



LONDON BUS MUSEUM MAGAZINE



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

Issue 34

Spring 2020

£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

STL 1548 at South Park Hill on 29th July 1953. This originally monochrome shot has been wonderfully coloured by Michael Eyre. (Grenville Williams)



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ITEMS FOR THE MAGAZINE

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

**LAST COPY DATE FOR THE SUMMER 2020 EDITION
15TH MAY 2020**

Forthcoming Events

Members are reminded of these forthcoming events:

Members' Day	15 th March 2020
Spring Gathering	5 th April 2020
Summer Event (On the Buses)	28 th June 2020
AGM	11 th July 2020
Autumn Event (Transportfest)	18 th October 2020

From the Editor

The anniversaries come thick and fast. Already we are well into recording the demise of what was once the largest trolleybus system in the world. On 1st January, 1970 the Country Area of London Transport ceased to be and instead London Country was created within the overarching but hardly overwhelming ownership of the National Bus Company. Born, not with a silver spoon in its mouth but handed instead a poisoned chalice – there's probably a mixed metaphor lurking there somewhere – it was a period of great fascination for the enthusiast, but a fairly disastrous one for the owners, and worse, if anything, for the passengers. The reasons for all this have been analysed in many publications. There is always a tendency to look for the villain when things go wrong, - we are, as I write, still in



Withdrawn RCLs, including 2238 and 2239, plus XF8 at Chelsham in April 1979. (MHC B)



driver. Taking into account the Routemaster buses and coaches 56 percent of the fleet was rear entrance double-deckers. Their time had passed.

The Green Line network was in deep decline. Ten years earlier it had carried thirty six million passengers, in 1969 this had dropped to twenty and a half million. Passengers were deserting it for the modernised, electrified railways or their motor cars, the latter, ever more comfortable and technically advanced and so numerous by 1970 that it became difficult for the lengthy, cross-London Green Line service to maintain schedules.

Today, unlike within the Central Area where much of the network of 1970 is still recognisable, it is hard to detect even the remnants of the green Country Area that was.

the pantomime season - but the truth is surely there was neither an ugly sister nor a wicked witch. Rather, declining patronage allied to an ageing fleet, unions which, understandably, were anxious to protect members' jobs, a management struggling to come to terms with a rapidly changing situation, all elements of a company made up of parts surrounding a gaping hole at its centre and, thus, without any logic to hold it together.

London Country inherited 1267 coaches and buses, 721 of them double-deckers, of which 484 were RTs. Now as all members of the London Bus Preservation Trust know and, indeed, so it is rumoured in some circles, have to swear to in front of a photograph of Frank Pick before being granted membership, the RT is the finest double-deck bus ever conceived and built. But in 1970 the newest were sixteen years old, and all needed a conductor as well as a



London Country's RTs continued in service in small numbers well into the 1970s. RT981 is seen at Kingston Station in July 1977 in the company of an RMC. Beside it is RF79 on the 418, it too substituting for a more modern vehicle. (John Norman)

Use of London Transport Green Line Coaches as Clubmobiles during WWI I

By Brian A L Jones

75th Anniversary D-Day commemorations in 2019 focused on the sharp end of the June 6 invasion of Europe.

The Allied Forces needed a massive supporting infrastructure in the UK to ensure that their personnel were at a state of constant readiness for reaction to command decisions.

For many American servicemen a constant reminder of home was the daily availability of coffee and hot doughnuts, served to them by female members of the American Red Cross (ARC).

A number of photographs have recently appeared on websites showing converted London Passenger Transport Board (LPTB) AEC Regal 10T10 type Green Line coaches, which provided that function on United States Army Air Force (USAAF) bases in Britain and were given the name Clubmobile.

Two batches of converted coaches were produced, the first 40 named after US States and the following 15 after US cities. (1) The photos reproduced below and to the right both show North Dakota. Aspects of the external changes may be readily noted, including the overall grey enamel paint finish, serving hatches revealing water boilers and covering of windows to provide privacy for staff. Probably for ground clearance purposes, the under-body life guard fittings were often removed. The photograph to the right shows an unexplained opening of the covers of the front and rear destination blind boxes, which were apparently not opened up internally, so dismissing a theory that increased interior ventilation could be achieved.



LPTB Green Line coach services were suspended in September 1942 and not resumed before the end of the War, providing a large surplus fleet of potentially adaptable modern diesel (or oil in LPTB terms) engine vehicles. The arrival of US Forces during 1942 had created an immediate demand for vehicles which could be obtained domestically. Conversions quickly



commenced and the first eight coaches were delivered to the ARC in September 1942. (1)

In addition to use as Clubmobiles, other LPTB 9T9 and 10T10 coaches were used or converted for various wartime support roles, both civilian and military. The ARC additionally had khaki painted 10T10s which were used as transports.



London Transport Museum sent the two larger photos to me (photographer unknown) of newly completed Clubmobiles, which were taken in 1943 at a location close to the Hayes, Middlesex, premises of Car Cruisers, one of the companies involved in aspects of the conversion of coaches to Clubmobiles. Differences may be noted from some of the photos of the in-service vehicles – the life guards are still in place and an off-side wooden board is mounted below the serving hatch, no doubt lowered to provide a firm surface for customers above possibly muddy or wet areas below.

