



# LONDON BUS MUSEUM MAGAZINE



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

Issue 34

Winter 2019

£4 to non-Members

## Contacting the Museum

### Telephone

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.

### E-mail

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

### Post

The Museum's postal address is:

London Bus Museum

Cobham Hall

Brooklands Road

WEYBRIDGE KT13 0QS

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

### Museum on the Web

Website: [www.londonbusmuseum.com](http://www.londonbusmuseum.com)

Twitter: @londonbusmuseum

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

Charity number: 1053383

Co. Reg: 1061762

### Trustees & Officers of the London Bus Preservation Trust Ltd:

#### Honorary Positions

Hon President: Sir Peter Hendy, CBE (Chair, Network Rail)

Hon Vice-Presidents: Chris Heaps & Guy Marriott

Museum Mentor: Gary Wragg (former Curator, Milestones Living History Museum)

#### Trustees & Directors (Members of the Council of Management)

Chairman: Leon Daniels, OBE

Vice-Chairman: Roger Staggs

Curatorial Director: Brian Jones

Education Director: Bob Bailey

Health & Safety Director: Owen Wright

Human Resources Director: Steve Edmonds

Marketing Director: Deryck Fill

Operations Director: Gerry Job

Rolling Stock Director: Roger Staggs

Treasurer: Peter Osborn

Non-executive Directors: Simon Douglas Lane & Graham Smith

Hon Secretary (Member of the Council of Management): Peter Brown

#### Officers

Bus Operations Co-ordinator: Bob Ansell

Curatorial Manager: Raymond Thorn

Commercial Manager: John Cattermole

Education Officer: Bob Bailey

E-News Editor: Ian Jackson

Events Committee Chairman: Gerry Job

Events Manager: Deryck Fill

Finance Officer: Mike Dolton

Fundraisers (Donated Items): Melvin Phillips & Bob Bailey

Information Officer: Graham Smith

IT Manager: David Harman

Magazine Editor: Michael Baker

Magazine IT Editor: John Norman

Museum Displays: Tony Lewis

Members' Trips Organiser: Adrian Palmer

Publicity Distribution Officer: Colin Read

Talks Co-ordinator: Paul Raven-Hill

Transport Managers: Bob Ansell & Alan Eggleton

Web-site & Social Networking Manager: Ian Jackson

Workshop Manager: Owen Wright

#### London Bus Museum Ltd

Managing Director: Gerry Job

Shop Manager: Yvette Gower

Company Secretary: Peter Brown

The Registered Office of both companies is:

Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QS

## Contents

From the Editor	2
Bye, bye Trolleybi Farewell – part 2	3-4
More of My Favourite RTs - the JXNs	5-6
Transportfest	7-10
Sydney Bus Museum	11-12
A Very Short History Of Pollution And Motorised Vehicles	13-14
Ask a Policeman	14
From the Workshop	15
Membership and Volunteering	16
Chris Wheble 1937–2019	17
Museum Reproduction Parts	17
Letters	18
Book Review	18

### FRONT COVER PICTURE

Three of a kind - museum residents RF 226 and airport coach MLL740 were joined by airport coach MLL738 at Transportfest (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@londonbusmuseum.com](mailto:michaelhcbaker@londonbusmuseum.com), or by post to the Museum at the address opposite.

**LAST COPY DATE FOR THE  
SPRING 2020 EDITION  
15TH FEBRUARY 2020**

# From the Editor

Readers may recall that issue No.15 of Spring 2015 featured an interview with William Wright of Wrightbus. He was a CBE then and in 2017 became Sir William Wright. Many of you will have been saddened to hear of the financial straits this firm has found itself in of late. A provider of bus bodies for London since 1981, when the contract was won to fit Handybus bodies to 30 Dennis Darts, over the years the numbers of Wrightbus vehicles on the streets of London and its suburbs has grown and grown. The first double decker, the highly successful Gemini, arrived in 2002. We already have our own preserved Wrightbus. The firm will, above all, for ever be associated with Heatherwick, the designers of the remarkable and unique New Routemaster, the LT.



New LTs at the Ballymena factory (MHCB)

Based in Ballymena, County Antrim, Wrightbus was long seen as a beacon in a part of the United Kingdom which had lost so much of its manufacturing capacity. Indeed it could claim, as Transport for London did when the LT type took over its first complete monopoly of a route, the 24, that this was an entirely British built bus – even though each and every Wrightbus has had to be



Wright buses at Stranraer on delivery to London (MHCB)

shipped across the Irish Sea to reach the capital. A brand new factory was built in the town for the manufacture of the New Routemaster. It was a wonderful experience to be shown around the LTs being assembled, a bus which was and is in the forefront of concerns for the environment, a move away from pure diesel, see the article on that topic elsewhere in this magazine. Buses on that visit were being assembled for operators all over the UK and Ireland, and beyond, although it did cross my mind that when that contract for the 1,000 LTs came to an end there would need to be others to fill the gap.



