall, unrestored STL 2093 demonstrates to our visitors how much work is required to bring buses back to showroom condition, whilst the war exhibition also helps our educational objects by bringing to life the horrors of war to children. The War Hall was created as the result of a generous donation specifically for this purpose.

LBM has been honoured by two Royal links during the last two years. In 2016, HRH Prince Michael of Kent made an official visit to LBM after presenting prizes at a Transport Trust event, whilst our famous RT 2775 - which went to the USA and Canada on a promotional tour in 1952 - was invited to represent that year in a parade of vehicles on the forecourt of Buckingham Palace to mark HM The Queen's 90th Birthday. Both of these events feature in a book - London Buses A Living Heritage - written by one of our trustees - Graham Smith - to mark the fifty years of LBM. It not only describes how LBM came to exist and how it developed to where we are, but also includes numerous previously unpublished photographs of LT buses (and not only our own). It has rightly received rave reviews, and is available as a limited edition hard-back edition and in paper-back. If you do not already have a copy, I

commend it to you : the paper-back has sold out and is being reprinted but it is the policy of the publisher not to re-issue the limited edition. However, both are still available in our shop. Also available is the modestly priced Museum Guide and Time Line. The shop has gone from strength to strength and with the help of on-line sales is contributing materially to the finances of the museum.

I am not responsible for any of the LBM's successes mentioned above, but I hope that I have safely steered the ship - perhaps driven the bus would be a better analogy - and helped the trustees sometimes to overcome the bumps in the road that affect all organisations such as ours.

In addition to heading the negotiations with BTM, perhaps the other achievement of which I can be proud is arranging a hand-over to a successor as chairman to lead the museum forward.

From the Editor

Since writing the first part of the Crystal Palace piece I have visited Madrid and there, on our last day in the capital, I had the most extraordinary experience... There is a wonderful park in the city centre with what my wife, Maeve, describes as the most beautiful rose garden she has ever seen. Just across from it a map indicated the Palacio de Cristal. 'Interesting' I thought and off we trotted to be confronted by what the guide book describes as 'one of the best known images of Madrid'. In 1880 Ricardo Velasquez Bosco was commissioned by the Spanish government to design a building to house a Phillipines exhibition. He took careful measurements of the Crystal Palace and, although his Palacio de Cristal is smaller, it is in many ways a replica of one significant section of the Crystal Palace. Today it stands in a park in central Madrid. It took my breath away. Beautifully cared for and now used for art exhibitions it's soaring cast iron columns seemed to be reaching for the sky whilst the hundreds of panes of glass, glistened and glittered, just like crystal. The original Crystal Palace may have been destroyed in 1936 but it was as though it had been miraculously re-created in a park in Madrid. Quite the closest one could ever get to standing within the original Crystal Palace.



Palacio de Cristal

What comes next will neatly separate those whose attitude is likely to be 'Get a Life' from those who think 'Gosh, how interesting.' I was waiting in London Road, Twickenham for a 267 and as one hove into view I raised my hand - probably not

All members must have been delighted to hear that Leon Daniels has agreed (subject to election by the trustees) to succeed me as chairman. Leon should be known to you all, most recently as Director of Surface Transport at Transport for London until December last. Not only does he have unrivalled experience in running buses, but he was a founder member (No 25) of LBM; is the owner of three former LT buses; and holds a PCV driving licence.

With Leon in the driving seat, LBM will be in safe hands. I thank the trustees and the members for taking the risk of appointing me as a chairman. I have really enjoyed being involved and I certainly hope to maintain my interest in the museum.

Chris Heaps

necessary any more but old habits die hard - and at the same time clicked the shutter of my camera, not easy to do but practice makes it possible, and once sitting comfortably upstairs and ready to begin the journey, I looked at the picture and saw, that I was aboard LT999 which I hadn't realised up until then.



RT1136

(MHCB)

Now I'd seen LT1000, as we all had, at our museum at the Spring event, but there is something almost as special about the penultimate member of any type of bus, especially one with such a distinctive number. Just to confirm my anorak status I will admit my favourite RTs were the 1136 to 1148 batch, because they were the first non-roofbox RTs delivered to my local, Croydon (TC) garage in March 1949, and therefore the most up-to-date state of the RTs. Why could anyone have a favourite out of 4825 virtually identical buses, you might ask? Particularly as a bus changed chassis and body each time it went in for overhaul. Good question, I just hope the editorial office will be flooded with letters, e-mails, pigeon post, etc from readers who also have a favourite out of all the RTs, RTLs and RTWs. Or it's off to the funny farm for your editor.

Whilst on the subject of hearing from you we would love members to carry on from where the Crystal Palace's reminiscences end with recollections of bus, trolleybus or tram termini which you remember with particular affection. Just think of Golders Green, Windsor garage, Royal Forest Hotel, Epping, Highgate village, Leyton Green, Beresford Square, near Willesden Junction, etc, etc. We already have something on Norwood from founder member John Lines, so let's be hearing from you.