Notes

(1) It is believed that most, if not all, body conversions were produced by Elliots of Reading, in a works situated opposite the main railway station of that town. LPTB's Chiswick Works, which had produced the coach bodies originally, was engaged in other significant war work. ARC set up a maintenance base for the coaches, off Mill Lane and close to West Hampstead Underground Station. A Surrey based company, R.G.Jones, is known to have been involved in the installation and maintenance of the



The only photograph in the websites set which identifies a location is the one above, taken at the Ridgewell, Essex, base of the 8th Air Force 381st Bomber Group. (2) The obviously posed grouping shows a range of US services personnel, including flight crew, ground staff and ARC members, with a Clubmobile in the background and the nose of a Boeing B-17G Flying Fortress in the foreground.

(via Jill Stuckholz)



electrical equipment installed in the coaches.

(2) Ridgewell was opened in 1942 and closed in 1957, when it reverted to agriculture. At the height of WWII activity, 421 officers and 2473 enlisted men of the USAAF were stationed there.

(3) Neither of the 10T10s currently preserved in the UK, Ensign's T499 or London Bus Museum's T504 were involved in the ARC programme.

References

London Bus Recollections – The Complete 'Chit Chats' of Alan Cross – Alan B Cross - Omnibus Society (2006) ISBN – 13: 978 0 901307 675

(Alan Cross has also been very supportive in providing much further information from his personal contemporary records, much of which may form the basis for a future article)

Military Airfields in the British Isles 1939-1945 – Steve Willis and Barry Holliss - Enthusiasts Publications (1989) ISBN 0 907700 12 8.

Privately circulated papers produced independently by the late John Gillham and Tony Newman.



Framed under the port wing of a USAAF Boeing B-17 Flying Fortress, with a Wright R-1820 engine, a substantial group of customers enjoy service from a Clubmobile - note the bicycles leaning against the rear wheel arch of the vehicle.

(via Linda Wright)

Astray from Fulwell

By John A Gray

Once upon a time, my father and I were waiting around the corner from The Broadway, Hanwell, in Boston Road (possibly at a dolly stop) for a 655 to take us to Brentford, this early afternoon on a winter Saturday - to watch Brentford F.C. play in a second division match at home ground, Griffin Park. The main stop in The Broadway just by the depot (later to become HL) was thus kept clear for 607 trolleys to Southall Delamere Road, Hayes End Road and Uxbridge (and the infrequent 83's Guys and STLs to Southall White Swan). This would have been at the end of World War II or perhaps early in the next year or two.



Diddler No. 43 at Wimbledon, being overtaken by our own LT1059 (Collection)

Eager supporters queuing on the narrow pavement were all peering for a trolley or two (for there were many dozens of us) to ease left from The Broadway to pick us up. Then I saw our trolley - no-one else, including Dad, seemed to: it was just a bit different, unexpected . . .

A "Diddler"! 'Strewth! After it had stopped gently for the hordes to board, I dragged him to go upstairs. He did not like trolleybus travel at the best of times. Tobacco smoke filled the upper deck atmosphere. This bus looked as though it was Victorian - all right - Edwardian. Off it moved, with much thrumming as the trolley heads ran through the Jessamine Road branch wire crossings to the depot's back door.

And so southeastward, into wider Boston Manor Road, probably didn't even stop at Boston Manor Underground Station for by then we must have been well full. Straight across the A4 Great West Road and over the Southern Railway bridge for us all to alight at the stop before Brentford Half Acre for the football ground. Soccer match? - I was not even there, just wondering whether I'd



Diddler No. 1 at Carlton Coalville (MHCB)

be lucky enough to ride on a Diddler back home . . . no: as expected, the customary FI Leyland glided to a halt opposite The Beehive at the Half Acre followed by another, and another . . . But my day had been made.

When I'm 64

By Michael HC Baker

The link between LT/TfL route 64 and what is perhaps the catchiest of all the Beatles' (especially Ringo's) songs may not be blindingly obvious but who cares; it makes a good title for this pictorial look at the route which began on 3 October, 1934 and it is still running, somewhat amended but still covering much of the original route, and which features on the cover of this magazine.



One of the original London General 60 seat examples of the STL type, STL16 loads up at West Croydon sometime in the summer of 1944. This Happy Breed was a popular Noel Coward written, David Lean directed film of that year. (Colin Read please check!). (MHC B Coll)

The post-war RT arrived very early at Croydon garage (TC) to replace a motley collection of worn-out former General and Thomas Tilling vehicles. This is RT 169 at West Croydon, delivered to Croydon in September, 1947. (MHC B)



STL808 at West Croydon, February, 1951. A Morris 8 and an elderly Fordson lorry are the supporting cast. (Grenville Williams)



With the replacement of the 630 trolleybus route by the 220, the 64 was extended to Wimbledon Stadium. Seven RMs were sent to Elmers End (ED) garage, thus introducing, along with those at Shepherds Bush (S), the type to Croydon. A scene on the first day of the new routes, 20th July, 1960, RM270 on the left and RM369 on the right; the trolleybus wires still hang above but will soon be dismantled (MHCb)



The Olympian era at West Croydon, July, 1992. By now the northern extension has been renumbered 264. South London L25 is about to pass another Olympian on route 50. (MHCb)



Whitgift Centre liveried tram and Metrobus Volvo Olympian 830 on the 64 at West Croydon in October 2000 (MHCb)

Ladies at the London Bus Museum

By Sharon Burton (With help from Yvette, Ruqia and Rachel)

As most readers know, there have been ladies involved with our museum for many years acting as conductresses or stewards and being generally supportive. Often they became involved due to their other halves having an interest in buses.