Your editor with Sir William Wright

There is presently uncertainty in the bus market, part of it caused by just how rapidly the move away from the diesel engine to various forms of electric propulsion will be handled. Nevertheless it came as a shock when Wrightbus announced in the Autumn it was ceasing production, despite the fact that, to quote our Chairman, Leon Daniels, the contemporary Streetdeck 'with its 4-cyl Daimler engine is by far the most fuel efficient double-decker on the market. In general its own products are lighter and ingeniously built'. A few days before writing this editorial I was doing a rough count of the buses going by, first in Piccadilly and then in Trafalgar Square, and the vast majority were of Wright manufacture. It seemed inconceivable that, like Weymann, MCW and Park Royal, Wrightbus could become history. Subsequently it was announced on 22 October that the Bamford (think JCB) Bus Company had acquired Wrightbus and, to quote Alan Millar, editor of Buses, when I asked him if production of buses at Ballymena had restarted, he replied, 'the intention is that it will.'



# Bye, bye Trolleybi Farewell – part 2

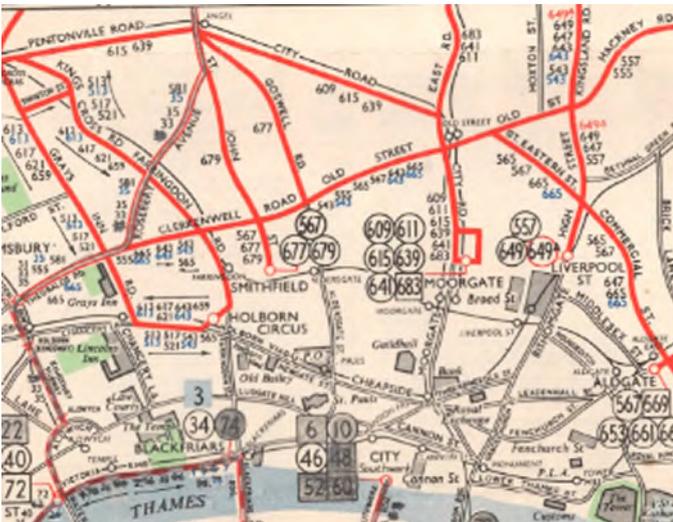
By Michael HC Baker

In the last issue we recorded the beginning of the end of the great London trolleybus system, in March, 1959. Just over a month later, on 15th April, came the second stage, when routes 555, 581 and 677 were taken out, then, on 19th August, the third saw routes 661, 663, 691 and 693 disappear. Finally in 1959, the fourth stage on 11th November, saw routes 567, 569 and 665 withdrawn. Surplus RTs and RTLs were used on the first three stages, and it wasn't until the fourth that the Routemaster, which had been designed as a trolleybus replacement, at last took up its intended role.

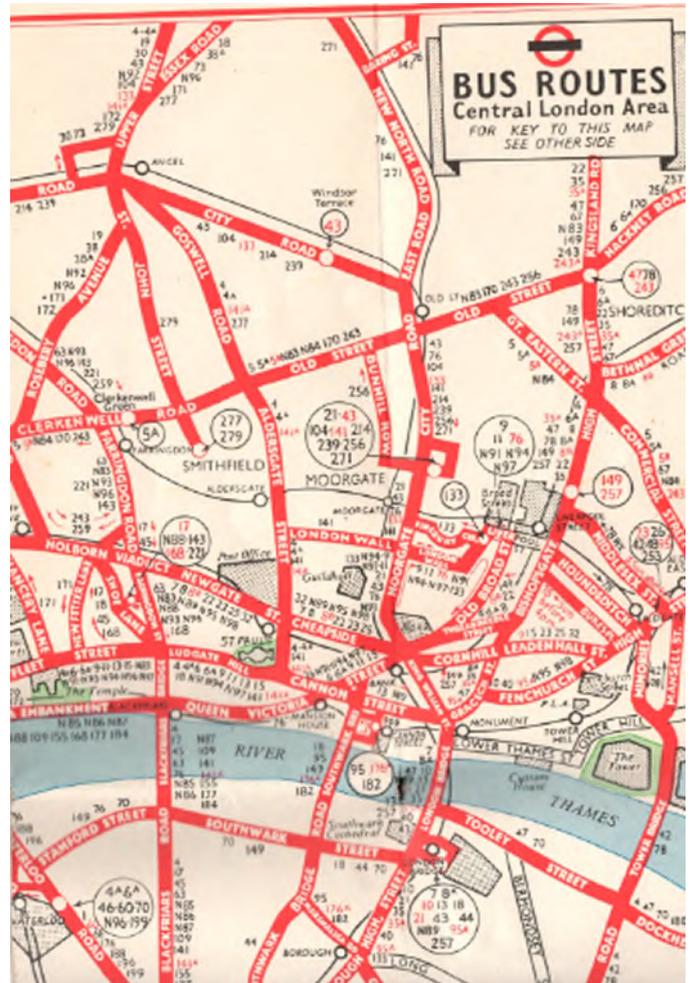


SA3 trolleybus 1751 heading for Barking (MHCB)

One of the advantages of getting rid of the overhead wires meant that the replacement motor bus routes could continue beyond the somewhat artificial termini which the authorities in the cities of London and Westminster had imposed and so various existing motor bus routes were modified in order to suit passengers' needs rather than the operators. Logically the oldest vehicles were, generally, the first to be withdrawn, although the most minor fault on even the newest might see it sent for scrap.



