

COBHAM HALL

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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01932 837994. The phone is manned by the duty volunteers during opening hours but please bear in mind that most of the officers work from home, so it may be a question of passing a message on. Contact by e-mail (see below) will usually bring a quicker response.

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Please use the General Enquiries e-mail form on the Museum's website.

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Please note that this address cannot be used for visits in person, which should be via the main entrance.

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FRONT COVER PICTURE

Founder member Alan Cross made an official visit to the museum on 24th October and was welcomed by Wednesday volunteers. (Peter Zabek)



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

We've had an encouraging response following your editor's request for reminiscences re your favourite member of the RT family and also bus/trolley/tram termini, see this very issue... Some we are holding over but be assured they will all be used and we really would welcome just as many more as you care to send in... If you can dig out some photos to go with them, even if they portray relevant people or places but there is no bright red bus in sight, never mind, they might well have a story to tell. Whilst all things London are top of your priorities, of course, dear Member, we know that you are not so blinkered that you do not appreciate what other areas of the bus preservation world are up to and, from time to time, we feature a reference to or a picture of these.... You might, for instance, like the picture below of a controller, yes a controller, at the annual Bus Running Day at the Amberley Museum near Arundel in September... There are always visiting London buses, sometimes from the LBPT. The Friends of the London Transport Museum recently visited Wythall Transport Museum, south of Birmingham, this summer, whilst at the end of October your editor was there for their Autumn event when an RF appeared... Not exactly a rose amongst the thorns, City of Birmingham buses were amongst the most comfortable in the country....

Back on home soil our own Autumn event, on 21st October, is featured elsewhere in this issue... But we thought you might like a look at the remarkable, almost Dinky Toy size Trojans, built in Croydon, which were also on display at that event.



'But Generally Women Proved Efficient'

We came across this in London Transport Carried On, the official London Transport history of the years 1939-45. It is reproduced entirely as it was published and if it sounds all too condescending here and there, one has to remember that it is reflecting attitudes which were commonly held at that time....

Dunkirk had another immediate effect. There were no longer enough men to go round, and the Board began to recruit women, as conductors, and on the Underground railways, as booking clerks, porters and cleaners; and in the engineering grades. The substitution of women for men was at first confined to unskilled grades, but was later extended to semi-skilled and even skilled categories. Women usually started as labourers and cleaners, but were given every encouragement to advance... Some actually became craftsmen.



The work the women did was very varied... They made the destination boards for buses, mounted and varnished the fare lists, stripped off old advertisements and posted new ones... At the garages they cleaned, washed, oiled and greased the vehicles, and in some instances helped to shunt the buses into position ready for the run-out. On the railways, women helped to maintain the permanent way and signals;. They cleaned the cars; a night squad cleaned the tunnels;. Others cleaned and oiled the lift and escalator machinery, changed lamps, issued



stores... They acted as porters and cleaners on the Underground.

At Country bus garages, women were employed as depot clerks, and as cleaners and greasers... Women staffed canteens at men's garages, and about fifteen hundred were kept busy preparing and serving meals for operating and engineering staff.

The Board's Electrical Department employed a small number of women at power stations, operating plant, cleaning boilers and general labouring.



These women had varied backgrounds, including, for example, waitresses and saleswomen, ballet dancers and mannequins, ships' stewardesses and receptionists... The age limits for employment were 21 and 36 years, and candidates were subject to strict medical examination, a thorough training and probation, and a short period of supervised practical work... Welfare supervisors helped and guided them; canteens, rest-rooms and dormitories were provided for their comfort... Each was provided with a serviceable and becoming uniform...

As the supply of experienced men gradually decreased, it became evident that the task of maintaining rolling-stock

could not be accomplished without upsetting the ordinary agreements between the management and the Trade Union representatives. So, many of these were temporarily waived so that men could be up-graded. Work in railway shops was particularly arduous, dirty, and heavy. Women could not, therefore, be expected to compensate entirely for the loss of men whose workshop experience had been built up over many years. But generally the women proved efficient.



LBM Tribute to The Great War

By David Kinnear

With the current interest in the deeply poignant centenary of the ending of the First World War and the 1918 Armistice, I wonder how many members and visitors will have spotted LBM's commemoration of the First World War?

Just down from the Horse Bus Diorama, are a series of battlefield scenes from the Great War. Among them is shown a wrecked B-type bus near the village of Voormezele around which many soldiers were buried during the battles of Ypres. Some years later, this site was taken over by what is now the Commonwealth War Graves Commission. Thereafter, it became known as The "Bus House" Cemetery after a London bus which broke down there on no man's land. The cemetery, now immaculately laid out in neat rows with flowers and poppy tributes, is the last resting place for 196 soldiers of the UK and Commonwealth. There are also 70 burials of WW2 soldiers of 1940 here. If you are going to Ypres, or leper to give it its correct Flemish name, you can visit Bus House Cemetery 4 km south of leper town centre on the Sint-Eloisweg, a road leading from the Rijselweg towards Armentieres, N365.



