



LONDON BUS MUSEUM MAGAZINE



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

Issue 36

Summer 2020

£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

Twitter: @londonbusmuseum

Facebook: www.facebook.com/LondonBusMuseum

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Co. Reg: 1061762

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The Registered Office of both companies is:

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

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FRONT COVER PICTURE

View looking forward in BEA 4RF4 MLL740 with our Chairman at the wheel during Members' Day 2020
(Colin Read)



Forthcoming Events

Members are reminded of these forthcoming events:

Summer Event (On the Buses)	Cancelled for 2020
AGM	POSTPONED (see page 4)
Autumn Event (Transportfest)	18 th October 2020
Spring Gathering	11 th April 2021
Summer Event (On the Buses)	24 th June 2021

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, or by post to the Museum at the address opposite.

**LAST COPY DATE FOR THE
AUTUMN 2020 EDITION
15TH AUGUST 2020**

From the Chairman

Dear Members

I am writing to you in early April as we put the Magazine to bed so to be with you in May. Never have any of us endured the current situation where we are largely confined to our homes, where so many vulnerable people are at risk, and with very little clarity how and when this will all end.

Your Magazine is with you now so we can formally announce the postponement of the Annual General Meeting and we are doing it like this to save the costs of a separate mailing. Rest assured the AGM will come back at the earliest practicable opportunity.

The London Bus Museum is closed as is the Brooklands site. We had never planned for a protracted closure so urgent work to secure the site and the vehicles has been undertaken. Again as soon as we can be back up and running we will be so.

I should appraise you of the financial consequences of the closure. We have two main sources of income - our share of the Brooklands 'gate' and our membership subscriptions. The former is now zero of course. Our subscriptions are crucial and I hope I can count on your support to maintain yours and keep some income going. Since we have no employees then we have no staff costs to save but our unavoidable costs - like insurance, this Magazine etc - will continue at the lowest possible level. We have yet to see what any Government support to the Museum sector will look like, if any.

The diligence of my predecessors, your Trustees and the Hon Treasurer does mean we have some reserves which will see us through the year but come the recovery we will need to recharge our financial batteries. Again we look forward to your support.

We are trying to be energetic in our communications with members and volunteers. Fortunately email is (almost) free so there is a steady stream of news and

information. If you have not registered your email address with us please do so. We would really like to be in touch. Also there are quite a few emails to members which are never opened. We can only assume the account is dormant or that you have another one. If you're not seeing our (frequent) emails please do make sure we have your current email address.

For many members and volunteers the enjoyment, fellowship and collaboration of the Museum is important. I do hope that at the earliest opportunity all of our 'regulars' will be back helping in all the many ways that we need. Hopefully there will be an 'explosion' of energy as we swing back into action.

We have exciting plans - as soon as we are back we have the completion of the restoration of D142 and T448 to look forward to. We can progress NS174 which is so enjoyed by visitors to the Museum. RML2760 is poised to return to the Museum for finishing touches and back into the mainstream fleet. Looming on our horizon is the restoration of T357 which was hugely supported by visitors to our summer 2019 event last year when it was on display.

Finally can I wish all our members, and their families, a safe passage through these difficult weeks. I hope everyone is following the Government advice and also, like me, sorting through all those things which we have neglected for too long! This is your chance to do so!

And most of all I look forward to welcoming you all back to normality and especially at our Museum, which so many have worked to create, and which is such a tremendous asset not only to enthusiasts and members, but the rest of the world as well.

Stay safe

Leon Daniels OBE
Chairman

RML2760 whilst still in service in The Strand in 2002

(MHCB)



Summer 2020



T23 is the only vehicle that remains outside at Brooklands. It has been fully secured and immobilised. Here it is seen in the early spring sunshine before we closed
(Adrian Palmer)

From the Editor

This latest edition of the Trust magazine is being published much earlier than the three monthly normal schedule as we felt you might like to be reminded that we are still here and as we have the material in hand.



Tinplate models of LT buses

There have been comparisons made with the present state of emergency and wartime. As one who grew up in the London Transport area in World War 2 I can see there is some, limited truth in this. Unlike the coronavirus the enemy was only too often seen in the shape, and sound, of Nazi bombers and, later, the flying bombs and V2s, although the latter, the first true guided missiles, were undetectable until they landed. Trams, buses, trolleybuses and trains kept running, often under the most difficult and dangerous of circumstances and yet, considering the ferocity of the Blitz, it is surprising that there were not many more total write-offs. There were illnesses which had nothing to do with the war, such as diphtheria, polio and tuberculosis but which were common enough and dreaded for often they were not treatable. There were certainly shortages and rationing of some basic foods, although I never remember feeling really hungry. If one looks at how much of everything each citizen was allowed it doesn't look much. Perhaps of most concern to a young lad was the complete absence of any metal toys, so no Hornby O gauge or Dublo, or Twix Twin trains, Meccano sets, or Dinky or Minic vehicles. When we were evacuated to Bournemouth in 1944 I got an invite to a friend's house and there was, most excitingly, the very first Hornby Dublo train set I had ever seen operating.



Hornby Dublo trains, etc.

There's enough doom and gloom about so let's move on. The last event organised by the Trust before the shutdown was Members' Day and our cover features the one and half deck BEA airport coach driven by our Chairman. Now, with so much time on your hands, Dear Members, is the opportunity you have been waiting for to jot down those memories of favourite routes, buses, trams, anything to do with the London area transport scene which you've always meant to record. Let us have them and you'll find yourself in print.



Hornby 0 Castle

Triang buses, etc.



THE LONDON BUS PRESERVATION TRUST LIMITED

NOTICE is given that, by order of the Trustees, the 2020 ANNUAL GENERAL MEETING OF THE COMPANY which was intended to be held on Saturday 11 July 2020 is hereby postponed until further notice.

**By Order of the Board
Peter Brown, BEM
Hon. Company Secretary**

30 March 2020

As a consequence of the Coronavirus pandemic and the social distancing requirements imposed by the Government, it is no longer practicable to hold the meeting as planned. Additionally, with no clear indication as to when the restrictions may be lifted, it is not currently possible to agree an alternative date for the meeting to be held.