Clapton and Lea Bridge depots ceased operating trolleybuses on 15th April, Bow and Ilford on 19th August, and Poplar, with a capacity of nearly 200 vehicles, on 11th November. L1s, N1s and N2s moved westwards and replaced the last C2s and



C3s. Nearly all the E1s went, as did many J1s, whilst H1 No.796 departed Walthamstow, and was no doubt greatly relieved to find itself heading, not for the scrapyards at Colindale but for pastures completely new, in the Paris Transport Museum at La Mande. I met it there in 1982 and again in May, 2012 when it returned to the UK, to Carlton Colville where it was performing with all but one of the surviving preserved London trolleys on that remarkable 50th anniversary event.



E3 No.639 of West Ham receives attention at Stratford. Note the Albion maintenance vehicle behind (Collection)



RTL244 on trolleybus replacement route 32 (MHCB))



LT 550 at the famous Royal Forest Hotel terminus of route 38, amongst others, on the edge of Epping Forest (Collection)



La Mande Museum, Paris with LT trolleybus No.796 in the company of a 1930 Paris Renault, RT2657, now back home with the LBPT, and one of the rare Paris Imperials (double decker), August 1984 (MHCB)



Model of STD145 on route 38A (MHCB)



Clapton garage, former trolleybus depot, with replacement trolleybus route RTLs77 and 751 (Collection)



Cravens bodied RT1485 on route 38A alongside RT517 at Victoria (Collection)

## Erratum

The article entitled Memories of Aldenham Works by Brian AL Jones in Issue 33 of the London Bus Magazine was missing two references due to a compilation error. These should have been:

*By Tube Beyond Edgware – Tony Beard – Capital Transport (2002)*

Aldenham Works Association papers.

We apologise for these omissions.

# More of My Favourite RTs - the JXNs

By Nigel Edward-Few



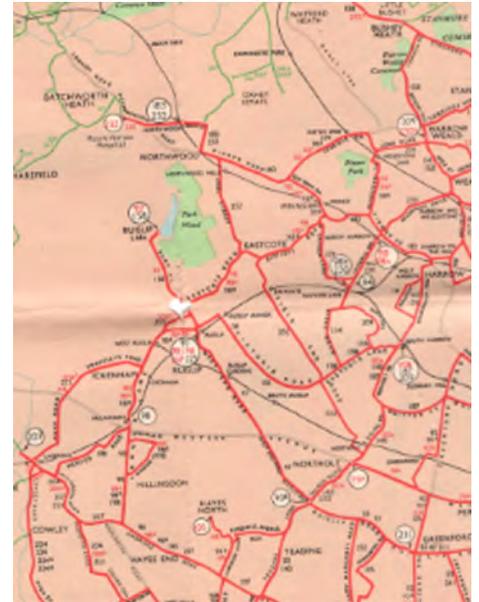
RT 1125 in Aldenham Works after its first overhaul and still in original condition  
(Collection)

My earliest memory, real and not learnt or told to me, was catching the 225 to my nursery school at Eastcote Arms, the southern terminus of what was then a shortish route, from Mount Vernon Hospital at Northwood.

I got on it with my mum at Eastcote Station, just by where we lived in a flat over the shops and dashed upstairs to the front seat. I was aged just 2 1/2!

Later, on one occasion, I nearly fell off the platform in severe pain from a rotten appendix, coming home from a piano lesson aged about 11, as the bus leaned over as it swung right into the main part of Field End Road from Eastcote old village. After a painful and

short walk from stop to home, I was taken to Mount Vernon almost immediately.



Finally, one of my favourite sights was seeing RT 1138 JXN 166 on the 225 turning left, being followed up the fairly short but steep Chapel Hill from the village, by its sister RT 1149 JXN 177 on the 98B, which had turned right behind it coming from Ruislip. They followed behind each other for the few hundred yards to the junction with Bridle Road where the 98B carried on to Pinner and parted. This happened more than a few times in my sight; I lived very close to this junction and often stood out by it watching lovely



RT 1118 as delivered new to Muswell Hill garage in February 1949 (Collection)

We couldn't find photographs of any of the JXN registered RTs in the article but on these pages is a representative selection of that variety.



RT1136, another February 1949 delivery, still working from its original garage, Croydon, in May 1955 (MHCb)



Elmers End RT928 of November, 1948, about to set off on the run from South Croydon to Oxford Circus (MHCb)

RTs! I'm guessing it happened as a result of timetabling and buses then being able to travel to time! Sadly the 98B was a casualty of the long bus strike of 1967 ish(?), never to reappear afterwards. I always dreamt of owning 1138. I know it was sold to France and was used as a mobile showroom for a while. Alas, I fear it is no more.