Yet we think it is fair to say that this year has seen an unprecedented situation. On a Wednesday, there are now four of us ladies who are regular volunteers. Our names are Yvette Gower, Ruqia Ahmed, Rachel Dewilde and myself.

None of us act as stewards or conductresses on a Wednesday. Instead we are involved in a variety of roles and we would like to tell you more in case there are any other ladies out there who would be interested in joining us.

Perhaps we should begin by introducing ourselves and explaining how we came to be volunteering here.

Sharon- I have written before in this magazine about my start with the museum. My real interest will always be steam locos, but I have become fond of our buses over the last five years. Brooklands Museum was a favourite place of mine long before the bus museum arrived and I feel privileged to be volunteering in such an important historic setting. Living locally it made sense to come here.

Yvette- Yvette's husband, Nigel, has a long association with our museum and worked with the chaps back in the Cobham days. When Yvette was studying for an exam a couple of years ago, she began coming with Nigel to the museum (this is no mean feat as they live in New Romney, about 100 miles away). Her exam over, she carried on coming here and got to know people, which led to an invitation to join us as a volunteer. Yvette has memories of travelling everywhere by bus as a child, especially by Green Line.

Ruqia- Ruqia lives nearer to Brooklands than any of us. She has done voluntary work for many years in various organisations and wanted to do something close to home in the local community. Looking for an administrative role, Ruqia was pleased that a chat with Sharon revealed that the bus museum was looking for someone who was willing to fill such a position. She wouldn't call herself a transport enthusiast, but has always had an interest in history and is now interested in that which surrounds London buses.

Rachel- we have Rachel's husband, Steve, to thank for her joining our happy band. Steve has been a regular volunteer steward for several years and, when Rachel was thinking about finding a new volunteer role, Steve suggested she might enjoy working in the Curatorial Department. Rachel works for other charities as well but wanted something a little different. This proved to be a good decision for her and us.

A little more about our work and how things evolved for each of us.

Sharon- odd though it may sound, I wanted to clean the buses! Beautifully restored vehicles and those waiting to be restored need general dusting and sweeping to look good for our public. We hope visitors will be happy to make donations in the knowledge that we are caring properly for our collection. My role gradually evolved to include deep cleaning, which involves taking up all the seat squabs to check for insect damage, dirt, damp and wear and tear. Members of the Monday team always lend a hand with this and some stewards on other days help out if things are quiet.

I also carry out condition reports (non-mechanical), place and check insect traps, and in particular watch out for moths which can do a lot of damage to the moquette. We are very fortunate that, in addition to my stalwart helpers Jim Eades and Graham Hayward of the Monday team, we now have two permanent volunteers who are willing to do deep cleaning and day-to-day jobs too. So there is at least a real Cleaning Team. The new chaps are Mark Rowell and Francis

Wadsworth. It is good to have them on board.

I also joined the Curatorial Department. The team work together usually on a Wednesday looking after our large collections of artefacts such as tickets, ticket machines, timetables, fare charts, uniforms, crockery, badges, bus flags and other bus-related items. Oh, and of course hundreds of books in our reference library. Every week is different.



The four ladies in front of RT1

Yvette- Yvette was invited to join the Curatorial team too and soon got involved in several different aspects of curatorial and archive work. Whilst enjoying her time in this department, a conversation with Gerry Job led to her becoming interested in the running of the museum shop and Yvette has now taken on the role of Shop Manager. When time allows, you will find her back upstairs with the Curatorial team lending a hand. Yvette has said she feels torn at times because she finds both roles very rewarding and there aren't enough hours in the day to do everything she wants to.

Ruqia – Ruqia was introduced to the people most closely associated with the running of the office and the role has evolved with their help. It is great to know we now have a more organised office. She also decided to train as a conductress and to become a steward with the Tuesday team. These are roles she did not envisage doing when she joined as a volunteer, but she is enjoying herself very much. In addition, Ruqia has become a Curatorial helper when time allows.

Rachel - Rachel is the newest member. Since she joined there have been a number of projects on the go and she has got involved with enthusiasm. As she says: "I am also pleased to have the opportunity to learn new skills and knowledge about how a museum works".

We have realised that it is Rachel who has the most bus connections!

In her own words...

"It seems that buses 'run in the blood' in my family...my grandfather was the General Manager of a bus company both in the North East and the South West, my uncle worked for a division of London Transport at their headquarters. His son, my cousin, currently is a bus driver in Wells and my father-in-law was an Inspector for London Transport."

A point that should be made here is the fact that none of us has any previous experience in the museum sector and we are learning all the time. That goes for most of our volunteers. Sometimes friends and family find it odd that ladies may be happy to work in what is a male-dominated area of interest. Transport has always been that way, as we all know.



Yvette, Sharon and Ruqia at work on Wednesday

We four ladies all agree that for us it has been a most positive experience. Each of us has felt welcome, comfortable and valued for what we contribute to the museum. People are friendly and help each other where possible. There is mutual respect for the different qualities and skills each volunteer has.

Wednesdays

Trying to describe a typical Wednesday is not easy. We may come in with tasks in mind to be completed before the end of the day but, it is not unusual for things to happen at short notice. Large donations of items may appear and we all help to move boxes and sort them. Once, a consignment of new chairs appeared for the boardroom, so we all grabbed screwdrivers and assembled them. The same with office furniture. On other days, we arrange the mezzanine floor for special occasions. When these tasks crop up, it's all hands on deck.