Women and buses, Two brave women 'I had a slight delay.'

A wartime incident. In the wars of the 20th, and for that matter, the 21st centuries, civilians have suffered as much, if not more than soldiers, sailors and airmen. Women in London, very much in the front line in the Blitz, however shocked by Nazi raids, carried on regardless. This is a report from the Ilford Recorder of 18 March, 1943. Strictly speaking the Blitz was over and the raids by V1 'doodlebugs' and then the V2 guided missiles had not begun, and daylight raids were by then few and far between but not entirely absent. Mrs M R Rodwell was a passenger on ST627 working from Seven Kings (AP) garage in Ilford High Road: 'I was in a bus that was

crowded with war workers. Luckily all of them, except my neighbour, who is a war worker, got out at the previous stopping place. The bus started and it had not gone many yards when it came to a sudden halt, which put a jar through me... A sudden swish of 'planes and machine guns filled the air, and we threw ourselves on the bottom of the bus, hoping to evade the oncoming bullets, but as they struck the bus they rolled down and bounced off my coat... As I quickly ducked again my hair caught alight from the flames that were spreading over the bus... Our knees were cut and bruised from the falling glass, and we helped each other out, saying "God,

we're bombed.".. At the time I was so shocked I forgot about the driver and the conductor, the only thing my neighbour and I were thinking about was getting out ourselves... I know it seems funny but it was so sudden... We clambered out of the bus and started to run across the road... When we got to the other side of the road we asked for a drink of water.. Our faces were black, and hair was singed, and our legs were very painful, but we said to each other we are alive.. I went straight to work..'.. The report adds that Mrs Rodwell has four sons in the forces and when she arrived at work she said, 'Sorry I am dirty, I had a slight delay.'



A wartime picture of an ex LGOC ST, identical to the one attacked in Ilford, outside the Odeon Cinema, Richmond... By a nice coincidence both date from 1930, but the Odeon, typical of the stylish fantasies of the great days of between the war picture palaces, has survived, with its Moorish style interior, rather better of the two... Only one, more or less standard ST, Country Area ST821, survives, in the London Transport collection, former Tilling ST922 is preserved by the Trust at Brooklands, and a third, much modified standard one, is in a museum in Israel.... Had it not been for the war all the STs, with their, flimsy, wooden bodies, not exactly designed to resist attack by an enemy aircraft, would have gone for scrap. The Odeon Cinema, Richmond is a grade II listed building. (Collection)

Out and about - and closer to home



WVL1 arriving at the Essex Bus Rally on 22nd July 2018
(Phil Hambling)

On the Buses, 24th June 2018 - STL 469 from LT Museum and our Tilling ST 922
(Colin Read)



Three former Merton employees, Frank Whittington, Brian Rosher and Owen Wright, at Merton Garage on 24th May 2018 with RTL139 for the launch of the Mercedes engined Wright StreetDeck WSD class by Go Ahead
(Roger Stagg)

Bus Termini I have Known - Crystal Palace, part 2

By Michael HC Baker

The STL era at Crystal Palace came to an end with the replacement of the last Tunnel STLs on route 108 in March, 1954. Well, sort of and then only if we're considering ordinary passenger service. In 1954 I was a trainee reporter on the Croydon Advertiser and one of the most onerous duties imposed on me was reporting on motor cycle racing at the Crystal Palace circuit. This involved sitting in the press box and watching local lad, John Surtees of New Addington, carry all before him on his way to becoming the only person to be World Motor Racing Champion on both two and four wheels (see LBM magazine No.25, Autumn 2017). The press box was an STL painted dull green all over and

unidentifiable. For many years the annual Historic Commercial Vehicle Society London to Brighton run has set off from Crystal Palace and at least two STLs, No.2093, now demonstrating as a Blitz damaged bus at Brooklands, and very much more recently, STL469, of the London Transport Collection, have taken part.

London Transport vehicles of pre-war origin continued to be part of the Crystal Palace scene until the early hours of Wednesday, 4th March, 1959 when the last 654 trolleybus drew into Carshalton depot, to be replaced a few hours later by newly overhauled RTs, many with roof number box bodies, on routes 154 and 157. By then the RT



Crystal Palace branch last train (MHCB)

had a virtually monopoly of the Crystal Palace scene but there was an interesting period some ten years earlier when Merton sent Daimlers (D type) on the 49 - John Lines recalls seeing one of the former Green Line versions, still in Green



The view from Woodland Road slightly west of the Parade

(MHCB)



Crystal Palace at night, c 1975 with a Metropolitan, Routemasters and an RT (MHCb)

slice of the south-western suburbs and had nothing to do with the Crystal Palace branch, but who cared, by a D1 class 4-4-0, and a jolly time was had by all... The impressive High Level station, with echoes of the exhibition structure it was built to serve, lingered on for years. ... I did a drawing of its dusty, deserted interior, the only sound a door somewhere swinging and banging in the gentle breeze from time to time... it was all very atmospheric and a touch haunted... Now houses occupy the site although the tunnel,

immediately beyond the station is still there.