The Swan and Sugar Loaf, South Croydon, with brand new Elmers End RT864 delivered in October, 1948 and former Croydon Corporation E1 tram No.382 (Grenville Williams)

I have tried to find a photo of it in its 225 days, when it was the bus I knew, rather than later when stock number 1138 and reg JXN 166, re-appeared in South London, doubtless without either the body or chassis that I knew, but to no avail.



RT974, originally a Country Area bus, at Victoria (MHCb)



RT 973 with later roofbox body after sale to Walden's Coaches, Epping (Collection)

# Transportfest 2019

By Michael HC Baker

Long before I took over the editorship of the LBPT magazine I used to like turning up early in the morning of the big Annual Spring event at whichever venue it was held that particular year, as well as Cobham itself, and watch and record the various stallholders setting up their stands and the vehicles themselves arriving, sometimes managing to photograph the buses as they headed along the A3. Striking a balance between the vehicles themselves and everything else that goes on, enables the full story, or at least a good deal of it, to be told. I have always been an outsider on all the preparation before the great day, and hardly involved in the organisation on the day itself, but have always been happy to let the camera be the observer and recorder.

One of the most pleasing aspects of each event is meeting old friends, and also making new ones. This, of course, encompasses both people and

vehicles. So I've always felt it necessary to picture not just the vehicles, but people too, whether they be owners of vehicles, members of the Trust, or the general public, and this includes family parties. For if we don't encourage the latter the time will come when the membership will dwindle and then what future will we have? More often than not each edition of our magazine includes a reference to the astonishing fact – and it really is, utterly astonishing – that the move from our old, original building at Redhill Road, to the Brooklands site entailed being able to provide volunteers, not just on a few, very limited occasions, but on practically every day of the year to greet the public. The faith of those who made that decision and the backup the membership gave them is one of the most remarkable happenings in the story of the transport preservation movement.

(All photos by the author)

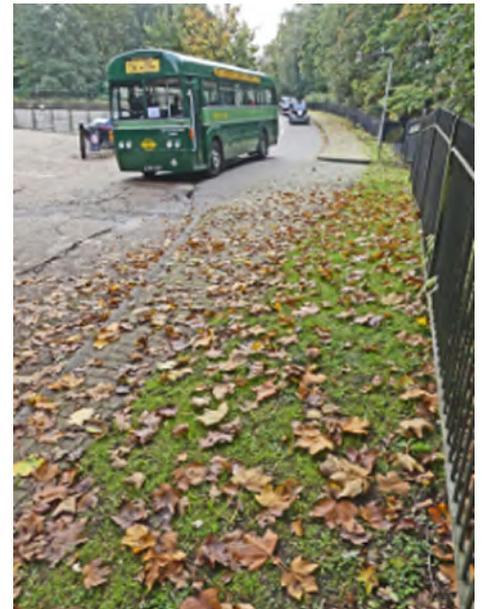






Photo by John Norman



Photo by John Norman



Photo by John Norman



# More from TransportFest

Photos as credited



Photo by MHC B



Photo by John Norman



Photo by John Norman



Photo by Adrian Palmer



Photo by Adrian Palmer



Photo by Adrian Palmer

# Sydney Bus Museum

By Stewart Lilly

My son and his family have lived in Australia (Adelaide) for some 12 years. Kate and I went to see them in April / May and whilst there we took a swift flight to Sydney. I had been aware of the Bus Museum some time ago and had visited their website ([www.sydneybusmuseum.com](http://www.sydneybusmuseum.com)). Whilst in Adelaide I phoned the Museum and left a message on their answerphone enquiring if there was an opportunity to visit during my brief visit to Sydney. I had already noted that no Open Days were scheduled at that time. Within an hour I received a phone call from their Commercial Manager, Joshua Power. He asked which hotel we were staying in and said that on Saturday 4 May they had a Working Party commitment at the Museum and they would arrange to pick us up at about 11.00am.



1951 Leyland outside the museum

(Author)

The day arrived and imagine our surprise when the Museum's 1951 Leyland with body by Clyde Engineering, turned up at the front of the 4-star Swiss Hotel, central Sydney. The concierge was aghast and taxis were asked to move in favour of this lovely old green and cream bus. The bus was driven by Peter Jacona, one of the main drivers at the Museum. He splendidly negotiated us through the Sydney traffic and outer suburbs to the Museum, which is located at Derbyshire Road, Leichardt, some 10 miles from central Sydney.

Joshua Power was conductor and guide on board. As it was not a public Open Day the bus took us round to the back entrance where we were greeted by the most impressive sight of some 84 vehicles. The Museum has the only known preserved articulated semi-trailer bus in the world, namely the MBA bodied white scout car and ex parramatta Bus Company trailer. Sadly it was unable to be accessed. It has been in the Museum's collection since May 2010.



A view inside the museum

(Author)

The Sydney Bus Museum represents an important chapter in Sydney's transport history. It has to be one of the largest collection of historic buses in Australia and its vehicles, artefacts and archives are supported, maintained and restored entirely by a voluntary workforce, in a similar way to our organisation.