In the Curatorial Department we may be assembling or dismantling displays, talking to curatorial visitors or trying to find out information about something in our collections. There is sorting, recording and marking to be done and general record-keeping, as well as cleaning, conserving or restoring artefacts. The list is endless and full of interest.

Yvette works in the shop office with Bob Harris and Gerry Job. Again, her days are varied and there is a lot of laughter while they work.

Ruqia has her regular tasks when she arrives in the office but, like Yvette, Sharon and Rachel, will always lend a hand where needed.

The four of us love to see the pride that is taken in keeping alive the mechanical skills and knowledge to get our buses out on the road and to keep flying the flag for the museum and the preservation movement; the pride in completing a restoration project, even if it will remain a static exhibit and the sense of history that surrounds us as the museum tells the story of the development of public buses and all the people who made up the London Transport organisation as the years progressed.

It is not just about buses as vehicles.

Both Sharon and Ruqia's sons (in their twenties) have spent time in the workshop learning about the mechanics of buses (this was not a punishment - they wanted to!). Real, hands-on engineering still has an appeal.

So, to conclude, we ladies feel that we are making a difference and are enjoying what we do. If you are a volunteer these two things are of the utmost importance. After all, there is no pay involved!

The four of us get on very well together and, we hope, help to create a cheerful environment appreciated by our male colleagues.

Any ladies (or gents) out there who would like to come and join us?



On 23rd November, 2019 the London Bus Museum organised an event commemorating route 140, very nearly the first route to serve Heathrow Airport on 4th May, 1955 - it was pipped by the 81B by one month - and which was about to be replaced by the X140 and 278 on 6th December, 2019. RT4779 was one of the buses offering free heritage rides and is seen leaving Burnt Oak Station on route 114, recalling the days before the two routes swapped their northern ends and when the 140's northern terminus was at Mill Hill Broadway Station (with peak journeys to Mill Hill East). (Peter Zabek)



In the Days of

In the last issue we featured some of the pollution caused by the 50,000 horse-drawn cabs about on the streets of London in the 18th century. Their decline and fall in little over a century was a story short of epic. It is hard to see how things could be replaced quite so quickly by the motor bus, but changes are in the offing. In the next issue you might enjoy a few more pictures of the horse-drawn bus.

1. An almost new Edwardian era horse-drawn bus No.366, passing identical No.367, on Waterloo Road but will have to be replaced by a two horse cart has cleared the road with the basket on his back.

2. It was clearly a serious business for the agents and two ladies having their picnic around the Sutton bus. (MHCB coll)

3. A horse bus route which passes through the city clearly one on which it paid to advertise. (MHCB coll)

4. The very last London General Omnibus Co. horse-drawn bus crossing the Bridge on route 32 on the night of 31st Dec 1905.

5. This, admittedly, is not a London scene but the setting is Baghdad in 1966. But it is a good one for your editor ever took of a two-wheeled genuine WW2 Jeep, and a red Austin Mini bringing up the rear. Mark V R. has provided some numbers to both Baghdad and London in the 1950s and '60s. (MHCB)



f the Horse

Something about the problems
100 horses seen out and
around 120 years ago.
After twenty years was nothing
that the diesel bus will be
all-electric one but clearly
in the meantime we thought you
from the days of the

LCC C1 class four wheel
1922. The former is heading
to wait patiently until the
tracks. I wonder what the
is doing? (MHCBC coll)

Class for the twenty behatted
picture taken on or
(coll)

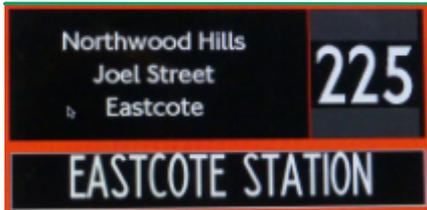
At the Mansion House was
advertise Nestles Milk.

The horse bus leaves London
on 25th October, 1911 (LT)
on picture, far from it. The
it is the only colour picture
of a horse vehicle, plus a
LCC Regent double-decker
Regents were exported in
to India and Tehran in the late



Memories of Eastcote

By Graham Smith



I was most interested to read the 'JXN RTs' article in the last magazine written by Nigel Edward-Few, an erstwhile resident of Eastcote who, I realised, used to live but a few hundred yards from where I live now. With your editor's approval, I contacted Nigel to exchange more information about the local area's bus routes. A summary follows.

In January 1944, a single one-man-operated Leyland C class Cub inaugurated the 225, the first route to run between Eastcote and Northwood Hills, a journey of 9 minutes, and surely a contender for LT's shortest route? Cub C94 was a short-term loan to LBM last year but has now returned to London Transport Museum's Acton Depot. Recreating route 225 on its return home would have been fun but, alas, impossible as it went on a low-loader. Nigel is not the only one who would have liked to have seen a Cub on his once local route! After just four months a crew-operated T replaced the Cub to provide additional capacity and, in April 1946, the 225 was extended at both ends, and was now a 21 minutes journey, double-decked with an allocation of two STs. Three years later, brand-new JXC & KKG-registered RTs – but, sadly for Nigel, no JXN ones yet – ousted the aged STs. Route 225 was withdrawn in May 1963 and replaced by route 232 (originally



New VMH class hybrids were allocated to Greenford Depot for Express route 607 last year and they occasionally appear on the 282. On 15th October 2019 VMH 2590 is in Field End Road, Eastcote, near the southern end of the original 225 route inaugurated by a Leyland Cub on 26th January 1944. (Graham Smith)