The wires are still up for the 630 but the 654s are gone. RT193 is running on the first day of trolleybus replacement route 154 in Old Town, Croydon (MHCb)



By now the character of the area was changing... Many of the elegant villas, set in luxuriant grounds, were being demolished and replaced by flats, and, not to put too fine a point on it, the commercial area was moving distinctly down market.. And yet it remained, and remains a fascinating part of the London suburbs... The views are magnificent... North the high rise City of London and the totally altered Docklands was taking on the character of a miniature Manhattan, yet at Anerley Hill up which the trams and then trolleybuses had toiled, and which diesel buses now appeared to take in their stride, the greenery of

commons, woods and fields of rural Kent still filled the horizon. Inevitably, as property prices have reached crazy levels close to the heart of London, the character of the Crystal Palace area has changed once again ... It is becoming as highly desirable as it was when the Great Exhibition attracted vast crowds and when a great Impressionist painter took up residence there... Modern traffic conditions have meant the shortening of many cross-London routes and today the only one which directly connects Crystal Palace with the West End is the 3 which, since 2016 has, glory be, been worked by the magnificent LTs. A much needed bus station has relieved congestion on The Parade and there are as many bus movements today as ever there were. Many routes bear numbers which relate to now vanished ones, others cover parts of routes over which trams plied until 1952. It is

nothing short of tragedy that the enormously successful Tramlink, which has come within a mile and a half of Crystal Palace at Elmers End, has never, despite many proposals and money expended on failed initiatives, been extended up to Crystal Palace. Compared to all other advanced countries we have pitifully few new tram systems since the revival in the UK and Ireland began, in Manchester, but nevertheless all have been, or will be shortly, extended : Tramlink is the one, sad, exception.



Crystal Palace 25.1.07, a favourite venue for Sunday cyclists (MHCB)



Southern National Dennis Ace 1934 with some of the remains of Crystal Palace in the background



Crystal Palace selection with a Dennis Dart and an Optare Spectra prominent, in the summer of 1997 (MHCB)



Crystal Palace B1 trolleybus No 67 on route 654 c1957 (Collection)



Preserved RT1702

(MHCB)





Preserved LT165 setting off on the HCVS run to Brighton 1995

(MHCB)

ains of the Crystal (MHCB)



Prototype Leyland Titan of 1977 at a LBPT Spring Gathering, 1978 (MHCB)



Route 3 LTs on parade, Crystal Palace 31.7.18 (MHCB)

Memories Triggered by the Horse Buses

By John Rawlins

Reading David Kinnear's history of our horse buses reminded me that I had worked for Perry and Priest in 1960 and 61. They were based in Elminton Road Camberwell and were then a subsidiary of Tower Hill Transport of Boston.

The fleet comprised of about a dozen petrol Bedford 5 ton flats of O and OW types. The livery was green with black wings and gold sign writing on the cab door. The main work was collecting stillages of parts from Vauxhall Luton and Dunstable for delivery to and collection from Vauxhall dealerships in London and the south. Other work entailed collecting timber from mainly Surrey Docks in what was, I think, measured in standards with two and a half being a load for a Bedford. Sometimes we received Tower Hill trunckers bringing in items for local delivery and collecting any returns. Elmington Road yard also provided overnight parking for them when needed.

stock, but I always preferred to sit in the corner of the standard stock trailer that formed one of the seven coach set. It was then a bus down the Walworth Road. The working week was five and a half days. It was where I cut my transport teeth.

If anyone knows Camberwell I had a traditional lunch Monday to Friday upstairs in The Father Redcap on the corner of the Green and Camberwell Road. Being the junior, the yard foreman, Bill Townsend, would often dispatch me to a fish shop on Denmark Hill to choose and buy live eels and have their heads chopped off! There was also a pub on the east side of the Green that I think only had a beer licence. I thought that was very unusual.

In Arthur Ingram's book 'London Lorries in the 50s and 60s' there is a photo on page 139 of a wartime Tower Hill Transport eight legger fitted with a rather odd looking replacement cab. In Peter Davies' 'British Trucks at Work



We don't have a picture of a Perry and Priest vehicle but we thought you might like this July, 1960 Shepherds Bush one featuring a variety of commercial vehicles. Front right is an almost new Bedford C series belonging to the well known Croydon firm of Hall and Co, passing a BMC minibus, whilst bringing up the rear behind Hanwell's FI trolleybus No. 669, setting off for yet another journey down the Uxbridge Road and a locally based RTL on the 88, are a taxi, a Vulcan (remember them?) lorry and, just visible, a Bedford O type (MHCB)

We also had an owner driver with a Bedford S Type artic in plain blue with, if I remember, an NLP registration. This also led me to recall my journey to work by Bakerloo line from Neasden to the Elephant in 1938

in the 60s' page 54 a 1959 Leyland Octopus, but alas no Perry and Priest vehicles.