Please be assured that your Trustees will do their utmost to fix a new meeting date once the situation becomes clearer. In the meantime, items for the agenda may continue to be sent to me, either by post to the museum or by email to peter.brown@londonbusmuseum.com. Similarly, nominations for Trustee positions may continue to be sent.

In the meantime, your Trustees send very best wishes to everyone and express the hope that we will all get through the current crisis safely.



**BEA coach MLL740 pauses opposite Weybridge Station during Members' Day, 15th March 2020
(Adrian Palmer)**



**Also opposite Weybridge Station on the same day is G351
(Adrian Palmer)**

From the Workshop

By Roger Stagg

Well as we all know the Museum along with everything else is now closed for the duration of hostilities. Thus just a simple update from the workshops.

Alongside all the reorganised racking and working areas T357, NS174 and DI42 have been making steady progress in the workshop. RMC1461 is away at Ward Jones Commercials where a replacement engine is being fitted to permit us to repair a rear main bearing oil leak. Other good news is that the re-machined engine for RF19 is now back to be assembled. We did consider

delivering it to Brian Rosher's garage but his family objected!

RML2760 completed its internal refurbishment at Hants & Dorset Trim and returned to Leyton Garage for re-painting. It was due to return to us the week of the shut down so it will remain in store until the situation changes.

Whilst we weather this difficult storm all take care, stay safe and look forward to when we can start the engines up again.

My London Trolleybus Recollections

By Chris Lewis

I first became aware of trolleybuses when I lived in New Malden, (near Kingston upon Thames) in the early 1950s. My Mother would take me into Kingston on the 604 or 605 which stopped by New Malden library. My other recollections of that time revolved around visiting relatives who lived near Malden (now New Malden) station where there were red single-deck diesel buses. These were antiquated and soon gave way to red RFs which I came to love and still part-own an example of today (RF354).

In 1956 I started school in Kingston and well remember the conductor with his Gibson ticket machine issuing me my 2 1/2d half. After a short while I met another pupil who lived nearby, Mike, whose parents owned a property on Kingston Road itself. We used to watch the trolleys go by from his top floor window, looking down on the wires and the trolley poles swishing by. Sadly his house was later demolished but the monkey tree in his front garden still remains. Like me, he is now in his mid-70s and still lives in New Malden, He has many trolleybus artifacts which he is now thinking of selling (see e.mail address at end for list).



Q1 Trolleybus 1812 will soon be finishing its long term loan to the London Bus Museum. Here it is operating under the wires at home in Sandtoft in 2002 (John Norman)

If I was on time I was given a lift to Kingston by Mike's parents in their elderly Armstrong Siddeley. Otherwise it was the trolleybus. The journey was nothing special despite the beautiful smooth ride given by the Q1s until we got to Norbiton Church where the route made a sharp left and joined the 602 / 603 wires from Richmond Park. Within a few 100 yards on the right was the individual brick building housing our resident tower wagon, 83Q. Soon after, we got off and the trolleybus would proceed over Kingston Bridge straight on for Hampton Court (604) or right for Teddington and Twickenham (605).

The 8'0" wide Qis were almost always from the 1948 batch with HYM registrations. Occasionally we would see 1842 or 1843 with their LYH number plates from the 1952 batch, but mostly that later batch stayed away from our group of routes (601 to 605 and 667).

The following year, I joined the school's combined cadet force (CCF) which meant on Fridays I went to school in full army uniform with shiny boots, freshly blanco'd belt

and gaiters etc. All was ok dressed like this on the trolleybus but one Friday I had to catch a TD on route 218 from Kingston bus station down the Portsmouth Road to Queen Mary's barracks for target practice. I was thrown off because the conductor took exception to the rifle I was carrying!!

In early 1961 we were mystified one day to see an elderly trolleybus on learner duty coming into Kingston. It was an L3 and its garage code was HT indicating it to have been a Highgate vehicle. This was our first indication that things were about to change. Virtually all the Q1s disappeared with almost indecent haste and we found ourselves going to and from school on generally tatty old 7'6" wide vehicles which were a very poor substitute for what we had been used to.

I well remember seeing L3 No. 1444 with an MOT "Ten Year tested" sticker on the cream band below the rear lower deck window. It might have been MOT'd but a ride on it home one day said otherwise. When braking, the two rear axles could not stay on the road together creating a bobbling motion that was fascinating to watch. However, trying to get down the stairs on that vehicle was more alarming when it did that as you could see intermittent daylight through the corner of the upstairs bodywork just near the stairs mirror. I don't think 1444 lasted too much longer!

From about 1959 another friend and I started buying Red Rover tickets and soon found ourselves on trolleybus routes in other parts of London. I soon discovered Finchley's AEC chassisless L2 No. 954 with the broad cream band extending under the front windscreen. This vehicle was always immaculate. Such a shame that in 1961 it was driven to Cohen's scrapyard in Colindale. Maybe someone will build a full-size replica one day? Is this a crowd funding possibility?



On 15th April 1962 we joined a trolleybus tour visiting Isleworth and Fulwell depots and the remaining operational trolleybus routes. The two trolleybuses used

were 1425 and 1528, both L3s. Here they are with RM544 on route 255 in Brentford. Photo copyright of the author.

We went past Colindale trolleybus depot on many occasions and one day got off there to find our way illicitly with a group of other lads into George Cohen's yard where trolleybuses were being broken. What a sight. We were just so sad to see them, many we had known over the last year or so and now so unloved, pushed into each other and then set on fire. We were caught by the site guard who told us we could either wait for the police or take our chance by jumping the wall into the trolleybus depot next door and taking our chances there. Not surprisingly we chose the latter option!

It was only a week or so later that I returned to Cohen's yard with Mike and his parents in their newly acquired Daimler Conquest. Mike had a pass to visit the yard. Amazing! We were able to roam freely and Mike acquired a few small artefacts. He later acquired a whole lot more!



And then the end came on the 8th May 1962. The trolleybuses ran for the last time. The following morning I waited at New Malden library for a shiny red Routemaster. I will never forget looking up at the trolleybus wires that morning and seeing the dew hanging from them for, to me, the first time ever.