Hounslow Garage – Greenford Civil Engineer) with its extension via Northolt and Eastcote to Northwood Station and, on Sunday afternoons, to Mount Vernon Hospital (MVH). Throughout its almost 20 years life the 225 was operated by Uxbridge (UX) Garage, the premises located outside the Greater London area in Denham, South Bucks, with crew changes at Eastcote Station. The 232 operated by Southall (HW) Garage had its M-F allocation increased from 6 to 17 RTs,

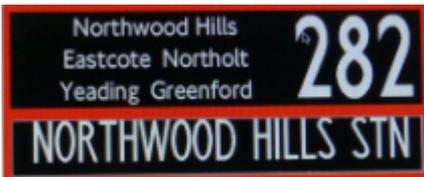
triggering allocation changes on other routes to compensate for UX losing the 225. UX gained its first RMs for route 207, at Hanwell (HL) Garage's expense. In turn, HL, the former trolleybus depot, received its first allocation of RTs for route 97, reducing HW's share, and thus completing the circle of changes.

My wife and I plus two very young children moved to Eastcote in March 1979. Route 232 and its RTs had long disappeared – and the last RTs at



C94 taking part in the London to Brighton run

(MHCB)



Barking were but days away from withdrawal. DMS Daimler Fleetlines on route 282 now traversed the roads once used by the 225 and 232 (part), these having replaced single-door MB Merlins in July 1974, the 282's initial allocation in November 1968. The less than reliable DMSs were replaced by the rather superior M class Metrobuses in September 1979. By then, the route ran to MVH throughout the week, sparing hospital visitors the nuisance of changing buses in Northwood. Its southern terminus now at HW, its home garage, rather ignored the more important traffic objective of Ealing Hospital some 500 yards along the Uxbridge Road towards Hanwell. However, HW closed in August 1986 and the 282's allocation and southern terminus transferred to HL, thus enabling the route to serve the main road stops outside the Hospital. A year later, a double run to serve stops within the Hospital's grounds was introduced, satisfying passenger demands at last. Passengers suffered a setback, though, in March 1990 when the Ms were replaced by Wright-bodied Renault midibuses of the RW class, 28 seaters in place of 71 seaters. Although the midibus era was credited with enabling new 'back street' routes to be introduced, they were mostly unloved when allocated to 'mainstream' routes. The 282's passengers endured RWs for eight years until March 1998 when low-floor Marshall-bodied Dennis Darts replaced them. Although only 33 seaters these DMLs were rather more spacious and gave a better ride quality



Thirteen years after the 282 regained its double-deckers, it was rare to see single-deckers on the route. However, on a very sunny 2nd November 2016, DE 1783, an AD Enviro 200, arrives in Eastcote on its return from Mount Vernon Hospital to Ealing Hospital. The records show it was in service from 08:20 to 12:20, presumably substituting for a failed 'decker'. (Graham Smith)

than the midibuses. During the 282's single-deck years, an allocation of three Metrobuses helped shift the queues but only at school times.

In April 2003 and after 13 years the 282 regained double-deckers in the shape of 59 seater Trident Presidents, subsequently replaced by AD Trident Enviro400s in 2015. At the time of writing the route is midway through a conversion to hybrid versions of these vehicles, dating from 2011-13, a far cry from the sole Leyland Cub which began the bus service between Eastcote and Northwood Hills 76 years ago. Since then I reckon some 16 different types of bus have provided the service along these same roads, variously running as 225, 232 or 282.



The 282 is believed to be TfL's only route where both termini are hospitals. Also, the route passes two 'Iron Bridge' locations, at Northwood and Southall. The latter is only two stops before the Ealing Hospital terminus yet, most surprisingly, it serves as a 'short turn', as shown by TE 1737, an AD Trident Enviro400, on 16th September 2016. Its use is as rare as hens' teeth such that the photographer has seen it only twice in the past six or so years!

(Graham Smith)



Brand new Weymann-bodied RT2154 at Uxbridge station. In March/April 1949, 28 new RTs for routes 98, 220 and 225 replaced all of Uxbridge's petrol-engined STs (Collection)

Bye, bye Trolleybi Farewell – part 3

By Michael HC Baker

Sixty years ago saw the 5th stage of the trolleybus conversion programme take place on 2/3 February, 1960. One of the most fascinating transport termini anywhere in London over the years is that of North Woolwich. In the heart of Docklands, and connected with the south bank of the River Thames at Woolwich by a foot tunnel and the famous ferry, electric road transport came to an end there when two trolleybus routes, the 669 to Stratford, and the 685 to Walthamstow were replaced, the former by bus route 69, the latter by bus route 58, both RM operated. By now Routemaster production was in full flow and they were becoming a common sight in east London. Decades later the electrified link was restored when the Docklands Light Railway was extended under the Thames to Woolwich Arsenal.



North Woolwich in trolleybus days (Collection)

The foot tunnel opened on 26 October, 1912, the chief mover in its construction being Will Crooks, who had worked on the docks and later became Chairman of the London County Council Bridges Committee and Labour MP for Woolwich. He had seen the necessity for a convenient means for the many workers on both sides of the river to get to their places of employment in the docks and the Arsenal. Walking the recently refurbished tunnel



The Woolwich Free Ferry James Newman at Woolwich in 1971 with RTs and DMSs in the background. (MHCB)



Docklands Light Railway train and Thames Clipper. (MHCB)

today is, for the explorer of London's highway and byways, a must do experience. The Free Ferry dates from 1889 and was for long the most easterly vehicle crossing of the Thames, before the Dartford crossing was built. Long ago, back in the late 1950s, when I worked for an industrial photographer, we used the crossing on occasions and we never seemed to have long to wait but today the delays can be horrendous: patience is definitely a virtue.