Does this trigger any other memories for anyone who was connected with Camberwell or Perry and Priest?

An East London Leyland

By Peter Osborn

In this 50th anniversary year of the last RTL in London Transport service, our own RTL139 visited two surviving east London former RTL garages on a members' trip on 21 July 2018. Thanks to our friends at Stagecoach (Bow) and Arriva (Clapton), the volunteers enjoyed being shown round both, learning about current operations and vehicles. Bow now operates the 277 (one of the routes worked from Clapton by RTL139), 8 and 205. Clapton operates the 38, 242 and 393. Other than the single-deck Enviros on the 393, all are operated by hybrids of one type or another.

RTL139 last worked for LT at Clapton, from June 1966 until withdrawn on 1 November 1967. Clapton originally opened as a horse tram depot, converting successively to an electric tram shed, trolleybus depot and finally a bus garage, in 1959. Bow was also a tram shed and trolleybus depot (as the photographs in its canteen show), before also converting to motor buses in 1959. The following notes summarise the history of RTL operation in east London.



RTL139 with LT523 at Clapton Garage (Peter Larkham)

The first RTL, RTL501, entered experimental service on route 91 (Cranford - Wandsworth Bridge) in June 1948, followed from December by the production batch, working initially from Sidcup on route 21. All RTLs were bodied by Park Royal, except RTL551-1000 by Metro-Cammell, and RTL1307 and the final 31, which were bodied by Weymann. RTL1307 joined RTs 2775 and 2776 on their tour of the USA and Canada in 1952. Park Royal and Weymann bodies were interchangeable with RTs, but the Metro-Cammell bodies were not. East London's first RTLs went to Barking (BK) (routes 62, 87 and 145) and Seven Kings (AP) (routes 139 and 148) in 1949. At this stage, Leylands were allocated in all four engineering divisions; it would take a little while for allocations to settle down and AECs and Leylands to be more logically segregated.

AP, BK, C (Athol Street), CL (Clayhall) and U (Upton Park) were Leyland garages, joined by H (Hackney) in 1952 and D (Dalston) in early 1954 when their RTs were exchanged for RTLs. There was also a brief allocation in the far east, where Hornchurch (RD) ran RTLs on the 86 and 247/A in summer 1953, moving to Romford North Street (NS) when it opened, but these were replaced by



Bow Garage in the Stagecoach Routemaster era (MHCB)

RTs in February 1954. RTLs only remained at AP, BK and U until November 1958, when the major reshuffle following the bus strike led to these garages converting to RTs. U acted as a buffer garage until then, running both RTs and RTLs.

In stages 2 and 3 of the trolleybus abandonment programme, former trolleybus depots Clapton (CT) and Bow (BW) were provided with RTLs, as the planned Routemasters were not yet available, in April and August 1959 respectively. BW's role was soon extended by the closure of nearby Clayhall (CL), whose RTWs and RTLs for the 8 and 25 moved in that November. Poplar (PR) converted to motor bus in November 1959, by which time new Routemasters were available to replace the trolleybuses; its RTLs did not arrive until the closure of neighbouring Athol Street (C) in May 1961.



RTL139 in Whitechapel Road (Peter Larkham)

BW's new RTL-operated trolleybus replacement routes were 26 (21 buses), 32 (16 buses) and 169A (6 buses). None lasted beyond the mid-60s, the 32 being withdrawn in 1964 and the 26 in 1966; the 169A allocation moved to U in 1963. BW also received an allocation on the 25 (17 buses), the route being augmented in part-replacement of the 661 and 663 trolleybus routes. On closure of CL in November 1959, the BW allocation on the 25 increased to 22, but the garage was still a minor partner to Forest Gate (G) who ran 60 RTs on the route. In November 1964, operation of route 10 - well known for its introduction of the first post-war RTs - moved from



RTLI427 at West India Dock (Fred Ivey)

Leyton (T) to BW and its RTs were replaced by RTLs.

At CT, route 277 was a new route which directly replaced trolleybus route 677, initially with 26 RTLs. Two existing routes enhanced to replace trolleybuses received allocations at CT, the 170 requiring 28 RTLs in addition to Wandsworth (WD)'s 19, and the 38A requiring 12 RTLs alongside T's and Loughton (L)'s RTs. New route 253A started in January 1964 with 15 RTLs, and at the same time, CT took over T's minority allocation of 8 (formerly RT) workings on the 106. All five CT routes were nominally converted to RT operation in September 1967, although the last of CT's RTLs were not delicensed until mid-November.