ASC soldiers on a B Type bus.

(Collection)

Of course, the bodies of many of the soldiers who died in this terrible conflict were never found. These missing ones are all recorded on the Menin Gate in Ieper centre. The sharp-eyed will notice that here and there on this imposing memorial, there follows another name in brackets. It is chilling that it is thought that each of these represents a young man who was in service with a family who sent him instead of a favourite son. In death the truth is revealed. The name in brackets is the name with which he signed up. The first name is his own. The Belgian people have never forgotten the sacrifice made for them, except for the WW2

years when the Nazis stopped them. Every night at 8pm, the local Fire Brigade stages the Last Post ceremony under the Menin Gate. If you are in this area, another interesting town is medieval Poperinge, about 7 miles from Ieper where you can visit Talbot House of Toc-H fame and stories of the Rev'd Tubby Clayton. It was a refuge for battle-shattered soldiers. It is still an oasis of peace and tranquillity with its beautiful garden, and secret chapel in the roof. When you knock on the door, very surprisingly, it will be opened by someone with a broad English accent, who will be a retired British soldier!

Bus Termini I have Known - Morden

By Roland Shrubbs



Morden Station when first opened

(Collection)

Morden Underground Station has been a serious bus terminus ever since it opened in 1926. Intended as a Hub serving the house building in the surrounding area, its attraction as a fast route to central London widened the area and pace of building in a quadrant covering New Malden, Epsom, Kingswood and Banstead. Morden's population of some 1200 in 1921 had, by 1931, increased to 12000, with a similar increase in the neighbouring area of what was to become known as Suburbia. Although served by buses from Streatham, Putney Bridge and Merton garages, the majority of Morden's commuters travelled on buses garaged at Sutton. When my "spotting" days began in 1949, Sutton's 98 double deck allocation consisted (conveniently) of the whole hundred examples of the class of

3/1D4 Daimlers serving routes 93, 151, 156, 164 & 164A to or through Morden. They also covered the 80 and 80A routes and part of the 115.

Described as "Transitional" or "relaxed austerity" buses, these were the first post war buses to revert to the LT standard three box indicators



STL1733 and D104 at Morden Station on 17.2.50

(Alan Cross)

front and rear- although ironically they only ever carried the wartime single blinds incorporating the number, ultimate and intermediate destinations in what was intended as the intermediate box.

In addition to Sutton's Daimlers, Morden was also served by Merton's contingent on routes 93, 118 (shared with Streatham's STLs), 127 and 157. Not for nothing was Morden known in the spotting world as "Daimlerland" and, as such, a magnet for anyone with an Ian Allan ABC! Add to these delights the wonders of the RT2s from Putney Bridge on the 93 and the name Morden became synonymous with Heaven to spotters from every part of the LT Empire.



Lowbridge D2 on the 127

(Collection)



'Scooter' LT1200 on the 213

(Collection)

Malden and Raynes Park. The return journey took just as long and was no more picturesque! Upstairs, these buses boasted four person seats alongside an offside sunken gangway. The top of the windows was at approximately chin level, guaranteeing a crick in the neck after a few minutes of trying to enjoy the view. Alternatively, one could sit downstairs on the offside, absent-mindedly rise to get off and bang one's head painfully on the sunken gangway. When these buses first entered service in 1944 they were fitted with wooden slatted seats - not exactly the ultimate in passenger

Nor must we overlook the Green Line TFs running on routes 712 and 713 between Dorking and Luton and Dunstable respectively. Has there ever been a better seat on any bus or coach than the front nearside of one of these superb coaches from the Leyland stable?

Two of these routes are worthy of a special mention. The 127 (one of only two central area routes operating Lowbridge Buses) ran from Morden to South Wimbledon; a ninety second trip on the Underground or 39 minutes by bus - taking-in the breathtaking delights of North Cheam, Worcester Park (with its low railway bridge - hence the Lowbridge Daimlers (all six of them)), New



D254 in Sutton

(Collection)



Derby race day c.1928

(Collection)

was housed here in the condition it was in when originally taken out of passenger service.

Continuing their round trip on the 156, our intrepid spotters would have continued up Sutton High St enabling them to cop more Sutton Daimlers on the 80 and 80A (Tooting to Walton on the Hill and Lower Kingswood respectively). They could also have seen one or two exotic green STLs on the 408 and 470 on their Saturday joint 10 minute headway and just possibly a 10T10 on the 711 Reigate-High Wycombe Green Line route.

Of course the best time for a garage visit in those days was early on a Sunday morning, when demand for buses was low to non-existent - and Sutton was no exception. It was

comfort, but there was a war on at the time!