The fleet contains a vast range of New South Wales (NSW) Government and private operated vehicles. There are many from elsewhere too including London and Hong Kong. The oldest vehicle in the collection is a 1924 Ruggles from Ettalong on the NSW central coast.

Although a very large building there is limited display space as a part is sectioned separately for a workshop, storage of spares, etc. They have an interesting souvenir shop, similar to ours, selling models, puzzles and fascinating books on PSV's and DVD's.

The current Museum was formally a Tram Depot but abandoned in 2009. Local Government granted the Sydney Bus Museum a 99-year lease and the huge job of moving vehicles and equipment from other sites began in April 2010. All volunteers worked tirelessly over the years towards re-opening the building as a professional Museum at the Leichardt site. Access for the disabled and the public conforming with Australia's similar legislation to ours also took its time. The official opening was

on the 1st August 2016. It was attended by various parliamentary representatives from NSW and this was a tremendous compliment to all who had worked hard in the run-up to this occasion. It now appears in much of Sydney's tourism publicity.



1930s White undergoing restoration (Author)

Like our Museum some of their stock is held away, off site in Western Sydney (including the articulated bus referred to earlier) and some are on loan to other museums. Horse Buses commenced in Sydney in the mid 1840's with a mixture of electric and steam buses being used between 1880 and 1900 when petrol engines arrived.

I was introduced to the Chairman of the Museum, Duncan Macauslan (originally from Edinburgh). He was very welcoming, informative and interesting. His main interest and occupation within the Museum is preserving and updating all archive material, plans and bus related items. He has met representatives of London Transport over the years and also taken a keen interest in buses from Hong Kong. Joshua Power, whilst being a relatively new arrival at the Museum, is involved with the day to day running of the Museum, all Open Days, and is very enthusiastic in obtaining publicity for what is a brilliant collection. Kate and I spent at least 3 hours looking round all the buses and their shop. The garage itself, covers an area of approx. 1.5 acres,



Wartime single-decker (Author)

and it was fascinating to see all the on-going work and the vehicles on show. Many of its members were working steadfastly on various restoration vehicles.

Predominantly British vehicles stood out, AEC, Leyland, Albion, Daimler but European models like Mercedes, Man, Volvo, were evident. There were a large number of USA powered vehicles being Ford, White, Dodge, International, Chevrolet. Australian engineering was represented by Ruggles, Holden, Reo.



RT3708 is a resident at the museum in Sydney (Author)

The double decker buses especially fascinated me as some had central entrances, front and rear entrances, as well as just rear entrances. Similar bodies existed on single deck buses and again bodywork varied tremendously with many Australian bodywork manufacturers represented.

It has to be said that meeting the very keen volunteers including Peter in the Shop, who ensured he relieved me of some Australian dollars, and Bob Matthews, the General Manager, was a real pleasure. We were received as friends and guests and looked after in a very fine and hospitable way. I'm proud to say that Kate and I are both now 'Friends of the Sydney Bus Museum'. We were even returned to our hotel but on this occasion by car. I would like to thank especially Joshua Power and Duncan Macauslan for their welcome and the time they made available to Kate and myself.

# A Very Short History Of Pollution And Motorised Vehicles

By Roger Radnedge (Brooklands Museum volunteer)

Here at Brooklands both we in the Museum and our friends in the London Bus Museum are busy showing off the wonders of motor transport. However, many of our visitors (particularly the young) are learning about the evils of vehicle pollution. They are completely unaware that initially motor vehicles solved a very serious not to say alarming pollution problem that was threatening the health of our capital and its population.



Horse bus in action during a London Bus Museum event (MHCB)

In the late 1800s, London and other large cities were “drowning in horse manure”. This was because society and the economy relied on thousands of horses for the transporting of people and goods.

But horses deposited large amounts of manure and urine on London’s streets. This created an unpleasant and unhealthy environment. It also attracted huge numbers of flies which then spread typhoid and other diseases amongst the population. In 1894 ‘The Times newspaper’ highlighted the problem and predicted that “In 50 years, every street in London will be buried under nine feet of manure.” At last the problem was recognised and it



Model depicting the horse drawn era (MHCB)

became known as the ‘Great Horse Manure Crisis of 1894’.

However, identifying the problem and solving it are two different things.



This water trough for the delivery horses in Thornton Heath was still in use in the 1950s (Clive Gillam)

By 1900, there were over 11,000 hansom cabs in London along with several thousand horse-drawn buses, each needing 12 horses per day, making a staggering total of over 50,000 horses.

The problem seemed insurmountable; however, help was at hand in the shape of motorised cars, buses and electric trams. Initially the ‘powers’ at the time did all they could to oppose this trend. They complained that these vehicles were dangerous and noisy. But despite their opposition motorised transport increased in popularity and by 1912 the ‘Manure Crisis’ was over.