Great Eastern Railway 0-4-0ST No.229 at North Woolwich museum. A Class 313 electric unit on the North London Line can be seen in the background. (MHCB)

Many of the trolleybuses serving North Woolwich – the Woolwich ones, you will recall, had already gone – were the relatively modern L3s and these moved on, some of them working right through to the end of the London trolleybus on 8/9 May, 1962. One L3 has been preserved. North Woolwich was also served by a former Great Eastern Railway line and later on, after the end of the trolleybuses, a small but perfectly formed museum was set up there, with some interesting railway artefacts, including a former GER saddle tank engine, whilst the remains of a Great Eastern clerestory carriage slowly and unobtrusively disintegrated around the back of the station, although I don't think it was ever officially part of the museum. Sadly the museum itself has gone, too, its contents dispersed..



North Woolwich in 1959 with a rebuilt D type trolleybus, two RTs on an enthusiasts outing which have just crossed on the ferry, and a very interested group of motorcyclists.
(MHC B Coll)

North Woolwich in June 1996, with a Titan on trolley replacement route 69. The impressive entrance to the foot tunnel dominates the background.
(MHC B)



The freighter **BATAVIER** heads down river near Woolwich in 1962
(MHC B)
RT2775 on the Woolwich Ferry on the same day as the top photo
(MHC B Coll)

From Beyond the Workshop (Down Pit)

By Roger Stagg

Last issue I said that we would get away from buses for an edition so this is it. Your Editor has been around the Museum photographing what is happening in the workshop and those photos can be seen on these pages.

In the middle of 1969 I left Token Construction and joined my old Engineering Director as a Partner in a firm of Consulting Engineers working at the Euston office on the design of a high rise hotel in Jamaica. Having worked in an environment that expected you to be "on site" at 07.30 wherever the job was I found myself at odds with the other Partners who worked 10.30 till 4.30 with at least one day a week for golf. I was bored and when an offer to go on loan to a Company in Essex making Reinforced Aerated Concrete panels arose I jumped at it. Aerated Concrete is that "aero" type material of which insulated building blocks are made, at the time generally referred to as Thermalite but that was a trade name for one type of block coloured grey/blue.



First upper deck seat in place on the NS.

The Company was in trouble and had been acquired by a major concrete Company as part of the purchase of gravel pits. It was losing money, was in the midst of a fraud investigation which led to the original Directors having a spell at Her Majesty's pleasure. New markets were needed to utilise the potential factory output and production of blocks as well as panels was undertaken. In about 1970 I went to Motherwell to look into the firm buying a similar factory owned at that time by a national contractor who was desperate to unload the liability. That factory produced Siporex whilst in Linford Essex we produced Durox. The sale went through and the quandary of what to call the joint company arose, Should we call it Siporox or Durex? For some reason we just stuck with Durox.

One possible new use had been looked at in Motherwell after a query from the National Coal Board and this was where a whole new operation began.



Nigel Gower and John Hutchinson at work on the front end of the NS.

Coal in 1970 was still king and most deep mines in the North and Scotland were still at full production.

Coal lays at different depths and in varying thicknesses throughout the UK but most production at that time was from deep mines. The layers were created millions of years ago from forests that were inundated by the sea with rock formations later covering over the layer. In many cases there may be several seams separated by rock or shale. As the earth shifted so the layers were distorted and the seams are rarely if ever flat in one direction. Seams can be anything between 10 and 40 degrees to the horizontal.

17th C mining was concentrated on coal at shallow depth, perhaps 20 to 40m below ground. A shaft would be dug by hand around 3.5m diameter until the coal seam was met. The coal would be dug out and hauled to the surface and the excavation enlarged outwards like a large inverted countersunk rivet with sides sloping out at 45 degrees until the seam was exhausted. The pit was then abandoned and capped with timbers and a new excavation started perhaps 10 to 20m away. Mining like this continued well into the 19th C especially in areas such as Llansamlet (Swansea), Hanley (Stoke-on-Trent) and Kingswood (Bristol). These were called "Bell Pits".

In the Welsh Valleys coal seams often came out of hillsides where formation of the valleys by glaciers cut through and here mining by an adit into the side of a seam was popular in the way portrayed as gold mines in cowboy films. The general principle would be to excavate galleries leaving a pillar of material to support the ground

overhead. This remains the way that salt is still mined in Cheshire.

Not until the advent of the steam beam engine was deep seam mining feasible as mechanical means to get manpower to and from the seams and remove the excavations and the water became possible. Thanks to Watt and Newcomen it became possible to feed the almost inexhaustible appetite for coal. But, with deep mining even more so than adit mining came the risk of methane gas, not just from asphyxiation but from explosion. Enter the canary in a cage and then the Davey lamp. Whilst they could warn of gas they could not stop it.



Looking down the stairs on the NS.