The 156 was unique in that it was a circular route beginning and ending at Morden. On completion of a circuit in one direction it would then travel the opposite way around the circuit. Presumably this was in order to prevent the crews getting giddy. During the course of its route it passed its home garage, a fact which did not escape the notice of the more savvy spotters who would take a circular ride, pausing long enough to cop whatever might be found lurking in the gloomy depths of this former General garage. At this time what is now the LT Museum's B 340



RT118 on Derby special service

(Alan Cross)



Morden haymaking early 1920s before the Tube arrived

(Collection)

literally full, with the overflow parked on the highway running alongside the garage. Strangely, it was always Daimlers that got left out in the cold, the LTL "scooters" allocated to route 213 Belmont to Kingston always seemed to find room inside. Could it have been to deter petrol thieves, perhaps?

When the Sutton Daimlers made their debut in 1946 they were the first new buses I had ever seen. Resplendent in all-over red livery, relieved only by a cream band above the lower and upper deck, - the only buses ever to have this livery. They had the new pattern seat moquette,



RT2182 in Morden on route 93 c 1965

(MHCB)

and white perpendicular grab rails on both upper and lower decks. The driver, instead of wrestling with a gear-stick, had a lever on the steering column just like Daimler cars (though probably more robust), which pre-selected the next gear and which looked far superior to the "gate" type pre-selectors on the RT2s. But most radical of all, to an 8 year old schoolboy, was the bell cord running the length of the nearside lower deck - a first for London Transport's buses and which, on that first journey, I was allowed to pull as we approached our stop - a first for me as I wasn't tall enough to reach the normal bell-push!

As the 156 passed our front door at what, for boys, is a very impressionable age, Sutton's Daimlers became my favourite red double decker of which I became immensely proud and to which I became intensely loyal. What a crushing blow it was, then, to learn that after only six years' service the unseasoned ash which Park Royal had used in their construction had warped and/or decayed to such an extent as to render them beyond economic repair.

In August 1952 their withdrawal began, continuing throughout 1953 with the last two leaving Sutton in January 1954, all being replaced with second-hand RTLs which were

themselves replaced shortly afterwards with new RTs. At the same time and for similar reasons, Merton's Daimlers were being replaced with RTs. By 1954, "Daimlerland" had become RT land - but then, sadly, so had everywhere else!

There remains one other bus terminus feature unique to Morden - Derby Day! On the first Wednesday in June most of the population of London headed for Epsom Downs - or so it seemed! Nowhere was this

more apparent than at Morden Station where a special bus service was laid on to get the punters to the racecourse. In the early post war years LT operated a Special Events Fleet - a grandiose title for a collection of its most obsolete buses which were unfit for regular service by dint of age, decrepitude or discomfort. LTs, including those with an outside staircase, STs and petrol engine STLs abounded. Such specimens were the stuff of legend to us young spotters and while we didn't outnumber the racegoers, it came close. As the Utility buses were withdrawn they replaced these old stalwarts and we beheld Bs, Gs and STDs in Daimler territory.

Today, Morden Station is still a major bus terminus feeding the Underground its passengers from South West London. The buses are a far cry from the NS and S types of the late twenties and early thirties and there's not a bowler hat and rolled up umbrella in sight. But there remains loads of scope for schoolboys armed with biros and a clipboard. After all, that's what these places are really for - isn't it?



Morden Park today

(MHCB)



Leyland Lioness charabanc of Bradford Corporation, built 1926

CR16, TF77c, TD95, Warrington PD2 of 1949



Southdown TD3 of 1956 with Beadle body

CR16 and TF77c



Stagecoach No. 10301 promoting cancer screening



RTL 554



RTL 1323

34 with East Lincs 1946 body, Southdown PD2 of 1963, Salford PD2 of 1963 with MCW body



TF77c on parade

Transportfest 2018

Photos by
Michael HC Baker



Beardmore taxi of 1958 giving rides



My Favourite Bus...

...Phillip Cruise

My favourite from spotting days was RT1065... This was a green 3RT3 allocated to Swanley (SJ) from January, 1961 to January, 1964.. My grandparents lived in Upper Belvedere on route 401 on which RT1065/JXN93, was a regular performer. In common with most Swanley RTs at the time it was always well turned out, nice to ride in. I was particularly fond of the 3RT3s, especially those in green livery.



We couldn't find a photo of a JXN RT from Swanley, but here are two Leatherhead examples at the Kingston Station terminus. (J Aston)

On the trolleybus side my favourites were the all-Leyland K1s. These were the last 'traditional' LT trolleys which looked similar to the original standard vehicles dating from 1935. Reputedly amongst the best built, those that survived at Isleworth Depot until the final trolleybus conversion looked good for many more years service. Inherited from Wood Green to replace the post-war Q1s, which were sold to Spain, where they were chosen as the best examples. The lowest numbered ones, 1057/58/60/61/74 and 77, were always turned out by Isleworth in tip-top condition right up to the end.



Isleworth Depot on 28th March 1962, with K1 trolleybus 1074 in the foreground. (MHCB)



The K2 trolleybuses were identical to the K1s in all but electrical equipment. Above and below are exterior and interior shots respectively of K2 1201 at the East Anglia Transport Museum. (MHCB)



...Peter Larkham

You asked for it!