Tram No. 1 in Holloway (Collection)

Society had accepted the new forms of transport along with its problems in exchange for the enjoyment and liberation that they provided. Only lately has history repeated itself. But now it’s the motor vehicles that are ‘in the dock’ and, in particular, the dangerous gases being emitted from their exhausts. These are now seen to be



Trolleybus 796 at Carlton Colville (MHCb)

vehicles to solve this problem, but I wonder if there is not another pollution problem yet to be found and on its way.



Full size mock-up of an LT at Acton Depot in 2012 (MHCb)

endangering the health of the people of London. We are looking to electric or hydrogen powered

## Ask a Policeman By Colin Read

You have probably heard of the above named Will Hay comedy of 1938, which culminates in an LT (1249) being driven onto the Brooklands racetrack (below). It is featured in one of the museum displays.



Today at the TfL Archive I came across an extract from Pennyfare (LT's staff magazine at the time), reporting that a Will Hay 'lookalike' was used for some of the filming and actually drove the bus in the film. He was Mr H.C. Francis, a driver at Hammersmith (Riverside) garage. We know that some filming was done in Dorking and Esher is mentioned as well. Driver Francis drove buses for 45 years and his father and grandfather before him, going well back into horse days.



An interesting comparison - forget the scale - of the original STL design which immediately succeeded the Bluebird LT (Collection)



Not an unusual afterlife for old buses was with showmen as with this Bluebird LT (LT1402) (Collection)

# From the Workshop

By Roger Stagg

It would be easy to say that things have slowed down a little in the workshop and whilst that is how it looks on the surface it certainly hides the truth.



T448 in the workshop (MHCB)

Work on T448 proceeds in earnest with a number of steps forward and a few back. The standards of work we produce now are far higher than that we were turning out in the late 90's and thus some of the work completed then is now being revisited. The chromed surrounds to the windows have been removed and together with those from the offside are now at the chrome works. The front window has at last been extracted and is being rebuilt using spares from the rebuilds of STL's 441 and 2377. Rear wheel arches on both sides are dismantled and after sand blasting are receiving treatment where the infamous tin worm had taken its toll, with a number of new fabrications being installed. New window pans are being fabricated off site.

The new watertight upper deck floor is installed in D142 and the side panels replaced. Timber framework repairs and tightening have been undertaken especially to the canopy. It was hoped that new hardwood floor slats would be all that was required on the lower deck floor but removal of the old slats revealed the very poor condition of the floor boarding itself which is now being replaced. Many coats of old paintwork are being removed to

prepare for eventual refinishing. The staircase handrail and the metal staircase infill sheets have been removed due to corrosion, new fabricated and are in the course of reattachment.

Work on NS174 was moving forward with manufacture of the seating but John Hutchinson suffered a heart attack which he thankfully survived but his recovery and need to slow down a little has left the bus in limbo for the past couple of months.



Rear view of NS174 (MHCB)

As reported in the last magazine RF19 misbehaved with a hole through a piston requiring engine removal. It was then that it was found to be an 11.3L ex-Railmotor engine, a popular upgrading in the early 90's when Railmotors, many with virtually new engines, were being dismantled. A pity but it seems that this was not one of the good ones and a complete strip down showed this to be badly worn in most components. Reluctantly the decision was made to actually rebuild the standard 9.6L unit from RF395 which we re-engined earlier this year. At the time of writing it is stripped down and about to be sent away for reboring. We have pistons in stock and a complete set of main bearing shells has been located. All being well we expect to see RF19 back on the road in early 2020.

RMCI461 has failed rear engine mountings, a common Routemaster problem and as replacements are no longer

available new mountings are being made for AEC engined RM's to original specification. To add insult to injury the front engine mounting of RML3 also failed and, as this is a Leyland, it's totally different. However mountings from an MB were found to be identical and are now installed. RT4779 found itself a little puffed out but a pump and injector transplant has given it its muscles back.

Tony, our storeman has transformed the engineer's stores and after 7 years we know what is where and what we actually have! He has now turned his attention to the workshop itself. Volunteers standing still for more than 3 minutes risk be categorised and moved into position in the racks or placed in the appropriate skip.

So there we are, not looking like we are doing a lot but we are never still keeping the wheels turning (and stopping) and rebuilding what Mr Park Royal, Mr Chiswick and Mr Weymann thought would have gone to the big works in the sky many many years ago.

Next Magazine I shall be moving away from spanners and hammers for a change and writing about another of life's rich experiences.



RT2775 alongside delivery truck about to set off for a five year stay at the Leyland Museum (Roger Stagg)

# Membership and Volunteering

By Steve Edmonds

I have to start with some sad news. Chris Wheble passed away recently having suffered from the rapid onset of Alzheimer's. He took over the Hon Secretary role from John Bedford in 2006 and was the first Hon Secretary of the Trust when we moved onto the Brooklands site back in 2011. A tribute to Chris, covering his life with the Trust and in the preserved bus world, is to be found elsewhere in this issue.