Most of the NI trolleybuses spent their career at Bow depot, moving for their final years to Stonebridge and Colindale, where we see Nos.1587 1582 and 1578 at the latter. (MHCB)



RTLI39 near Victoria Park on 277 (Adrian Palmer)

When Athol Street (C) closed in May 1961, it had sole allocations on the 56, 82 and 108/A, together with a newly acquired minority allocation on the 40, alongside RTLs from Camberwell (Q) and RTs from U. All its RTLs moved down the road to PR, to join the fleet of Routemasters.

Forest Gate's closure in April 1960 saw the RTs on route 25 move to WH, another Routemaster operating ex-trolleybus depot, where they were replaced by RTLs in January 1962 - one of which was RTLI39. The 25 remained the sole non-RM route at WH, because 8 foot wide buses were not approved for use in Victoria Bus Station.



Remarkably the old horse tram depot at 38-40 Upper Clapton Road still survives, serving a number of purposes. (MHCB)

Both D and H dated back as bus garages to before the first world war. As well as RTWs on the 11, D operated RTLs on the 9, 47 and (a small allocation) the 78. H held RTLs for route 30, whilst running RTWs on 6/6A, 22 and 106. RTWs were replaced by RTLs on the 22 (until RM conversion in October 1967) and 106 in May and March 1966. The 47 and 78 converted from RTL to RT in June 1968..

The end for Leylands in east London came when BW, PR and WH lost their RTLs on 7 September 1968, routes 10, 25, 40, 56, 82, 106 and 108/A all converting to RT. Of the later Leyland garages, BW and CT are the only survivors.

Model Review

There was a time when we published a regular model bus review by Alan Purssey, but since his sad death in 2012 models have only been featured on the odd occasion. We know many members have collections and there is much interest in the subject so, to start the ball rolling again, hopefully, we thought a review of the IXO 1/43 scale RT might not come amiss. IXO are well known for their models of cars, but as far as we know, this is their first London bus model. Since it came on the market, a couple of years back, there have been several versions, but the basic metal casting itself is unchanged and is superb. Of all the RT models, in various scales,

this viewed from whatever angle, has the feel of total authenticity and accuracy, unmatched in this reviewer's experience, by any other. Which is not to say that it is without its faults. The style of lettering for both number plates and indicators is, on some variations, wrong. I came across on the internet what looked like a wonderful green version, working the 406, available from a Dutch dealer, only to note that it has a very peculiar, completely wrong London Country fleetname. Another has bright silver wheels. The keen and skilful collector will be able to remedy these faults, but it is a shame that the manufacturers did not get these

details correct. Prices vary from around £35 to some £10 more than this.



Membership and Volunteering

By Steve Edmonds

Welcome to year eight of your London Bus Museum. We look back on an astounding level of progress since the move from Redhill Road with many more exciting developments in the pipeline to look forward to.

Membership

As you know, subscription rates are to rise from 1st October in line with Brooklands Museum's, reflecting the much improved offering to visitors to the site. As previously announced a modest discount will be applied for those 88% of members who pay by Direct Debit (DD). Be assured that this is not designed in any way to deliberately disadvantage the 12% who pay by other means.

DD payments are both easier and cheaper for us to deal with. I understand the reluctance for some who have experienced difficulties with corporate suppliers in the past. But I guarantee that your Membership team will operate the system with integrity and not exploit or abuse the DD process. I therefore urge you to download the DD authorisation form from the LBM web site or ask us for a hard copy,

complete it and get it to us before 1st October.

Adrian Palmer is doing a great job on our behalf, organising days out on heritage buses for members, some jointly with Brooklands' volunteers. A couple of these are always very well supported but the response for others has been patchy. I don't want Adrian to be discouraged and to consider scaling down the offering. So I urge you to take advantage of the opportunity to share some time with fellow enthusiasts enjoying their hobby.

At the time of writing, I am in the process of evaluating options for our annual New Year lunch, one of the few social events in our calendar and which has been a feature of "Cobham" for nearly forty years. We have used the "Inn on the Lake at Silvermere" for all that time. Unfortunately, the arrangements this year fell short of our expectations; but they have since responded positively and are back on the list. I am seeking quotes from a further three suppliers. CoM will then decide on the best option and details will be published as soon as possible. The

date for your diary is Sunday 20th January 2019 and I am endeavouring to keep the cost to under £30.00. it has to be said that attendance has dropped from a high of 90 to 67 over the last few years for a number of reasons. We need to plan for a minimum of 40 participants and I welcome your comments as we consider the way forward on this one.