Favourite RTs, in Alan Freeman order.....

At No 3, RT153, almost the "oldest" 3RT. Ran for years on the 158 out of HD. Its chassis ended up on the roof of Samuel Ledgard's Armley garage for spares.



At No2, RT2496, another HD 158 performer for many years, later with Super Coaches/Upminster & District. My photo shows it awaiting the coachmakers' and painters'

attention at Otley before entering Ledgard service as (KXW)125.

Bam, bam, bam, bam-bam-bam, and now pop-pickers, at No1 for many years, RT4760. You've guessed it, 158 at HD, but with a GB plate, which probably got me going with collecting numbers. Returned several times from Aldenham, but was eventually scrapped. I think the photo



is probably an LT copyright - I found it for sale on the internet, in poor condition. Please do put the emphasis on the 2nd syllable in Maastricht.....

PS Runner-up, RT3338 (now which garage do you suppose?) Absolutely resplendent (with associated smells) having returned from Aldenham, again with an RT3 roofbox body. Which is why we can be happy with the high bonnet number on "our" roofbox RT3.

...Tim Sargent

Congratulations on another excellent edition of the magazine - lots to read, as ever.

You asked for members' preferences for a favourite member of the RT family. I always liked the RTWs best, chiefly for their distinctive width, and so I nominate RTW49 - for the simple reason that it was my last RTW cop. The occasion was a late Sunday afternoon in, I think, 1965. On a bus-spotting day in London I found myself with a couple of pals outside the front of Chiswick works. This location was clearly impossible to "bunk", but we reckoned that the next best thing was to try to look over the fence at the vehicles in the yard. I had a pair of binoculars, and being the tallest of the three of us I had the task of clambering up on some convenient bollard and scanning the reg. numbers of the vehicles lined up some way off. There it was: KGK549. I had hit the jackpot, cue much delighted jumping up and down by me and my friends!



RTW70 during its days as a training bus.

(Collection)

From the Workshop

By Roger Stagg

At the date of writing the Lord Mayor's Show which included D142 was over just three days ago. This was D142's last outing before it undergoes a complete bodywork restoration including, especially, the renewal of the upper deck waterproofing. Once again it performed faultlessly carrying the Worshipful Company of Basketmakers but suffered a minor fuel problem 100 yards short of Statham's low loader that brought it back to Cobham Hall. Thanks to the men of the Parachute Regiment who pushed it faster than it had travelled in the procession!. Thanks also to Bill Ackroyd, Trevor Whelan and David Bowker who crewed her. Elsewhere RF395 is now running in its rebuilt engine allowing driver training to recommence. RLH48 is awaiting a new rear section exhaust pipe and the return of a leaking cab heater unit, currently being repaired by Bryan & Son of Tunbridge Wells (01892 544635), one of a miniscule radiator fraternity willing, or more likely able, to do this work. We recommend them. The Tillings ST also has a leak from the bottom tank of the main radiator which is currently being dismantled. It had



Engine being fitted to RF395

(Sharon Burton)

performed without problem in Hire and Reward service at Transportfest. We have started to look at the somewhat infamous AEC propeller shaft joints that fail regularly and it seems did so frequently in service. It matters not at all how much grease you pump in it does not get to the bronze bearings as these are blocked off by grease with the constituency of concrete after many years. LT it seems had equipment to cut off the spigots and weld on new, adding new bronze bushes. Attempts to find a firm interested in doing this have not been favourably received. Over the years LBM has had to resort to replacing propshafts from its stock of second hand units or breaking down units on a mix and match basis. Those stocks are now virtually exhausted. An inspection of the rear shaft of the ST found that it was in fact made up of two shafts welded together with a sliding joint at both ends allowing the shaft to lack rigidity and failing both sliding joints and AEC couplings. We are currently awaiting receipt of a new shaft complete with "proper" Hardy Spicer couplings. These, which are an industry standard, were used on Leylands, and RMs but remained on STs, STLs, RTs, RFs and RLHs. We expect to be having more shafts made in the future and the likelihood if you are an RT owner, so will you! Countrywide searching, with assistance by Leyland Man Mike Sutcliffe, has brought forth a replacement differential unit for TD95 so that should be back into the operational fleet soon. A diff for RF226 has been overhauled allowing that also to return to service early next year. RML2760 has now returned to Stagecoach London and a joint operation between Stagecoach and LBM will see a refurbished "last Routemaster" back on the fleet by next summer. The loan Agreement for TAI having expired, this bus has returned to Stagecoach. Its non DDA

and non LEZ compliance rendered it unsuitable for service.

At the back of the workshop both Canteen Trailer and RF19 are now in the final stages of their restoration. The final section of lino is about to be installed and the kitchen units are being painted. Before this Magazine reaches you the Formica should be on the kitchen worktops and frames to support the donkey engine fixed into place. External paintwork is complete and very soon it will actually say "STAFF CANTEEN" on the side. It's just a pity that current environmental health issues prevent it from actual food preparation usage. Meanwhile, RF19 is now nearing its time to go for repaint. The air doors now operate after fixing a problem with a supply pipe on the wrong union. Seat backs are in place and the return of the cushions after fitting of new foam rubber will be complete before the end of November. Most mechanical testing is complete. A great effort by all those on both vehicles has brought both projects very near to completion.