I especially want to take some space this quarter to pay tribute to those Trustees and Managers who have "willingly" taken on the responsibility of running our Museum over the eight years since the move to Brooklands. Bringing their vast experience from the world of work in Engineering, Transport, Finance, Management, Education, Public Service and the Entertainment business, they have formed the backbone of our large unpaid staff complement for many a long year. And how well have they done on our behalf to deliver credible results within the capacity of our financial and increasingly diverse people resources. I am particularly pleased to report a steady increase in our contingent of volunteer ladies.

A strong feature has been their

capacity to cope with the large number of changes which came thick and fast as we prepared to depart the Redhill Road site. They quickly adapted to the considerable demands of managing the running of a national Museum, open all year. Creative thinking, leading to a plethora of fresh ideas, defined their enthusiasm for innovation in every aspect of Museum activity. The top quality vehicle restorations, professional and well executed displays in the war hall, and those around the walls, the newly opened canteen trailer, children's activities plus the many well run internal and external events have delighted visitors and members alike. There has been something new to see and enjoy in the Museum virtually every month. October's Transportfest event was the most successful "hibernation" event yet with a record number of visiting vehicles.

It will of course be essential for the future to maintain our efforts and commitment to continue to present a national Museum fit for 21st Century visitors. However, succession planning continues to be a huge challenge and it is likely to worsen in the next few years as more of us reach our "use by dates". Replacements for those

who retire are most likely to come from the ranks of current members and volunteers.

May I therefore please request that you check out the list of Trustee and Officer posts on page 1 of this magazine and consider whether you might make a contribution to one of these roles, either wholly or partly. I can provide fuller details and discuss options with you as required. Just drop me an email through the LBM web site.

Finally.....our annual members' New Year lunch this year attracted a hundred people. I have received assurances from Silvermere's events manager that they intend to maintain this year's high standard of catering and service. Will you be able to beat that quality and value anywhere else in our area in 2020? Full details are to be found below and in E News.

The programme for Members' Day to be held on Sunday 15th March will follow previous years' mix of bus rides, talks and discussions. There will also be the usual provision of all day refreshments. We had an excellent turn out this year; about one hundred as I recall. It's still all good!

## Members' New Year Lunch

The annual LBPT members' New Year lunch is to be held on Sunday 26th January 2020 at Silvermere's "Inn on the Lake", the venue we have been pleased to use for many years. Families and friends are welcome to join members for our premium social event of the year. The cost is £30, half price for children, for a four course meal of cold table starter, carvery of two roast meats and vegetables and hot and cold desserts plus coffee. Vegetarian and Vegan options are available. You won't find better quality and value for money anywhere else in our area. Get your drinks from the bar from 12.00 and be ready to sit down at table from 12.30. Please let Steve Edmonds know by email, [stevenstef@lbpt.co.uk](mailto:stevenstef@lbpt.co.uk) how many places you require and the names of those you wish to share a table with, up to a maximum number of ten. Please bring your contributions for the fundraising raffle, a long-standing and popular feature of the event. Payment should be made after 1<sup>st</sup> December and before 19<sup>th</sup> January. Whilst BACS is the preferred method of payment, using the following details: LBPT, CAF Bank sort code 40-52-40, a/c 00018504, reference "Lunch" and name, cheques made payable to LBPT Ltd are also welcomed.

## Chris Wheble 1937–2019

It is with great sadness that we have to report the passing of Chris Wheble, former Company Secretary of the Trust, bus owner and bus restorer.

Chris was amongst those who were founders of the bus preservation movement when it was very much in its infancy. As member number 28 he had been involved with the Museum at Redhill Road for some 43 years. I first met up with Chris on a very informal basis in the late 1970s when he was very active at the Castlepoint Bus Museum on Canvey Island in Essex. He gave a warm welcome to everyone and, when circumstances permitted me to indulge my hobby I was pleased to meet up with him again at Redhill Rd. Chris had a red RT, RT1790, and a Bristol MW Royal Blue Coach. As well as an owner Chris was active in restoration and undertook a considerable amount of work on both buses, the Royal Blue having taking part in the Royal Blue Centenary Run in 1980. He recommissioned the Royal Blue for the wedding of his daughter Anne and the RT for his other daughter Melanie.

Old Father Time is unkind to all of us and Chris ultimately disposed of both vehicles to Ian Barrett and the late Mike Clarke at Memory Lane. RT1790 now resides and works as part of the London Bus Company fleet.

With the 50th anniversary of the Green Line approaching Chris encouraged us to rehabilitate the 10T10, T504, the body of which had broken its back, and whilst he had passed the point where he was happy laying under a bus he did readily take on

the task of coach painting the lower half allowing it to take part in the run from London to Guildford. It seems that buses were in his blood and Chris together with several other members rescued RFW6 from destruction. Ultimately the group realised that Anno Domini would prevent their proposed restoration plans and the vehicle was passed on to the Trust where it awaits rebuilding in due course.

As Secretary to the Trust, Chris provided us with yeoman service taking us through our move to Brooklands. He remained the solid staff we could depend upon and as he became less active he took on the task of stewarding until relatively recently he succumbed to more difficult medical problems.