Our hope now is that Carlton Colville will organise a 60th anniversary bash in May 2022 with the Durban SA3 lookalike in attendance and with as many other former LT trolleybuses there as possible too. Mike and I certainly hope to be there!

For a list of those items Mike is looking to sell next year, email: ltrelics@outlook.com. The remainder will probably be auctioned off through Transport Auctions of London during 2021.



L3 Trolleybus 1396 with Diddler No.1 at Fulwell (Chris Lewis)



Eastern National used to run a regular service between Southend and Kings Cross through East London trolleybus territory. In more recent times, Bristol VR 3065 passes trainer RT2059 in York Way (MHCB)

Also in former trolleybus territory at Ilford are Capital Citybus Leyland Olympian 154, followed by Stagecoach East London's Optare Delta DA30 (MHCB)



The Green and the Red (Part I)

By Colin Read

I have always been interested in the London Transport's erstwhile Country Area and thought it would be interesting to take an imaginary tour around the areas where the two met up. Imagine it's 1960 so I'm using Central and Country Area maps dated 1958 and 1960 respectively and I'm assuming that the Central routes are broadly the same. For brevity, I'll exclude Green Line services.



STL2678 on the 409 passes another STL on the 414 at Purley (MHCB Coll)

Starting from West Croydon we'll head west but as a digression, it occurs to me that the Croydon to Purley corridor was once one of the very few locations where the journey could have been made by Central or Country bus, tram (or Green Line coach albeit probably at a higher fare) or by train from East Croydon.

At this location, we'll come across trolleybuses on the 630 and formerly the 654, one of only a few places where the wirebound meet their Country cousins. To get back on track, so to speak, Country buses from here serve a host of destinations, including Warlingham, Westerham, Sevenoaks, Tonbridge, East Grinstead, Redhill, Crawley and Horsham but these are not of particular interest to us. Westwards and southwestwards lie Leatherhead, Dorking and Guildford. As we shall find later, there are Country routes operating through urban areas which could qualify for red bus operation (the 403 to Warlingham being a case in point) and vice versa.



PI trolleybus 1698 with an unidentified KI at West Croydon (MHCB)

I've always thought it odd that the routes along Croydon Road through Beddington to Carshalton have always been the preserve of the Country Area but further south we have Stafford Road to Wallington, which is and always has been Central territory (654 trolleybus, now motorbus, of course under the

replacement scheme). Red and green come together at Sutton. Cheam to Ewell direct is Country Area. Central and Country rub shoulders at Lower Kingswood, Tattenham Corner and Epsom and there are red bus tentacles to Leatherhead and, Summer Sundays, remarkably, as far south as Dorking (93).

Ewell to Tolworth is strictly Country Area, which department clearly wants to cream off some of the lucrative traffic to Chessington Zoo with their route 468 from Epsom. Kingston is red bus but is host to three Country routes and is, of course, trolleybus territory but for some reason Berrylands station is only served by route 418. Kingston is probably the closest that Country routes come to central London.



Green RTs 4764 and 1042 with red RT3329 and TDI130 at Kingston Station in March 1959 (MHCB)

A handful of red routes serve Esher (where we'll find TD-types) but are joined by a green tentacle in the shape of the 416 from Tadworth via Leatherhead, no doubt to serve Sandown Park racecourse. Country Area buses never got to Hampton Court - but may well have wanted to - already well-served by bus, trolleybus and Green Line. Conversely, a long spindly route 215 reaches south-westwards to Ripley, where it meets end-on with green routes to Woking and Guildford (the latter, remarkably, being served before the last war by the 215). Walton-on-Thames next: three Central Area routes and three Country and we'll come across some RLHs, necessary because of a low bridge in Staines.



RLH50 in North Street, Guildford on a 436 short working (MHCB Coll)

Weybridge is mainly Country routes but sees the 219 to the railway station with extensions to Vickers (Aircraft) Works, on the former Brooklands racetrack (closed since 1939). This destination was given a false

name during the war as a security measure. Security forbids me to divulge the name.

Chertsey is interesting as it's one of the very few places where Central Area buses meet up with a provincial operator, in the form of Aldershot & District. More of these anon.

Now if you look closely at a map of the Country Area routes, it occurs to me that a short section of the road north of Chertsey served only by Country routes heading for Staines could be said to 'hang' the northern and southern sections of the Country Area together. In other words, one could draw a line across the bus map at this point then right out across London to Essex and you would not cross any other Country Area routes. As Michael Caine will say one day, "Not a lot of people know that!"



STL564 near Staines (Grenville Williams)

Staines is quite a hub of red and green routes (RTs, RFs, RLHs and TDs) with Central services coming in from Hounslow and Sunbury and numerous Country services. Red buses even reach Egham (station) and rub shoulders again with those of Aldershot & District one final time.



Windsor & Eton Central Station, decorated for the Queen's Coronation in 1953, with Thames Valley Bristol K6A 441 (MHCB Coll)

There is a Summer Sundays extension of the 116 to Old Windsor (Bells of Ouzeley), which sadly I've never seen, despite regular visits to my grandmother who lives in the village. Incidentally the 441 shows typical Country Area eccentricity with various suffixed variations (441D will be reached) but the parent route quite happily operates through Old Windsor, either via Burfield Road or Straight Road (close to the river) and with a branch

to Hedgerley Village all under the same number! Even the branch to Old Windsor Hospital will operate under this number (instead of the 417). Some readers will know why this is personal to me!



T638 gets its radiator topped up at Windsor Garage before the long run back to Tunbridge Wells (MHCB Coll)

Staines to Colnbrook and beyond can be reached by the circuitous route 224 or Country route 460 to Slough via Wraysbury and Datchet. Windsor is fascinating. Predominantly Country Area, of course, and we come across the first of the north side 300 series routes in the form of the 335 to Watford via Rickmansworth and the 353 to Berkhamsted via Amersham. Thames Valley have services here, terminating at Windsor & Eton Central station and running out to Maidenhead via Dedworth so we come across Bristol Lodekkas. There is an independent "Imperial" with Bedfords on local services. What is an occasional surprise is to see a red RT on the 81 on its weekend extension through from Slough and looking totally out of place. Oh yes, mustn't forget the Castle!