Outside, in the public hall, the end of the long hot summer has allowed completion of the upper deck panelling on NS174 and, as I write, the steel bracing that secures the front and rear upper decks is about to be installed. Externally, most of the bodywork is now in etch primer. Enough from me, I'm certain there will be many more interesting articles in the rest of the magazine. I'll just conclude by reminding you of the New Year lunch and my sincere hope that you will join us at Silvermere; it's a very good lunchtime event and with the opportunity to take home that prize that you wanted but could not justify to the better half! Don't delay, places are limited. Contact Steve Edmonds today.

ERRATUM

Over the years since the completion of the restoration of G351, so generously gifted to the Museum by Rev. John Lines, we have had many exchanges of correspondence over the matter of the second row of strapping below the lower deck windows. When we set about this restoration we delved deeply into the history of the Utility buses which seemed very much to keep away from the camera's eye before their first Chiswick overhaul. How much of the remains of G351 were actually original was indeterminate but it was clear that a horizontal timber member was present in the lower strapping position and a photograph attributed

to being 351 at its first overhaul showed strapping in place. As such it was fitted but disputed by John Lines and others ever since. Subsequently there has been substantial doubt that the photograph is actually of 351 but actually a Guy Arab 1 rather than the later Guy Arab 2. I have now reached the firm opinion that the second row of strapping is wrong and is not prototypical, the timber rail being a stiffener to the large body side panels. To remove it would involve bodywork repairs and repainting the bus which no doubt even John would not contemplate at this time. Nevertheless when funds are there to correct this fault we will proceed to historical correctness.



Engine almost in place in RF395
(Sharon Burton)

Membership and Volunteering

By Steve Edmonds

Membership

As the autumn season of mists and mellow fruitfulness turns into the icy blast of winter our thoughts turn once more to Christmas and New Year. Membership numbers have remained steady at around the 885 mark this year. The ongoing trickle of new members has sadly been accompanied by our having to say farewell to some long standing ones as well as some valued volunteers. Details of our annual members' New Year lunch appeared in the autumn magazine and pleasingly, at the time of writing, over seventy of you have signalled your intention to attend. This is one of the few social events that we have successfully run for several decades and is a great opportunity to catch up with friends and colleagues in a convivial atmosphere. I believe the meal represents good quality and value, and arrangements are made for colleagues and friends to choose to be seated together. The fundraising raffle has long been a source of entertaining fun and the Chairman's speech informative and well received. Members' Day, another popular event, will be held on Sunday 17th March at Cobham Hall. The usual fare of bus rides, talks, workshop tours

and Trustee updates will be available for over fifty members for whom travelling to Brooklands is not too much of a stretch. A trip on RF19 and free refreshments throughout the day anyone?

Volunteering

Workshop and Curatorial sections are thriving and are close to capacity. A healthy number of new drivers are due to be assessed and trained imminently, as RF395 is back on the road after having had its new engine fitted. My thanks go to them for patiently waiting for that job to be completed. Ray Thorn, Curatorial Manager is seeking a volunteer to take on responsibility for caring for, reviewing, considering new acquisitions and updating the computerised records for the collection which is the Luke Rees-Pulley library. If you are someone who has an interest in books and library management, please get in touch.

Stewarding front of house is a key area as the quality of the visitor experience we offer has a direct impact on the Trust's finances. For over seven years we have opened the Museum every day except for a few days at Christmas. Stewarding is a demanding role, particularly at busy

times. It requires us to be alert in protecting the vehicles and vulnerable visitors such as small children and the disabled. You need to have your wits about you and eyes in the back of your head; not a job for the faint hearted. Committing to a full day is not essential as we can slot half days or lunchtimes into the staffing plans. If you are interested in contributing some hours, please contact me for details.

As ever and on behalf of the membership, my grateful thanks go to our hundred plus volunteers who regularly travel to the Museum at their own expense; some from great distance. And who endure working in extremes of temperature, a feature of the building we occupy. We attempt to mark our gratitude for their efforts with "thank you" trips to other Museum collections and a Christmas buffet. But in truth nothing we do can ever fully compensate them for their dedication and the massive contribution (over 25,000 hours per year) they bring to the organisation. On that positive note, all that remains for me to say is that I look forward to seeing you at one of our events next year. And please do have a very Happy Christmas and prosperous 2019.

Olde Alan's Chit Chat No. 60

By Alan Cross

Alan Cross, now 87, was a founder member of the London Bus Preservation Group and served as Treasurer for many years. A veteran photographer, with tens of thousands of London bus photographs, he gave every customer at his sales stand a copy of "Olde Alan's Chit Chat", ending in 1999. For his recent first visit to Brooklands, he wrote one more....