Deep seam mining, unlike bell pitting and adit mining, sets out to remove the whole seam, the consequence being that in time the ground settles into the void where the coal originally was, leading to subsidence of properties and roads at ground level. The principle is to drive two circular sections, around 18ft diameter tunnels 100 yards apart through the centre of the seam. Thus one would be higher than the other dependent upon the slope of the seam. These are those often portrayed in films of mining and formed of curved steel H sections 3ft apart to support the roof. Between the H sections are often nothing more than pieces of tree branches 2 to 3 "diameter and just wedged in. Every 20 ft or so a recess would be cut out between the H sections to form a refuge for the miners. These tunnels would be drilled out by air drills, picks and shovels and extended for many yards at a time.



D142 and T448 in the workshop

The lower of the tunnels is the advance tunnel and the higher the retreat. Recovered coal will end up in the advance tunnel to be taken away by small tipper wagons on a light railway track back to the main service tunnels where electric trains would transport the coal to the pit head to be pulled to the surface.



Work also progresses on T448. Phil Cruise is on the nearside, whilst Ed Warren and Peter Wall can just be seen working on the offside.

Before works could proceed on the seam removal the ends of the advance and retreat tunnels had to be sealed to prevent gas seeping through. Traditionally this was by building stillages of 4" square timbers, filling the stillages with rock. The depth of the stillages would be 6 ft made up of three 2ft square stillages. The rock being unsupported gradually settles down crushing the timbers which still keep the rock in place until such time as a solid mass of rock and timber is

formed to act as gas barrier. Meanwhile as the coal seam is removed the same thing is happening to the side of the tunnels so as the seam removal is advanced similar timber stillages are installed behind the steel hoops at 6ft centres and these then crush to form a solid mass supporting the rock roof over the tunnel together with the now distorted steel hoops.



Front view of the NS.

Inflammable materials should be avoided below ground where the results of a fire can be catastrophic so the NCB were asking for suggestions of an alternative to the timbers. It needed to be lightweight but crushable without falling apart and with no large



Peter Milner and Graham Burnell getting the BEA 4RF4 ready for Members Day

gaps to let gas through. They wanted a lightweight gas barrier that was incombustible.

To be continued...



Chassis plate on the NS.

Membership and Volunteering

By Steve Edmonds

The new decade commenced with our annual lunch at Silvermere for members, their families and friends. Eighty-one of us attended a most successful and enjoyable event. The second Trust event of the year is Members' Day on 15th March and another opportunity for members to meet up with old friends and acquaintances. Then we have Spring Gathering in April to look forward to and as usual I am seeking the many volunteers needed to staff "the big one" please.

Just before that, Brooklands will be holding their annual Volunteer Recruitment Fair at which LBM will again have a table. Well worth our involvement as two current workshop volunteers have already come to us via that route. Adrian Palmer has been busy setting up another joint Brooklands and LBPT members trip, this time to Amberley Museum and Heritage Centre in May.

I have been busy designing and delivering the new Health and Safety and Fire Evacuation training to front of

house staff. Evacuation practices will now be held throughout the year in each of the daily teams. Also on my current agenda is a course for Duty Managers (DMs), supported by their own comprehensive handbook, which John Rawlins and I will be designing and running before Easter.

Our DMs are key players in presenting the Museum to the public; pleasing visitors and in turn keeping the place open and protecting a vital income stream. On a day to day basis the "buck stops" with them as they have to handle any situation regarding visitors, deliveries, contractors, vehicle movements, building and facilities issues and emergencies. They need to be equipped to be competent, confident and professional.

We are currently an unpaid workforce running a medium sized business and "punching well above our weight". How many of us confidently predicted in August 2011 that we would be where we are now? We rely heavily on our willing band of committed and hard-working volunteers. Their teams

are defined by close cooperation and collaboration delivered through a largely participative management style. My grateful thanks to them all for bringing us this far.

I am pleased to be able to welcome two newly appointed stewards to front of house. However, it is becoming harder to secure the human resources needed to open the Museum, particularly at weekends. Future strategy is fast becoming an essential area for our attention. Looking ahead to this new decade is now seriously exercising your Council of Management (CoM). Identifying and defining a coherent and practical way ahead is hugely challenging.

Maintaining what we do best is important and we must continue with that. But just "coasting" and doing what we have always done will only get the same results. We need to raise our game in the 20s to survive and thrive; not a time for the fainthearted!

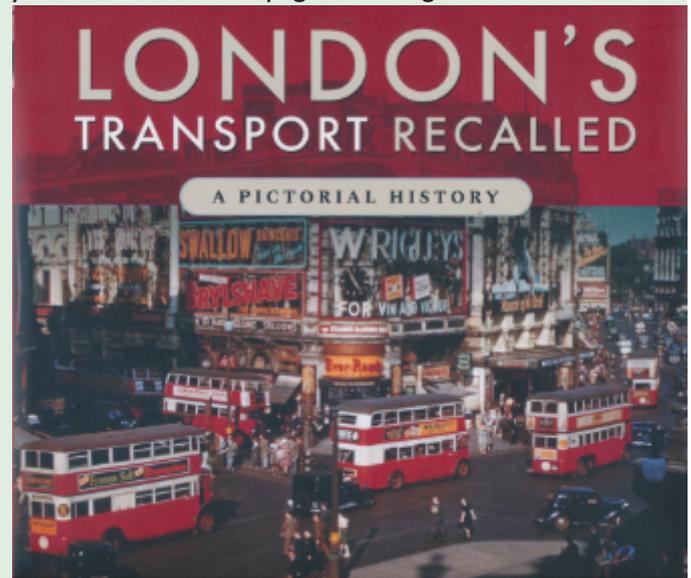
This year's AGM promises to involve some interesting conversations; I hope to see you there on Saturday 11th July.