Volunteering

Recruitment and succession planning continue to be my biggest Human Resources challenge. You may be aware that our retail company still does not have a Shop Manager. The on line shop facility is defunct and I am informed that the financial contribution to Trust funds from the retail company is likely to halve this year. Surely we must have retail experience amongst the ranks of LBPT membership? Please get in touch with Gerry Job if you think you could help in some way. That said, we have much to be cheerful about as we go from strength to strength across the board; long may it continue.

From the Workshop

By Roger Stagg

Interior and blind box bulbs

All orders for these have now been dispatched. If you have ordered but not received then please contact me. The final consignment of these bulbs is now in stock and a limited number have been retained for members' use, but any order received after 30th September will attract an additional cost of £1 per bulb as the Trust has financed this production.

Felt rear axle oil seals

The supply of these has dried up (as has most of the felt) and the use of a dirty one could do irreparable damage. The Trust is currently having new lengths of felt manufactured. For an RT these are 580mm long including a half lap but cutting to exact length and the half lap is simple with a Stanley knife. We will be obtaining the correct 19mm by 9mm section in 1200mm lengths at the outrageous cost of about £4.00 per length inc. VAT and p&p. If interested, please contact me via the Museum. We shall also be looking into the donut shaped felt seal for front axles.

Canteen Trailer

A photocopy of an article on the production of the prototype of these units has been received, extracted from the London Transport Magazine of March 1948 entitled "Dining on wheels First of our new mobile canteens". Very little differences were made between the prototype manufactured at Chiswick and the 13 production models manufactured for LT by Spurlings. The floor coverings



Canteen Trailer

(MHCB)



RF395

(MHCB)

were changed from brown rubber to green linoleum as the rubber proved hazardous when wet and the 30 gallon roof-mounted water tank was initially abandoned in favour of an electric pumped system from a 100 gallon tank beneath the floor. This proved unsuitable and the roof tank was put back into use operated by a manual hand pump at the servery end of the kitchen to top up the roof tank from the underfloor tank and feed the water heaters by gravity. The cooker was lowered to enable the work surface to be extended when the cooker was not in use.

Of course current hygiene regulations will prevent us using the canteen as a proper kitchen and we will not be using the water tanks with the risks of stale water and the problems of disposal. Nevertheless we hope to be able to serve groups of members with tea and snacks from time to time even if they actually enter the kitchen via the rear "snack counter" window. Shelves opposite the entrance door originally for storage of ticket boxes will be glass fronted to allow a display of genuine LT catering ware.

Rolling Stock

I'm keeping this very brief this quarter to leave more room for articles of

greater interest. Following on from my earlier article on the making of the sugar that sweetens our food (and expands our waistlines) and the reception it received as "something different", I am working on another wholly bus unrelated feature for the winter issue.

I have mentioned the Canteen trailer above and by the time this article appears we will have commenced the external repainting. Internally the kitchen is progressing well and we hope to see the lino flooring completed throughout shortly. As soon as we are able to move the body forwards we will be onto getting the Stuart Turner battery charging donkey engine installed. Whilst this will be a fully working unit current H&S regulations will prevent its use as originally undertaken. RF19 has progressed to the point where the crew restoring it are asking for the transfers post repainting. Internal efforts seem concentrated on the blinds for the Alpine windows and the springs have been removed from the seat backs for a coat of fresh green paint. The offside front spring has been re-tempered and refitted. We are all looking forward to its first movement



NS174

(MHCB)



Tilling ST at Cart Marking ceremony

into the sunshine after a number of years.

RT2657 has gone into store until we can devote serious time to its refurbishment and its place has been

taken by RF395 with its engine removed and its ancillaries transferred to the rebuilt engine, completed early summer. Work on NS174 has been delayed by our resident robin, but she has now vacated her nest in the conductor's box beneath the stairs and we propose to get the upper deck ancillary steelwork installed. Meanwhile "finishing" of the bodywork has been progressing and etch primer is now the general colour of the lower deck. Maintenance of both Class 6 and Class 5 vehicles remains on-going with two vehicles scheduled to attend

the Guildhall Cart Marking ceremony of The Worshipful Company of Carmen. The Tillings ST taken by Andy Baxter and Owen Wright took up my entry (whilst I entertained two granddaughters on holiday!) and Chairman Leon Daniels took RML3, as his entry of Q83 developed a bulged front tyre two days prior and a replacement tyre could not be sourced in time.

As always my thanks go out to all the volunteers who make not just the Rolling Stock, but every part of the Museum a continuing success.