SMS350 on route 81 (Colin Read)

It is said that the piece of road over Windsor Bridge northwards through Eton to Slough, with some seven routes, is the most heavily-served thoroughfare Country Area-wise. As mentioned, 'lovely' Slough sees the 81, which has come from Hounslow, past the ever-growing London Airport and numerous Thames Valley services. Curiously some L.T. bus stops here serve only T.V. routes.

Green and Red RTs together, again at Kingston Station. RT1008 is on the 418 (Colin Read)



Bye, bye Trolleybi Farewell – part 4

By Michael HC Baker

Stage 6 of the trolleybus replacement scheme came into force on 26th April, 1960. West Ham and Walthamstow finally closed their doors to electric traction on that day – although I expect electric milk carts still called. Five routes disappeared, 623 Manor House to Woodford, 625 Winchmore Hill to Woodford, 687 Walthamstow to Victoria and Albert Docks, 697 and 699 both Chingford Mount to Victoria and Albert Docks, the 699 being the very highest route number the trolleys ever reached. One of the reasons East London figured in the early withdrawals was that manually-operated substations provided the power and these were comparatively expensive to operate. The older trolleybuses were going fast now, whilst the later ones, particularly the K1/2s and the L3s, began to pursue a nomadic life style, as if trying their best to escape the grim reaper, all in vain, of course except for three Ks and one L3, which are now preserved. The very last AEC/MCW E2, no. 622, had survived its compatriots until 26th April. It had been the first trolleybus into West Ham depot in June, 1936 and became the last, all decorated up. Three months later it was broken up at Colindale. A working career of almost 24 years was an achievement which, a few years earlier, would have seemed remarkable, but not for the trams of course, and their prolonged longevity was perhaps the main reason for their demise. All motor bus routes were taken over by Routemasters although RTWs also appeared on the 123 from Manor House to Woodford.



There would be one more closure of a trolleybus route serving the London Docks, and there were others still working in West London which crossed the River Thames. We make no excuse for something of a bias on Old Father Thames in this issue, it is, after all, why London is where it is and the transport on it, above, and below, has always been of great interest.



H1 and L3 trolleybuses at Victoria and Albert Docks (MHCB)



Trolleybus 1272 crossing the Lea Valley (MHCB)



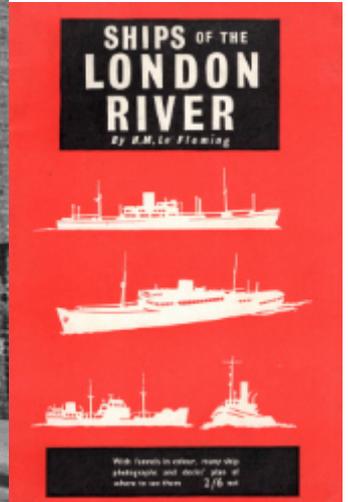
Royal Albert Docks (Collection)



West Ham garage, depot no more, 5th April 1960 with RMs 1 and 201 (MHCB)



Trolleybuses 333 and 1099 at Wood Green (MHC B Coll)



London Docks in the 1960s (MHC B)

Tug boat Cobham on the Thames (MHC B)

Walthamstow Depot and old tram offices in the 1950s (Collection)



Woolwich Free Ferry

By David Harman

I just remember the trolleybus turning circle here and how busy it used to be. Sadly, as I did not then possess a camera, I never photographed it in its heyday. Just as fondly remembered was the Woolwich Ferry, which we used on visits in my father's first car, to aged aunts in that far-off foreign land which is south London. In those days there were three ferries with, to me, mysterious names, John Benn, Will Crooks and The Squires. It was decades before I learned who John Benn, etc. were.



Small Cunard liners used to be a feature in the Thames, until the Second World War, lower down river from Woolwich at Tilbury (Collection)

The Thames being relatively narrow here, a crossing of some sort had existed back to medieval times, but it was the Metropolitan Board of Works (predecessor to the London County Council) who established the Free Ferry service in March 1889. This was worked by three paddle steamers, Gordon (named after General Gordon of Khartoum, born in Woolwich), Duncan (Colonel Francis Duncan, soldier and MP), both built in 1888, and Hutton (Sir John Hutton, LCC chairman, 1892-1895), built in 1893.



Lewisham bus station 2002 with an Optare Excel on the 108, as well as a Titan and a Dart (MHCB)

In 1922, paddle-steamers The Squires (William Squires, twice Mayor of Woolwich and for many years chairman of the Woolwich Equitable Building Society) and Gordon entered service. These replaced Duncan and the first

Gordon. Hutton was withdrawn in 1923 without replacement. Will Crooks (Labour MP for Woolwich 1903-21, and instigator of the Greenwich and Woolwich Foot Tunnels) and John Benn (Sir John Benn, member of the LCC from its creation in 1889 and chairman, 1904-1905), were further new paddle-steamers in 1930.

The two 1922 and two 1930 ferries gave sterling service until diesel-turbines, John Burns (Liberal MP for Battersea, 1892-1918), Ernest Bevin (Labour MP for Woolwich East, 1950-51), and James Newman (Mayor of Woolwich, 1923-25) took over in 1963. This trio enjoyed long lives too, lasting until October 2018.

Indicative of changing patterns of demand, the three were replaced by just two modern diesel-electric hybrid ferries, Dame Vera Lynn and Ben Woollacott, built in Poland. They tick all the boxes that modern buses do, being low-emission, fuel-efficient and ultra-quiet, and carry the TfL River Services colours and roundel. Dame Vera Lynn probably needs no introduction: if better-known in connection with the White Cliffs of Dover, she was in fact born in East Ham. Ben Woollacott has a melancholy connection. He was a ferry deckhand who in 2011, tragically lost his life in a mooring accident.