Chris leaves a wife Belinda who has been a Museum stalwart with him over the years, and two married daughters. All of us who have had the pleasure of knowing him

over the years knew only an enthusiastic gentleman and we shall all be lesser for his passing.

(Roger Stagg,  
Vice-Chairman)



Chris with his RT1790 at the wedding of his daughter Melanie in 1997

## Museum Reproduction Parts

The Museum has been arranging the reproduction of many long out of stock parts to keep our fleet running. Where possible we have made arrangements to overproduce and make them available to other owners. We are not however a "shop" and thus we normally only add pre-ordered parts to production with a small, if any, surplus.

The following parts are currently available but ONLY in very limited quantities and are unlikely or impossible to be produced again:

AEC Routemaster rear engine mountings, sets of four (all different) currently in production.

Regal IV (RF) engine mountings (end of the torsion bar), sets of four. Currently in production.

Regent III (RT) front engine donut mounting. Sorry- now sold out.

AEC Front axle bump stops, RT's and most leaf sprung AEC vehicles. Sets of two. Just in, limited stock so order quickly.

RT and RF Park Royal/Metro Cammell main window rubber to original LT specification. Not suitable for RF's with experimental window pans. Limited stock, thereafter minimum 250 metre order!

RLH main window rubber to original LT specification. To order only

RT and RF opening windscreen rubber. Also RT driver's emergency window and upper deck emergency window

RF drop light draught excluder. To order only. Minimum 250 Metres

RF N/S front window and three rear window rubber and insert, Limited stock, then minimum 250 metres. Order quickly before it's gone.

RT drop light window draught excluder. Very limited stock.

RT and RF destination tungsten light bulbs 24V 12W. Small globe. No longer in production

RT and RF interior tungsten light bulbs 24V 20W. Large globe. No longer in production

RT and RF brown interior Rexine reproduction. NOT original Rexine (Nitro Cellulose) as this on class 6 is illegal. Limited stock and no longer producible as the embossing rollers for the "leather finish" no longer exist. This is not a printed on finish but solid material, nor is it expanded PVC that "shrinks back"

AH220 (AEC 11.3L horizontal as fitted to Rail Cars and later to a number of RF's) brand new head gaskets only 4 now still available.

To order any of the above and for a price quote where required please send a stamped SAE to Rolling Stock Department at the Museum. Sorry I cannot deal with emailed or telephone enquiries. These parts are available to all owners not just members and are on a strict first come first served basis. (Roger Stagg)

## Letters

Thanks to the foresight of our Member, the Revd John Lines, who first preserved it, the Museum is fortunate to have on display G 351, the only remaining example in original style of the 435 utility buses supplied to London Transport by Guy during and immediately after the Second World War. John makes mention of this bus in his article in LBM Magazine issue 31, Spring 2019.



As will be known to many, in 1952 Edinburgh Corporation Transport purchased 60 of London Transport's utility Guys. The bodies were scrapped, the chassis were extensively overhauled (and allocated new chassis numbers) and acquired new registration numbers, and



new bodies constructed by Nudd Bros and Lockyer at Kegworth in Leicestershire. This company had recently been acquired by Duple. The new bodies had a dummy "full-front" with unglazed front nearside and nearside front openings. Handsome buses, they were a long way removed from the original utility Guys on which they were based. The new bodies were constructed as H31/24R, with a rearward-facing seat for 5 at the front bulkhead, a straight staircase, so losing the inward-facing seats over the offside rear wheel-arches, and a seat for 3 at the rear of the upper-deck. One of these rebuilt Guys has been preserved and is in the Scottish Vintage Bus Museum at

Lathalmond in Fife. Once G 77 in London, it became CT 314 in the Edinburgh fleet. I visited this museum in September this year – well worth a visit, with a very large collection of buses – and some photographs of the bus on display are shown above.

Guy Marriott

Some time ago I realised that two of our senior members both had 17th August as their birthday. Not only did they share this date but the year was the same, also, although withheld on secrecy grounds. Here then are the unlikeliest of twins, Messrs John Rawlins and Roger Stagg.

Graham Smith



## Book Review

On the Buses, compiled and written by David Bowker, edited by Guy Marriott and Graham Smith. Published by the London Bus Preservation Trust, £2.

If this isn't the book you have all been waiting for, then you jolly well should have been. Within its pages are the details and pictures of the entire collection of the London Bus Preservation Trust. Beginning with the Star Company's horse bus dating from c1890, the book lists every bus, coach, ancillary vehicle, taxicab and roadside time recording clock, etc. you are likely to see at our museum at Brooklands, and some you won't, those usually in store and awaiting restoration. In many cases there are in addition pictures of interiors of the vehicles. Details are given of the types and also the histories of the individual vehicles. I like the design, the cover looks most attractive, well why wouldn't a Peter Zabek photograph of RT1? But it

is also clear that much thought has gone into the design and layout of each page. It's great value for money and I'm sure every member will want to own a copy. (MHCB)





K424 from the London Transport Museum's Collection at Imber on 17th August 2019

(Colin Read)



A queue of buses headed by LTI at Imber on 17th August 2019

(Colin Read)