RT2657 saw the light of day on Wednesday 20th June before going away for storage
(Colin Read)



Ladies Who Did

How topical can you get?.. Not only is this the year we celebrate the centenary of women (over thirty) getting the vote but there was also the little matter of the World Cup... We could not resist this which we found in the Newsletter of the Merseyside Tramway Preservation Society... 'Tramcar manufacturers Dick Kerr & Co. of Preston took on female workers in 1914 to help produce ammunition for the Great War... A ladies football team was formed after they beat the men during a lunch break in 1917, and they played before 10,000 people on Christmas Day of that year. Dick Kerr Ladies FC went from strength to strength, playing St Helens Ladies at Goodison Park on Boxing Day 1920 before 53,000 spectators! In December, 1921, the FA barred ladies teams from all of their grounds, a ban which lasted until 1971. The women toured the USA in 1922, playing men's teams - winning three, drawing three and losing three



One of the original Dick Kerr trams of Leicester Corporation dating from 1904 seen after modernising and shortly before withdrawal. (Collection)

matches. In 1926 Dick Kerr Ladies FC became Preston Ladies FC and played until 1965. Their record from 1917 to 1965 reads; Played 828, won 758, drew 46, lost 24!

Although Dick Kerr, as far as is known, did not supply any trams which operated in London, the firm exhibited at the First International Tramways and Light Railways Exhibition in London in 1900. Absorbed by English Electric in 1917, in turn the company became part of GEC in 1969. Two Dick Kerr trams have survived, a Dudley - Strourbridge double decker, c1901, awaiting restoration at the Black Country Museum, Dudley, and Leicester Corporation No. 76 which ran in the city from 1904 to 1947 and, after spending decades as a cricket pavilion, has been fully restored and can be seen operating at the National Tramway Museum at Crich.

Letters

Dear Editor. As always thanks for another interesting Magazine. One minor point; At the bottom of page 18 there is a nice photo of a Green Line Daimler which the caption identifies as D 118. A close look at the photo suggests that it is in fact D 159. As I said just a minor point. On a totally different subject, very relevant to today's emphasis on quiet, clean and all round nice buses, I recently stumbled upon a copy of the NEW SCIENTIST magazine dated 9th September 2017. This magazine contains an article on London Buses in 1917. It tells how at that time the very early motor buses were reviled; according to a letter in The Times for "The incessant roar and rattle and pestilential atmosphere and dust diffused by these monstrous vehicles." It also states that during 1907 the Police stopped petrol buses 8500 times for "Their appalling noise or noxious fumes." They are also reported as being extremely unreliable with a quarter of the 1000 out of action at one time!

On July 1st a saviour appeared in the form of "The London Electrobus Company" which started operating a small number of battery powered buses, looking just like the petrol buses but powered by batteries. People soon discovered these new buses did not suffer from any of the perceived problems of the petrol buses and demanded more of them. To meet this demand the company raised some more capital and increased the fleet somewhat. This was so successful that the financiers raised a further, very significant sum of money for the company which was then poised to grow rapidly. A short while later the company ceased trading and was liquidated! Why everyone demanded! Unfortunately the two principal financiers were in fact very clever swindlers who, the story reveals, absconded with the equivalent in today's prices of some £10 million. One might ask, how could they run battery buses with the technology of

1907 when most recent attempts never succeed.

Clearly a number of factors helped with this problem. The routes were shorter, the buses were lighter being smaller and carrying less passengers, etc. They were clever engineers and mounted the batteries in packs slung under the bus floor and had a hydraulic hoist system so a bus could drive in, have its used battery pack removed and a freshly charged fitted in its place in very few minutes.

So there we are, but for the greed of two individuals, London could, perhaps, have had pollution free buses 100 year ago!

I don't know if you can get hold of a copy of the Magazine, the article is based on a book by Mike Hamer entitled, "A Most Deliberate Swindle" which was due to be released on 28th September 2017.

I admit that while I was vaguely aware that battery buses were tried I never realised the significance of their existence.

Jim Andress

Dear Editor. Thanks for the Crystal Palace article. Bags of nostalgia there. Upper Norwood was one of my favourite bike rides too. The model and hobby shop was ARUNDLE which was apparently a corruption of A Rundle the man who ran the shop for many years. I bought three HD Pullmans (2 rail) from the that same shop. I was a bit mystified when he sold them to me without the boxes, which remained on the shelf behind the counter. I went back the next day and asked for them and without a word he passed them down to me. Borderline trivia but true!

I never went round to the 654 terminus as I was afraid of losing control of my bike and ending up crashing into one of the portals on the front of Elmers End bus garage which was down there somewhere beyond the foot of Anerley Hill. I used to hang around Norwood garage as well, but not that often. Did you realise that the 68 had

UPPER NORWOOD on the screen and was a regular turn on peak hour journeys (mornings and afternoons)? My head is so full of 'stuff' that I picked up 'when I was a boy'! Nice to keep in touch.
Clive Gillam