Although much reduced from their heyday, working barges are still a feature on the Thames (MHCB)

On a dour day last November, a friend and I decided on an outing, criss-crossing the Thames by various modes - part-nostalgia, part-exploration of what is new. We started by taking the DLR from Stratford to Canning Town, where we noted that navigation of the confusing array of platforms on different levels is to be made simple by a new "wayfaring" (signage in plain English) project; then down to the end of the Beckton line, before taking the 474 bus to North Woolwich. Dame Vera Lynn did the honours for the ten-minute voyage to Woolwich; then a 472 to North Greenwich. A pause for lunch at Wagamama, before boarding at Gate 1 for our First-class cabin on the Emirates Air Line to Royal Docks. A short walk to DLR Royal Victoria followed, thence to Poplar, changing to the Lewisham branch for Island Gardens and the Greenwich Foot Tunnel. A brisk 15-minute walk under the Thames to Greenwich for afternoon tea and a bun in a cafe, then home.

We missed out the Woolwich Foot Tunnel and a favourite route of mine, the old-established 108 (Lewisham - Stratford via the Blackwall Tunnel). As much as Dame Vera Lynn may be on-message re. low emissions and so forth, I did miss the warm, oily-steammy ambience of the Woolwich Ferry of my childhood. I guess you can't have everything.



A DMU at North Woolwich in 1971 when the King George V docks, in the background, were still working (MHCb)



Looking down on south Thames-side buses from the Emirates Air Line in 2014 (MHCb)



For the Epping Ongar Railway's London Country 50 years celebration, Southdown PD3 272 was given London Country fleetnames as a reminder of the time in the mid 70s when some of these vehicles were transferred to the company and worked from Godstone garage to ease the vehicle shortage (Adrian Palmer)

Also in service the Epping Ongar Railway's event on 23rd February 2020 was MBA539 (Adrian Palmer)



A Wartime Scene Revisited

By Brian A L Jones

Among my collection of photos of London Transport buses is the one reproduced below, taken by Colin Carter, of an AEC Regent open rear staircase bus with the fleet number ST1001.



It is pictured at a terminus of Bournemouth Corporation Route 8 in Seafield Road at the junction with Iford Lane, Southbourne, Bournemouth, then an undeveloped semi-rural destination. The area beyond the road junction at the rear of the bus is the flood plain area of the River Stour, with a Southern Railway line linking Christchurch with Bournemouth on an embankment behind. For comparison, the picture opposite shows exactly the same location in July 2017.

While, during WWII, Bournemouth also loaned trolleybuses to Wolverhampton, Llanelli, and Newcastle, the greatest number, twelve, were loaned to London Passenger Transport Board (LPTB) and operated in the Ilford area on routes 691 and 693. They were the only Sunbeam trolleybuses ever operated by LPTB.

LPTB, alternatively, loaned numbers of buses from their fleet during WWII to operators outside London to replace vehicles lost due to enemy action or needed for fleet expansion when deliveries of new buses were strictly controlled. Most of the loaned vehicles were petrol powered and semi-obsolete. The photo of ST1001 shows the typical condition of loaned vehicles, with serious sagging of the wooden framed bodywork. Note also that anti-blast netting with small see-through panels has been applied to some windows. The front mudguards have white painted tips to increase their visibility at night and masks have been applied to the headlamps.

ST1001 was one of six similar buses loaned to Bournemouth Corporation between 22 July 1942 and 29 July 1943. It had originally been constructed by Thomas Tilling Limited in 1930, which supplied the

bodywork for the AEC Regent chassis and it passed to LPTB in 1933 on their purchase of the former company. It will come as little surprise, considering the body condition, that it was converted to a service vehicle by 29 September 1943.

As a result of increased demand in London's outer suburbs for double deck operation to meet increased passenger traffic demands, tree loppers were needed – buses with an open top deck to allow operatives to access overhanging low branches for cutting. ST1001 was adapted to meet that requirement, with its time expired body being replaced by that from another of the same class (ST1134) and given service fleet number 648J. It lasted in that form until 1953.

Bournemouth route 8 was slated for conversion to trolleybus operation post WWII. That intention was not fully met when the route was discontinued on 16 August 1948, due to an extension of trolley overhead nearby, that led to trolleybus route 22B being created. That route operated past route 8's other terminus at Fisherman's Walk, continuing to Bournemouth Square, but didn't serve Iford Lane.



As can be seen in the 2017 photograph above, development of Seafield Road as part of a large post-war estate has significantly changed the scene, although land on the other side of the junction now provides recreational facilities.

References

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- Silent Service The Story of Bournemouth's Trolleybuses* – D.L. Chalk - Omnibus Society (1962)
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My Favourite Was a JXN as Well! Green RT JXN12

By Peter Foster

Further to the article, in the Winter edition, by Nigel Edward-Few, I too had a JXN as my favourite bus. Mine was RT984 JXN 12 which was based at Northfleet garage during my bus spotting days in the early 60's.

My interest in LT buses stems from my Father's interest in all things London Transport, mainly trams and the Underground, which developed during his childhood in the 20's & 30's when he lived on Crownfield Road in Leyton, which was on a tram route. When I was a small child we lived at Bexley and often went into Bexleyheath for Saturday shopping where there were always plenty of trolleybuses to be seen at Bexleyheath Broadway on the 696 and 698, my Dad then making sure I was made aware of them!!



In February 1959 we moved to Rosherville, near the Northfleet LT garage and it wasn't long before Dad bought me the ABC of London Buses which led to me and my mate Andy spending many hours hanging around by the garage watching the comings and goings of the numerous lovely green RTs, RFs and the occasional GS. One of the RTs that we used to see was JXN 12, and it was so regular on the 480 route that it seemed to come by every time we were hanging about on the Overcliffe (as the road passing the garage was called). As time went by, I passed the 11+ and went to Gravesend Grammar School which entailed a trip on a 480 each way. If I was lucky JXN 12 would be the one I caught, I could often tell from a distance because it was one of the "front roof box" ones and as my stop was just over the brow of a hill, the roof box would be the first thing I saw announcing the arrival of my bus to school. The time eventually came when JXN 12 suddenly disappeared. We often wondered what had happened to it, but now thanks to "Ian's Bus Stop" I've found out that it went into store at Northfleet in August 1963, before moving to store at Poplar in December 1963 then finally being sold to Cape Electric Tramways in South Africa in

February 1964. I'd like to think that it probably sailed down the Thames past Northfleet on its way to an exciting new life in South Africa, I wonder what happened to it after its last noted allocation to Port Elizabeth in March 1965!