It seems buses must have been in my genes from birth. My earliest memory is of being on an NS on mother's lap downstairs - probably aged about three. I vividly recall the bell cord (as on an RT) with part hanging down by the platform for the conductor to give the OK signal. There was a passion for bus tickets and picking them up from seats and from the road, to Mum's disgust.

All this was because I loved pretending to be a bus conductor with my toy bell punch and ticket rack. At home the first step up was a platform at right-angles to the main staircase - just like an ST. My pretend passengers sat on the stairs. I do not know how many saved pre-war bus tickets got mangled with my toy ticket punch - seems such sacrilege now.

To get to my first junior school was by bus - 70/93/156 from Lower Morden to "The Queen Victoria", North Cheam. Recall one day getting on a green double decker to go back home - this would have been a new front door STL on route 70 which then was run jointly by Sutton and (I think) Dorking, and riding on it upstairs. In those days between "The Queen Vic" and St. Anthony's Hospital was the LT sports ground on the north side of the road and looking across it towards Crystal Palace the remaining tower of the Palace could be seen in the distance. One day it had gone - a mystery I could not fathom at the time. When the junior school moved to Worcester Park I had to use route 245 operated by LT Scooters. My favourite seat was at the front behind the driver beside the entrance. One could look out to the left and see the kerb rushing by and at the same time be close to the engine and gear change noises. The latter could be noisy on the long climb up the hill in Worcester Park. Saw 1066 in white numbers on the front bulkhead and this was the very first bus number "spotted".

The 245 became the famous 127 lowbridge route in (I think) December 1940. At this time provincial buses were pouring in and behold, my buses to and from school were Manchester lowbridge Crossley Condors. What intrigued me was the rear upper deck window being painted over in dark blue for black-out purposes. One occasion came home on a Hants & Dorset lowbridge Leyland Titan. Soon after, six lowbridge STs repainted red came to AL for the 127 and it was then I started collecting bus numbers in earnest. For a few weeks in December 1940 Sutton had some Kingston-upon-Hull AEC Regents. I recall riding on

one and finding Hull tickets on the seats. The seats were leather.



Experimental Provincial Park Royal bodied Guy Arab G436 of 1950 at Peckham, with a 'pre-war' RT on route 37 behind (Alan Cross)

Sometime in 1943 I was bus and tram spotting by the Embankment when a schoolboy older than myself came up and "spotted" me collecting bus numbers. He was none other than the late John H Price who later became involved with tram preservation and the Tramway Museum at Crich. But when we met he, and some fellow scholars at the Whitgift Schools in Croydon, were busy recording bus allocations, registration and body numbers, mainly south of the Thames. I have kept all my letters to him and his to me from September 1943 until he was called up for National Service in 1946. My first letter to him dated 1st September 1943 recorded my recent trip to PB, HF, SA and HG - and I was only 12 and a half years old then. Later John made contact with a group located north of the Thames headed by Ken Newley. Eventually both groups joined forces and from that event the PSV Circle came into existence.

73 years ago the urge to try and photograph buses came upon me. Little did I know that 73 years later I would have accumulated by far the largest collection of London bus negatives, (not forgetting trams and trolleys). May I be cheeky and call my collection of photos and negatives "London Buses - a Living Photographic Heritage" ? In October 1945 GM garage was operating brand new Gs in brown livery - an allocation which only lasted for three months. I persuaded Father to let me use his very old folding camera for which I had managed to obtain a film. Proper film was very difficult to obtain then, but for a period after the war paper negative films could be obtained as a substitute. There was no alternative and the result of these first efforts left much to be desired. 73 years on I can say that fate has been very kind. Quite early on I started to acquire a few negative collections

taken by others who had given up, including one by Brian Wyatt who lived in Worcester Park and who like me was addicted to capturing Scooters on film. As a result of our joint efforts only three scooters missed being photographed, excluding 10 which were destroyed during the war. He then lost interest and passed his negatives to me. I lived in "Daimler Land" in Morden for many years and have negatives of all the D class bar three but these are very boring!

Here I must not forget the late Allen T Smith. Somewhat eccentric in his ways, he really went overboard trying to photograph absolutely anything. He lived in Sutton and formed "The South London Transport Club" the aim of which was to photograph buses, trains, aeroplanes and ships. I joined the Club which was based in his family home, a huge Victorian house in Benhill Avenue, Sutton (now demolished). He seemed to live on nuts and grapes, wearing his ex-army demob clothing and carrying a vast haversack everywhere. In the late 50s into the 60s he tried to photograph every member of the RT family. We were all caught unawares when the LTE started to withdraw and sell many of these at the end of the 50s. Sadly he committed suicide in 1969, throwing himself under a train at Clapham Junction. By a stroke of luck Allen's brother found his estranged wife dumping his vast collection of negatives and other material into a skip. Some of the earliest negatives pre-1949 had already gone but negatives from 1949 to 1969 were still intact and his brother, having rescued these, contacted me asking me to take them on board, which I did with sadness on the one hand and with relief on the other hand, knowing so much had been saved.