Dear Editor. The delightful article by Jon Baggott and Sharon Burton on Jill Viner (issue 28) and in particular the mention of the machinists' strike at Ford's Dagenham plant in 1968, reminded me of a peculiar set of coincidences. There is also a direct connection to the museum. Back in the late 1990s I produced a modest booklet entitled 'Buses & Trams on the Screen', which was basically a list of feature films which included interesting scenes of buses and trams, something I don't recall having been done before. This has been largely superseded by the excellent 'Buses on Screen' website, to which I have been a contributor. Now it was sometime around 2008 that I was on my way to Croydon Library to log into that very website (before I had the Internet at home) to report my latest findings when I espied a Routemaster bus parked just around the corner from the library. Closer inspection revealed it to be our very own RML3, which, incidentally, I could have driven for the occasion. It turned out that it was involved in the making of a film (as static background) called 'Made in Dagenham', about the aforementioned machinists' strike. False shop front fascias had been affixed to the closed shops in a very run-down St George's Walk shopping arcade where the action was taking place and, in fact, they remained for some time afterwards. I duly reported my latest findings to the website, including this new film. Talk about hot news! A year or two later I viewed the completed film in The Clocktower cinema, which is part of the same library! Some street scenes just outside were clearly

recognisable. Ten years on, St George's Walk is even more run-down!

Colin Read

Dear Editor. I recently took RLH48 to Ensignbus for COIF (Certificate Of Initial Fitness) and MoT. The picture is from the driving seat, approaching the brake test rollers in the MoT bay. We were given a free rein to explore the complex and view the ongoing projects whilst waiting our turn. The skeleton of an RT body that has been

almost completely rebuilt with new wood and metal was of particular interest and worthy of an article all to itself. Everyone we spoke to at Ensignbus was really friendly and enthusiastic. Steve Newman ('Mr Ensignbus') told me that before our arrival, one of the crew said he noted another old bus was coming in and hoped it was better than an earlier in the week MoT hopeful that should not have been on the road. Steve replied that he knew where our bus was coming from and felt sure it

would be in great shape because he knew LBM's reputation. His feelings were correct as RLH48 received passes in both tests and can now be used in revenue earning service. So well done to all the team that keep this and our other buses in such good condition - your reputation precedes you.
Derek Hanlon



Members' Excursions

10 October - Joint visit with Brooklands members to The Museum of Army Flying, Middle Wallop

12-15 October - Isle of Wight Beer & Buses Weekend on RMC1461 £30 (need to book own accommodation)

* 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@talktalk.net or, in extreme call 07774 859871

Book Review

Reshaping London's Buses by Barry Arnold and Mike Harris

Published by Capital Transport, ISBN 9781854144287 £30 hardback 176 pages

It is generally accepted that from the late 1960s through the 1970s London buses had lost their way and reached an all time low. The authors of this deeply researched and comprehensive account of the period, profusely illustrated, almost entirely in colour, say as much, describing it as 'the worst period in the history of London bus services.' There is a tendency in whatever field when things go wrong to find someone to blame. The authors make clear, whilst pulling no punches, that the reasons for this decline are complex, some of London Transport's own making, but others quite outside their control; environmental, social and political for example.

The book is very detailed, describing just about every change of type in every part of the network, both in the old London Transport area and in what became in January, 1970, London Country Bus Services. Readers may not want to plough through all the detail, although it is an

integral part of the story, perhaps focusing on the areas in which they have a particular, local interest; nevertheless the authors never lose sight of the big picture.

There are many quotes from passengers, operators and engineers. Perhaps the most significant is that of Sir Richard Way, LT Chairman, who, on breaking a champagne bottle at the press launch of the DMS, opined that 'nothing was ever as good as it used to be' and that 'he was not optimistic to believe that the DMS would be an exception to the rule.' If that was the boss's attitude what chance did the poor old DMS stand? In fact, as Ensign proved, the DMS could be turned into a perfectly decent city vehicle as Birmingham, Glasgow and Manchester discovered, whilst the Merlin never stood a chance, once AEC had been absorbed into the doomed Leyland empire. Not the unions, nor the Greater London Council, nor many LT engineers, who more used to simply removing non-working parts to Aldenham or Chiswick, rather than getting down to solutions on the spot, can claim 'it wasn't me Guv.' One person operation had to come, although it arrived far too early and

with insufficient preparation. When one considers the rigorous trails RT1 and the early Routemasters were put through, compared to the ordering of completely untried double and single deckers in their hundreds in the 1970s, it makes one weep. Cost cutting was a priority but in the end the Merlin and the DMS debacle cost vastly more than a retention of the conductor until Oyster and other means of pre-payment evolved, would have done.

If anyone wants to know how not to run bus services in a big conurbation this book should be their bible. One small criticism, pity there isn't an index.



Reshaping London's Buses

Barry Arnold and Mike Harris



GS13 and T792 at the Hemel Hempstead Running Day on 8th July 2018

(Adrian Palmer)



Also seen at the Hemel Hempstead Running Day is RT3491 in the company of RMC1507 and Green Line liveried RT 3254

(Adrian Palmer)