RT1047 on the 441 at Slough College on 21st April 1972
(Peter Foster)

My love of Green RT's was re kindled in later years after a move to Twyford in Berkshire, when my first job was in Slough on the Farnham Road, which was on the 441 route from Staines to High Wycombe amongst other Green RT operated routes. It gave me great pleasure, the last time I was stewarding, to note that "Evadne" was displaying 441 route displays. One Friday evening after work in April 1972, thinking that the RT's days must be numbered, I took my camera down to the stop outside Slough Technical College and took a few photos of RT's on the 441 (and a few RF's at Slough station). As an aside, whilst waiting at the college, I noticed that there was a disco and a band playing at the college on the following (Saturday) evening, so went along and that's where I met my late wife, so my two sons owe their existence to my interest in Green RT's !!

After marriage we moved up to South Lincolnshire (housing was and still is much cheaper here than in the south) and in the mid 90's I noticed that Delaine's at Bourne were holding a heritage bus running day between Peterborough and Bourne, which was where I first came across RT3491, 'Evadne', my wife & I taking a ride on her between Bourne & Peterborough. Left is a photo of 'Evadne' pulling into the stop outside Bourne Corn Exchange just before our ride, which ties in nicely with the letter from former Delaine driver Peter Moore, in which he reminisces about that day, which is on display along the passage towards our Museum's exit. Below is a photo Staines-based RT 4723, on the 441 outside Slough college, that I took on April 21st 1972.



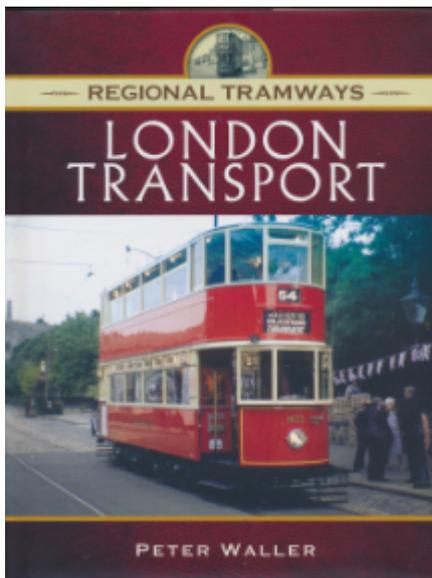
Book Reviews

London Transport (Regional Tramways) by Peter Waller. Pen and Sword, 165 pages hardback, B&W and some colour ISBN 978 1 47387 118 2, £25.00.

The London Feltham Tram by Peter Waller. Pen and Sword, 147 pages hardback, B&W and some colour, ISBN 978 1 52670 213 5, £25.00.

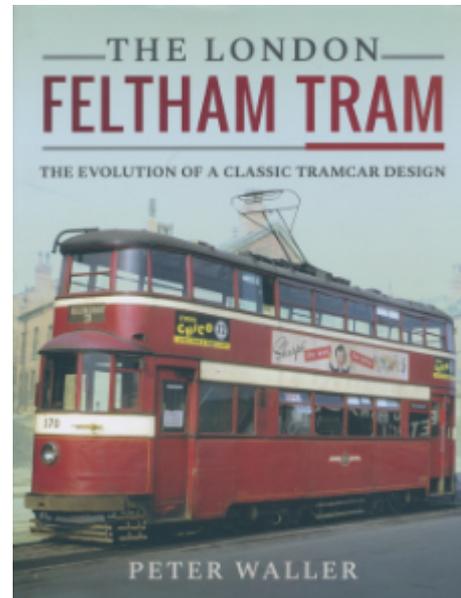
You wait for ages for a London tram book and then two, by the same author and from the same publisher, come along together. Such is the way of these things. However I am sure you will feel this is money spent when your volumes arrive. Peter Waller is probably the foremost authority on British tram systems and here he concentrates on London, with a look at Leeds where the famous Felthams ended their careers.

Let's deal with the London Transport (Regional Tramways) first. Beginning with 'the very first horse tramway in London' that operated by George Francis Train from Porchester Terrace to Marble Arch in March, 1861, Mr Waller takes us through more horse powered, cable and steam powered systems until we reach the beginnings of electric trams at the very end of the Victorian era and into Edwardian days and then, somewhat abruptly, to Croydon Tramlink, which opened in May, 2000. This is followed by the Docklands Light Railway and then it's back to London Transport from 1945 when, although north London had lost its tram lines, except for the three using the Kingsway Subway, largely replaced by trolleybuses, there were still around 900 trams serving south of the Thames. The extensive illustrations are carefully chosen and tell the story effectively. Not the least interesting aspect is the wealth of other vehicles, any of which would be star at a 2020 year rally – provided such rallies reappear before this year is out.



Then we work our way through the various stages of the abandonment of the network, beginning in the Wandsworth and Battersea area on 30th September, 1950, and ending with the final two depots, Abbey Wood and New Cross, sending their cars to the scrapyards on 5th July, 1952. This scrapyards was at Penhall Road, close to the Charlton works. There is a chapter on depots and a detailed fleet list. The bibliography is not quite complete and one feels that the enlargement of the occasional photograph has been taken a little too far,

resulting in a lack of contrast, but certainly the hugely comprehensive collection shows not just the variety, despite most based on one basic design, the E1, but the world in which they operated, some of them illustrating the London scene in a manner almost worthy of Picture Post.



The Feltham might be described as Britain's favourite tram, although the citizens of Leeds, Blackpool, and Glasgow might dispute this. Mr Waller has done an excellent and most comprehensive job on these remarkable vehicles, going into great detail, with both words and pictures of the experiments leading up to the first Feltham proper, No.320, appearing in April, 1929. This, believe it or not, was actually one year before the last E1, a design hardly altered from Edwardian times, was built. If only Frank Pick and Lord Ashfield could have been gifted with foresight, they would surely have ordered, say as many as the present London wonder, the LT, New Routemaster They were known as Felthams, because that is where they were built by the Union Construction Company for the London United and the Metropolitan Electric Tramways.