Book Review

London's Transport Recalled (A Pictorial History) by Martin Jenkins and Charles Roberts
Pen & Sword 200 pages all colour, hardback
ISBN 1526 726971 £35.00

This really is the most astonishing book. You simply haven't the faintest idea what is going to be revealed whenever you turn the page. For instance at the bottom of page 71 a bargee in flat cap and long brown mac is leading his horse past the barge Vandyke in Tottenham Lock. You turn over and on the next two pages are scenes at Hertford Bus Station in 1951 featuring a front entrance STL, a Cub, a 10T10 Green Line bound for Guildford alongside a Green Line Q similarly employed, and a post-war STL on the 327. And all this, remember, is in glorious colour. On page 92 are two 1951 vintage tugs in the West India Docks, opposite RTL75 has just turned off East India Dock Road, whilst below a Fairburn 2-6-4T is heading for Fenchurch Street past an Austin coal lorry, a mid 1950s Wolseley saloon and a Fordson Thames flat wagon. On page 168 T1, no less, (withdrawn in 1951) is pictured bound for Hersham on the 264, below a Q1 trolleybus is passing Kingston bus station featuring red and green RFs, whilst opposite RTW48 is passing trolleybus 1518 at Hampton Court with an RTL on route 27 in the background. There is, indeed, just about every variety – and there were many – of T, there are Metropolitan Railway steam locomotives and T stock EMUs. Elsewhere you will find an LT, a roof box RT and a green Bristol/ECW K in Piccadilly Circus, on the opposite page an E1 tram crossing Westminster Bridge above an RTL, an RTW and a Morris Minor Traveller in Trafalgar Square. Turn to page 12 to see what a group of excited

schoolchildren who have just alighted from a private hire RF outside Buckingham Palace looked like in 1963, to page 15 to see the MV Royal Daffodil setting off for a trip down the Thames from Tower Pier in 1964, to pages 20 and 21 for trolleybuses galore plus a green D on route 77, to page 52 for a Brush type 2 hauling a rake of Pullmans out of Copenhagen Tunnel with semaphores aplenty, and to page 53 for tram No.1 (now nearly relaunched at Crich) at Archway and trolleybuses 1362 and 1053 negotiating the 1 in 10 of Highgate Hill. And so it goes on. If it was to be seen on the streets of London, on the Thames, in the Docks, at Heathrow, or heading to or from a London mainline station long ago, you will find it in the pages of this glorious book.



Moving Model Display

A new model has recently appeared in our museum. Derek Hanlon explains how it has come about.



Tony Lewis was originally asked to create this display, a moving one. This had to be able to be operated by visitors, particularly children, to

make them feel involved. For this, it had to have switches that the visitors could press – one for each direction. He had already designed and made part of the mechanism for moving the models and asked me to help work out the required speed of the drive cord and possibly supply suitable motors with gearboxes. A drive cord is run between two pulley wheels, in a slot along the roadway, with the motor driving one of the pulleys. The vehicles are attached to the cord and travel along the roadway. When reaching the end, they travel round the second pulley and hang upside down and out of sight until having gone round the first pulley and re-emerging right way up to start the journey again. This is duplicated for the roadway running in the opposite

direction. One problem was the motors only ran in one direction, so I dismantled one and managed to modify it to run anti-clockwise. I was now considered 'part of the team'!

A number of visits to Tony's workshop meant that between us we built a working prototype. This was taken to the museum and work continued to create scenery that would hide the view of the models disappearing upside down at the end of each roadway. Some buildings were bought and, from then on, I copied some and with modifications placed them in various positions. A cabinet was made, with help from John Hutchinson, and then the whole display was fitted into position beside the static display. Roger Shaw helped with the build and has used his skills to add people and street furniture to the display. This is something that can be added to so

that a 'busy' look can be achieved. This prototype became the working model and I think Tony should be pleased with his original idea.





Young Fergus Kinnear, one hand on wheel, thoroughly enjoying Graham Bartlett's wonderful recreation of LT Chiswick Works' SiM-L-Bus accompanied by his grandpa, David. Dad James took the photo, completing just the kind of happy day out our Museum offers. This interesting driver training device from the 1940s was original stored at our former Redhill Road site and was rescued from a skip when we moved to Brooklands. It demonstrates the visionary thinking of London Transport's managers, long before the days of electronic simulators, video cameras and computers. (James Kinnear)

In December, the Friends of the London Transport Museum organised a tour with FRMI, which normally resides in their store at Acton, to commemorate the 50th anniversary of its first run on Route 233 on 22/12/1969. It also ran on the 234 and 234B. The vehicle is seen here about to depart from West Croydon over the 233 routing. (Adrian Palmer)



2020 South East Bus Festival

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- Well over 100 buses and coaches expected
- Free bus rides around the showground every five minutes
- Sales-stands and displays
- Slide shows and talks by guest speakers

For full details visit
<https://southeastbusfestival.wixsite.com/sebf>
www.facebook.com/southeastbusfestival



RT 4779 stands at Danebury Avenue on Christmas Day 2019 whilst running on a special service for that day (Ian Medley)



On 8th December 2019, RF395 took part in the Bromley running day. Here it is seen at Bromley North with new driver Mark Alexander in conversation. (Peter Osborn)