Weymann bodied RT1144 of Croydon (TC) garage on a wet day excursion to Heathrow, c.1950

(Alan Cross)

I have reached that time in life when I must hang up my darkroom apron and make proper arrangements for my whole collection to be saved for posterity - photos, negatives and research papers on the London fleet, as well as a vast quantity of negatives of provincial operators from the 1950s. Probably 60% of my negatives have never been printed, not even of RTs in service post 1959, so it is

essential it is made quite clear to whoever takes on my collection they realise this and that the negatives must be retained too.

An urge to purchase a real bus for preservation, which on reflection was a hopelessly futile idea at that time, has been recorded in our splendid "London Buses" book. I have kept the complete file of correspondence with LT at that time, which I would now like the Museum to have - it makes interesting reading. It is a thrill to see what was a still-born idea then has since flowered into this magnificent Museum.



Alan with CR16

(Leon Daniels)

I am deeply moved in having been granted Honorary Membership of this Museum and thank you all most sincerely. It is wonderful to be here at last to meet you all and to drool over all the exhibits, especially those relating to "my era". To be able to touch old friends like the Tilling ST, STLs and all the others, especially CR 16, is sheer magic. The CRs were so cosy. I loved them almost more than any other because when in service in the rush hour, if there was standing room only, one could sit on top of the engine housing at the rear - nice and warm in the winter. I "spotted" most of the CRs when in service and in my notes I see I recorded riding on CR 16 on the 8th January 1948 on route 156, still in green livery. An earlier note made on 27th October 1946 recorded that the cab garage code was WR, the body number was 239, the chassis no. was 201983 and the body code plate on the cab side read "B 2CR 2".

Of course the STLs, the Q and all the other wonderful Museum fleet evoke powerful feelings of nostalgia. I must congratulate everyone on the work done to restore members of the RT and later families as well and to see them in their various liveries. Perhaps RT 1 (still known to me as RT 19) is especially deserving of praise.

By way of a small "Thank you" for the honour bestowed on me, I have printed up photos taken in service of most of the post NS pre-war fleet in the Museum, apart from the more modern types which I call "tin boxes on wheels" (please forgive my slight lack of interest in more modern types) now owned by the Museum, which I hope may be of interest. I would like the Museum to please accept these.

Camberwell Memories

By Roger Stagg

I was interested to read John Rawlins (my twin brother, as we share a birthday, day, month, year) and his recollections of Camberwell. I entered this world in Camberwell at Kings College Hospital and lived close by until the late 50s. Camberwell featured strongly in my youth; it was a busy place being a crossing of two major roads, the A215 and the A202 both served by many bus and tram routes to the extent that there was a dedicated tram stop area on the South East side for southbound trams. After the end of tram operation the stops moved to alongside the Green and up near to the notorious Camberwell Palace where young boys would stop to admire the pictures of the partially clad and airbrushed young ladies appearing that evening before being "cleared off" by the Commissionaire.

John talks of getting the bus up from Elephant to the Green along Walworth Rd; I wonder if he recalls the tobacconist's shop that boldly advertised itself as the "Shop for Shags" much to the amusement of young boys en route to the Elephant for a Northern Line trip to the Edgware withdrawn bus storage yard.

We had between six and 9 months, subject to route of trams to the Grammar school via Camberwell before buses took over, RTLs on the 42 which replaced the 48 tram and "sit up and beg" STL19s on the 163 to Black Prince Rd, Kennington but these were soon replaced by RTs. As we alighted the tram/bus at the Green it was outside the local Bug Hutch cinema, the Golden Domes (Camberwell had four cinemas; a semi Bug Hutch, The Grand, the ABC where Camberwell Rd became Walworth Rd and the huge Odeon on the corner of Denmark Hill and Coldharbour Lane where the change pit was for trams heading for Norwood and Brixton). The first shop to the north of the Bug Hutch was the fish shop John refers to, outside of which there was always a box of live eels on the pavement. It was the alternative Used Tickets box and

worse! Just around the corner in Camberwell New Rd before Camberwell Bus Garage (Q), where my mother was a nurse, was a large butcher's shop situated between two bus stops. Every morning outside would be a big Leyland flat-bed lorry upon which covered in sacking would be an enormous block of ice from which the driver would use an ice pick to break off slabs into a wheel barrow for the butcher. I recall it came from the Eldorado Ice Cream factory at Duchy St Southwark.

Other things come to mind such as the abandoned start to extend the Bakerloo Line to Camberwell Green; being knocked down but luckily uninjured by running across Camberwell Rd without looking. The Camberwell Passage between Melliush's Flour Mill and the Grand Cinema gave a direct view of the southbound buses at The Green. The sight of a 42 home (15 minute headway), observed by the offside route number, gave way to all thoughts of other traffic heading north. No doubt other similar occurrences were the reason for abandonment of offside route numbering. On the south west corner of Camberwell New Rd at the Denmark Hill junction was a shop no more than 8ft deep and 20 ft long which proudly displayed the then unknown word "SUPERMARKET"; it sold just junk and it's probably still trading over 60 years later. In a yard next to the rear of Walworth garage in Camberwell New Rd LT used to turn buses over and then right them again. I never knew why and my grandfather either did not know or more likely did not care.