There are some particularly interesting photographs of the Felthams in Leeds in their very early days there, at least one still in unaltered London livery, and many more later ones of great interest. There is one sad photograph of No.517 on the Middleton Railway which was so vandalised it had to be scrapped. One suspects that today, however far gone, it would have been it could have been saved.

So far ahead were they of anything else in London, and this included contemporary motor buses, they were still considered up to date when transferred to Leeds when the London system shut down, and if you travel in the one surviving, working Feltham, the not quite standard MET No,331 at the National Tramway Museum at Crich you will still feel it is a perfectly modern and excellent means of travel. There is another, standard Feltham in the London Transport collection at Acton and a sadly neglected one in the Seashore Museum in the USA.

Seats of London, A Field Guide to London Transport Moquette Patterns by Andrew Martin. Published in conjunction with the London Transport Museum, 192 pages softback, colour and black and white, ISBN 9781916045316, £12.99.

You would be excused if you thought that this subject is way off the beaten track, something for a very select band of specialists. Not so, quite the opposite. It is utterly fascinating. Andrew Martin writes in a seemingly effortless, easy, manner. And there lies his secret. At times he seems to be simply informative, then he will slip in a perceptive aside, or quote pithy comments by an interviewee. I was well into the book before I realised what a vast amount of information I had been absorbing without realising it. Moquette is, of course, the material which has been used since Edwardian times to cover the seats of London buses, coaches and Underground trains. I think I first really became seriously aware of it when travelling in a former Great Northern of Ireland railcar and found to my considerable surprise that I was sitting on a seat which looked as if it should have been gracing an RT. The connection was Park Royal, manufacturers of both.

Moquette is not the cheapest of materials but it is the most hard wearing and therefore ideal for London conditions. London Transport, as we all know, became the world leader in just about all aspects of urban traffic related design in the 1930s. Moquette was an essential element of this and, inevitably, Frank Pick knew a good pattern when he saw one and employed some of the best designers in the field. Today's designs are as carefully chosen as they were back then.

As Mr Martin follows through from the General days, when much research and detective work was essential, the subtext of the book is the history of transport in London itself, although he never strays far from seats and what covers them. He interviews designers and notes that, of late, so great is the affection felt for the many designs, both on the Underground and, especially, on the RT and Routemaster buses that a market has developed for cushions in these patterns. These have become some of the best sellers at the London Transport shop, both because they are simply excellent, attractive designs but have also tapped into the nostalgia market.



Thank You to Donors

The museum is pleased to acknowledge, with grateful thanks, the gift of objects from members and others who may be downsizing their collections or from families of those no longer with us.

- Judy Smith: The late Simon Gouliard: large collection of models, maps, books magazines, photographs and posters
- Owen Wright: collection of books and DVDs
- Brian Barlow: books, magazines and other bus related material
- Mike Scott: prints and models
- David Lawrence: author of book on LT cap badges
- Stuart Smith: collection books, timetables related material
- Robert Lee: timetables, guide books, and blinds
- Leon Daniels: book and collection of drawings
- Kevin McCormack: large collection of maps from Robert Vince
- Peter Heather: collection of models and a trolleybus blind
- Colin Read: collection of books
- Belinda Wheble: her late husband's large collection photographs, magazines, books, bus stop flags and other material
- David Pinniger: model buses
- Tim Hornby: collection of maps, rule books and other related material

Many thanks to those who have chosen to donate to us, and our condolences to those who have lost family members and friends. We endeavour to add the gifts to our permanent collection although surplus material, where duplicating existing objects or not within our collecting policy, is offered for sale to enthusiasts and others. The resultant income is used to maintain and develop the museum.

If you have any items that you wish to donate, please contact the museum by telephone or email (details on inside front cover) to tell us about the items. We welcome every donation whether bus or other transport related and whether London or elsewhere.

Apologies if you have recently donated items and your name is not on the above list. It was compiled a while before the museum closed due to the Coronavirus outbreak and cannot be updated until it reopens again. Rest assured that you will be acknowledged in a future edition.

Memories of Ruislip (and Beyond)

By Barry Lejeune

Barry Lejeune was prompted by Graham Smith's recollections of bus services in Eastcote to recall similar memories of services in neighbouring Ruislip.

I lived in Ruislip – in a typical suburban bungalow between Ruislip Manor and Eastcote – from my birth (in Hillingdon Hospital) in 1946 until 1965. The 158 (running from Watford Junction to Ruislip Lido) was the family's nearest bus route, served exclusively by RTs from Harrow Weald garage in my recollection of the 1950s. I regularly travelled on this route from Ruislip Manor station to Ruislip High Street, accompanying my mother on many of her daily shopping trips. This required a choice between a short journey bus to Ruislip station only (and the word “only” appeared on some destination blinds); or the more useful alternate buses through to Ruislip Lido, which served the full length of the High Street, giving better access to all the shops. The bus ride always fascinated me. I usually sat on the off-side bench seat by the platform, so that I could study the faretable, of which I carefully copied parts on trip after trip, to produce my own complete copy. I was soon badgering my parents to persuade them that a worthwhile way to spend my accumulated pocket money (the famed Saturday sixpence) was on an early edition of the Ian Allan ABC book of London Buses. I can even remember the first bus I underlined: RT 208.

Ruislip Lido was a popular leisure destination on summer Sundays and Bank Holidays. The service on the 158 was often heavily augmented by short-working buses between the station and the Lido; and on these days route 211 (later 97) from Ealing to Ruislip station was also extended to the Lido. On weekdays, buses on these routes – T-type single-deckers on the 211 and later RTs on the 97 - terminated in Brickwall Lane, a side road off Ruislip High Street, as there was insufficient room for them in the first iteration of the bus terminus in the station approach. When the double-deckers on the 97 took over from the single-deckers on the 211 in 1952, most were initially green-liveried vehicles, until the proper red ones could be sourced.



A print of T208, passing Ealing Broadway (District Line) station, then separate from that serving the GWR and Central Line), on route 211 to Greenford (BLJ Collection)

I went to the Bishop Winnington-Ingram Primary School in Eastcote Road. In the early 1950s, this was served by RTs on route 220 (Uxbridge to Pinner) and the occasional journeys on route 225 (Eastcote Lane to Northwood) running to and from the route's remote garage at Uxbridge. Later the 220 was replaced by variants of the 98/98A/98B group. The transfer was drawn out, with a joint service by 98/98B and 220 along Eastcote Road for a while; and with the 220 briefly diverted at Eastcote Village to Northwood over the 225 to Northwood at peak times and weekends from May 1955 to January 1957. (Were these 220 Northwood journeys, in whole or part, effectively the Uxbridge garage workings of the 225?) It was the 98B which later brought real excitement into the local bus scene in 1966, just after I had moved away. The London Transport service was suspended from 23rd January of that year due to the ban on overtime and rest-day working by Central Area bus crews. Independent operators were given consent to cover temporarily withdrawn sections; this included the 98B between Ruislip, North Harrow and Rayners Lane. In the event, the 98B was one of the two routes never resumed once the dispute was settled. (The other was the 235 to Richmond Hill.) The 98B saw short-lived operation by a variety of independent operators, including Valliant Direct Coaches and Atlas Coaches, before achieving stability in the hands of Elmtree Transport from 1971.



An Elmtree bus on route 98B. It is UKN 200, a 1955 Harrington chassisless vehicle with a distinctive-sounding Commer engine, originally supplied to Maidstone & District (BLJ)

What other recollections survive the 60 years or so since those Ruislip days?

- A London Transport publicity van regularly passing my primary school, conveniently during the afternoon playground slot. For many years this was Austin 1056AS.
- Sunday trips to Windsor, by Underground train to Uxbridge then a 457 bus. Again demand in the years before widespread car ownership was strong on fine days, when the normal 457 service was regularly augmented by non-stop journeys between Uxbridge and Windsor, using red as well as green buses (from Uxbridge garage?).

- Trips by trolleybus on route 607. My father managed an off-licence (he called it a “wine merchants”) in The Mall at Ealing. Father travelled daily by Piccadilly Line from Ruislip Manor to Ealing Common, holding a road/rail season ticket, allowing him to continue to Ealing Broadway either by District Line or 607. When I accompanied him, it had to be the trolleybus. I recall the time clock that recorded the passage of trolleybuses in the ticket hall at Ealing Common station, similar to those for the Underground at 55 Broadway and elsewhere on the system.
- Visits to my maternal grandmother in Chiswick, which were made by Underground to Turnham Green, then by 55 bus to Sutton Court Road. Route 55 had a bifurcation at the Chiswick end, with alternate buses running to the Swimming Pools at Edensor Road, or to the Grove Park Hotel at Chiswick station. The users of each “branch” always thought they were the worst served: “Not another one to the Pools! (or to the station, according to individual perception)”. Travelling back towards Turnham Green, I always insisted we boarded at the first stop in Sutton Court Road, where the two sections of route joined. This was because it had a

time recording clock, the use of which added another attraction to the journey.

- Day trips to the coast by Valliant coach, picking up in Ruislip High Street. If you were lucky, the coach you boarded at Ruislip took you through to your seaside destination; if not, you were put on a feeder coach and had to change at the Valliant coach station at Ealing or elsewhere. This was particularly annoying on the return trip, with added aggravation caused by passengers persuading the driver to make additions to authorised setting down points closer to their homes. We quickly tired of such well-meaning actions and often alighted at an Underground station to return more speedily home. There is an article to be written sometime about the various public houses, with large coach parks, that were used by these day trip outings for refreshment stops on the way to and from seaside destinations. The Shelley Arms at Nutley on the way to Eastbourne was one such.

I hope these recollections will be of interest. Apologies for the fact that specific dates could not be given for some of the service changes; but near self-isolation denies me access to archive sources.

Letters

With reference to the spring 2020 edition and wartime Green Line coaches, where mention was made of electrical equipment being supplied by R G Jones,

During the late 1950`s and early 1960`s, I went to college with Robin Jones – the son of R G Jones the company founder. I then worked part time helping by installing and operating public address systems in London parks using Morris J vans with horn loudspeakers on their roofs. On the right is a picture of one of the vans, but these were later vans than those mentioned in Robin’s reply. Rod Lucas worked full time for R G Jones for some time and this is where he and I first met.

I emailed Robin to ask if he knew just what his Dad did in relation to the 10T10`s etc. and below is some of his reply:

“Dad told me he had installed PA equipment in green line buses as part of his war effort. The loudspeaker vans were used to tour round appealing for blood donors. He told me he also supplied portable PA equipment for directing troops

for the Dunkirk landings and a big system in Liverpool docks to address and direct American troops as they landed - he also mentioned an amazingly high mountain of spent coffee as they were all given a cup of coffee on arrival - which was a bit of a luxury during the war !!”



These particular Morris J vans were the early version with side valve engines. This meant they were not fast moving, especially with the horns acting like parachutes. The later version had an OHV engine and with the low-g geared back axle were quite quick off the mark. When on site, at school sports days for instance, the horns were loosened through a hatch in the roof, so they could be aimed in whatever direction was needed. There were some times when

they had not been fastened correctly and on one occasion one turned round and hit a shop canopy in Tooting.

This type of van is now quite sort after and a company is about to produce a modern version (I think to be known as JE) with very similar styling that is going to be electrically powered only.

Derek Hanlon

I had to grin at the info regarding the centrefold in the Spring Edition ...

“The problems of pollution” caused by 50,000 horses ...

My Dad, Stafford Luck, who also worked at AEC Southall, told me of the young lads whose job it was to run along following the horses to pick up the manure dropped regularly...

Not so much pollution, but recycling for growing produce from farming!

David Luck



H1 Trolleybus 796 at the East Anglia Transport Museum, Carlton Colville

(MHCB)