Sorry John, Perry and Priest I did not know but my employer from the late 1950's had a plant yard in old stables in Valmar Rd 200 yds from Q which were said to have been horse bus stables pre-WWI. Also in Denmark Hill there were Chemists, a Boots and a Timothy White and Taylor. One could go into one and buy Sulphur and the other to purchase Potassium Nitrate, but it was not possible to buy both together. I doubt you are allowed to

make gunpowder now, the fun has gone out of being a teenager! However Ammonium Iodide was frowned upon then and it was almost impossible to get a Chemists to sell you Iodine crystals. Best nothing more said on that subject for fear of PC49 knocking on the door.



Feltham 2167, dating from 1929 and the only experimental version to remain active in the London Transport fleet after the War, takes centre stage of this Elephant and Castle picture with a Tilling STL beyond and a lot of empty space beyond that, the result of Nazi air raids. No.2167 was withdrawn at the end of 1949 and broken up at Purley Depot, which probably dates this picture to c1947 (Collection)

Route 10 revisited

By Tony Lewis

The excellent article in the Summer 2017 magazine about Route 10 reminded me of journeys I used to take to visit a great aunt and her niece who lived in a Victorian house in Manbey Park Road, Stratford. This road was parallel with the railway at Stratford Station.

This was about 70+ years ago and I would take a train from Ewell East to London Bridge and then catch a 10 to Maryland point for the above address. The buses were STDs and, at my young age, I knew a diesel engine when I heard one. At some point I acquired a Corgi model of Utility bus STD101, FXT 405, on duty GM9 with a Leyland radiator, white surround to the windows and front mudguards, white disc on rear, brown roof and wartime blinds:

WOODFORD BRIDGE

ALDGATE LEYTONSTONE

10

I am sorry an STD was not included in the article, although the NS buses shown were even older. I hope this is of interest.



STD106 had lost the white mudguards mentioned by Tony by the time this photo was taken (Collection)

Letters

With reference to the section 'Model Review' in the last London Bus Museum Magazine, I can understand the frustration experienced by anyone buying an AUTHENTIC MODEL BUS as I can relate the story of many fruitless attempts to educate the Spanish model manufacturer OCCRE about their 'ignorance' attributing the B Type Bus to Dennis Bros. of Guildford. And.... yet still on their website they have failed to change it to AEC even after promising they would on a previous email. The name of AEC should be proudly associated with their revolutionary and pioneering work building the world's first mass-produced omnibus.
David Luck

From our Cinema critic (eat your heart out, Mark Kermode)...

Another great issue. I particularly liked the remarkable photo at Richmond on page 4. I would date it as 1940 or 41. The films showing at the Odeon caught my eye and all are

identifiable (and American). "Idiot's Delight" was a 1939 comedy starring Clark Gable and Norma Shearer and "True Confession" was a screwball comedy from 1937, starring Fred MacMurray and Carole Lombard. Both receive three stars in my film book.

From the Internet, "My Wife's Relatives" was a comedy from 1939 starring James, Lucile and Russell Gleason, hence "Three Gleasons" on the poster.

I often wonder from these old photos what happened to the people in the street. Assuming they survived the war, the two young girls would be in their late 70s or 80s but most others maybe in their 90s or no longer around. Note the Public Shelter notice on the bus stop.

Great stuff.

Colin Read

Since the publication of issue No,29, Kevin McCormack, the well known author of a number of splendid books of London Transport photographs in

colour, has contacted us to say the only previous occasion, to his knowledge, when this picture has been published was in his "The Streets of London" book. He goes on to add - 'We don't know who took the picture. It was acquired by a policeman by the name of Mike Burgess, now retired, and one of my Austin 7 contacts. There were two others taken at the same spot but one got lost after being reproduced in monochrome in our A7 magazine (which was the catalyst for me following this up). Another features a pre-war RT which also appears in one of my books. It's side on, with the Odeon as backdrop. The rear end of the RT is missing but Tony Beard, co-owner of RT 113, had the rear reinstated digitally and showed me a print! This was all many years ago but I recently contacted Mike Burgess to see if the third slide had turned up and he told me that he can now only find one (I don't know which one). This is all very sad given the rarity of all 3 in colour.' (Ed.)



RLH 48 has been out and about enjoying the sunshine in this wonderful summer and autumn. Here it re-creates the scene in days of yore when low bridge buses were needed to negotiate the railway bridge at Oxted on 19th August (MHCb)



Sunday 7th October saw RLH48 back in its old haunts in the Chesham area, here having just left The Chenies bus stop heading for Rickmansworth. (Peter Zabek)