



LONDON BUS MUSEUM MAGAZINE



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

Issue 37

Autumn 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

Charity number: 1053383

Co. Reg: 1061762

Trustees & Officers of the London Bus Preservation Trust Ltd:

Honorary Positions

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

Hon Vice-Presidents: Chris Heaps & Guy Marriott

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

Trustees & Directors (Members of the Council of Management)

Chairman: Leon Daniels, OBE

Vice-Chairman: Roger Staggs

Curatorial Director: Brian Jones

Education Director: Bob Bailey

Health & Safety Director: Owen Wright

Human Resources Director: Steve Edmonds

Marketing Director: Deryck Fill

Operations Director: Gerry Job

Rolling Stock Director: Roger Staggs

Treasurer: Peter Osborn

Non-executive Directors: Simon Douglas Lane & Graham Smith

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

Officers

Bus Crews Manager: Andrew Collins

Curatorial Manager: Raymond Thorn

Commercial Manager: John Cattermole

Education Officer: Bob Bailey

E-News Editor: Ian Jackson

Events Committee Chairman: Gerry Job

Events Manager: Deryck Fill

Finance Officer: Mike Dolton

Fundraisers (Donated Items): Melvin Phillips & Bob Bailey

Information Officer: Graham Smith

IT Manager: David Harman

Magazine Editor: Michael Baker

Magazine IT Editor: John Norman

Museum Displays: Derek Hanlon

Members' Trips Organiser: Adrian Palmer

Publicity Distribution Officer: Colin Read

Talks Co-ordinator: Paul Raven-Hill

Transport Managers: Ian Barrett & Alan Eggleton

Web-site & Social Networking Manager: Ian Jackson

Workshop Manager: Owen Wright

London Bus Museum Ltd

Managing Director: Gerry Job

Shop Manager: Yvette Gower

Company Secretary: Peter Brown

The Registered Office of both companies is:

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

Contents

From the Editor	2
Route 71 and Me	3-4
London Country 1986	5-6
Bye, bye Trolleybi Farewell – part 5	8-10
Early Transport Memories	11
Membership and Volunteering	12
Book Reviews	12 & 14
Getting Ready...	13
From the Workshop	13
Brian D Barlow 1928 - 2020	14
T448 Internal Light Aperture Rings	15
Morden Memories	16
Peter Wall Remembers	17
Letters	17

FRONT COVER PICTURE

Driver in the
cab of RT4147
(see editorial)
(MHCB)



The views expressed in this magazine are those of the individual contributors. They are not necessarily the views of the London Bus Preservation Trust Ltd, its Trustees, Directors or Officers, London Bus Museum Ltd, its Directors or the Editor.

ITEMS FOR THE MAGAZINE

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

**LAST COPY DATE FOR THE
WINTER 2020 EDITION
15TH NOVEMBER 2020**

Forthcoming Events

Members are reminded of these forthcoming events:

Autumn Event (Transportfest)	Cancelled for 2020
Spring Gathering	11 th April 2021
Summer Event (On the Buses)	24 th June 2021
Autumn Event (Transportfest)	24 th October 2021

From the Editor

You'll probably be glad to avoid yet another opening sentence, 'In these strange times'... On the cover we have a picture of a London Transport driver sitting patiently in the cab of his RT working route 54 in George Street Croydon, sometime in the early 1970s, waiting for the lights to change. When they do, he will turn left into Park Lane, and pull up outside the Fairfield Halls where the route terminates. After a few minutes break he will resume and head back across the southeast suburbs, perhaps all the way to Woolwich, or maybe his shift will finish at Catford garage.

Abandoning the editorial 'we' and becoming personal, I have to say that for as long as I can remember I've always regarded those 'knights of the road' sitting high in their cab, whether it be in a motor bus, tram or trolleybus, as someone very special, heroes if you will, and, however many childhood illusions have been abandoned, that one has never, for one moment, been challenged. Indeed whenever I travel, upstairs in the very front seat, of course, if possible, or perhaps downstairs immediately behind the driver, I marvel at the amazing skill and seemingly endless patience of the London bus driver, male or female, paid or one of our LBPT volunteers.. And yet they are officially classified



View from behind the driver on an RT (MHCb)

as 'unskilled.' Was there ever a more ridiculous, inaccurate and, deeply insulting appellation, especially, and I fear it cannot be avoided, in these strange times when some have died going about their duties? I rest my case. And thank each and every one of you, past, present and future.



Barking bus crew on 16th March 1979 (MHCb)

Route 71 and Me

By John Norman

I grew up in north Kingston, with my family home being close to the junction of Park Road and Tudor Drive. Our local bus route was the 71 which had started operation between Kingston and Richmond via Park Road and Ham in 1950. However, by the time I was aware of it in the early 1960s it was operating between Kingston and East Acton with an extension to Sunbury on Saturdays. Like most in London at the time, the route was operated with RT family buses.

At that time there was no car in the family, so trips to church in central Kingston were by bus. With no 71 operating on a Sunday, that meant a walk to Kings Road to ride on a trolleybus on route 602 or 603. I can vaguely remember riding on these at just pre-school age, but have more vivid memories of being fascinated by the conductors pulling the frog handle at the junction of Eden Street and Clarence Street. I can also remember being taken by my mother to watch the Last Trolleybus cavalcade come round the 'Kingston Hill Loop'.

With the trolleybuses gone came the opportunity to ride on a Routemaster, which was regarded as a bit of a treat. If there was time, we would walk the half mile or so to the junction of Kings Road and Park Road to ride on a 282 or 283 into Kingston. By 1965 my father had a car, so we no longer went by bus to church, which was just as well because the 282 Sunday service was withdrawn in early 1966.



RT3544 is on a peak hour short working of the route at Richmond Station on 8th September 1975 (John Norman)

Other bus memories from the mid 60s involve trips with my mother, who never learned to drive, by Green Line routes 714 (on RFs) and 716/A (on RMCs) from Ham Common to central London and on one occasion all the way to Hatfield to visit my aunt.

In September 1968 I started attending Tiffin School in the centre of Kingston. Besides trips to and from school on route 71, still with RTs and from November 1968 operating between Richmond and Leatherhead, but not yet between Kingston and Richmond on Sundays, I became aware of lots of other buses operating in the town. This new interest being sparked by my being drawn into the school craze for 'bus spotting', leading to being given my first Ian Allan London Transport Buses & Coaches fleetbook for Christmas that year.

From then on, break times were spent standing by one of the school gates noting down the numbers of the buses passing. Once a week there was also a chance to ride home from the school playing fields near Hampton Court. Whilst the nearest stop was at Molesey Police Station for the RM operated 131, I would sometimes walk to Hampton Court Green to ride to Kingston on an RF on either the 216 or 264. In January 1970 route 283 was withdrawn. I made sure to use that route home from school on the last day of service.

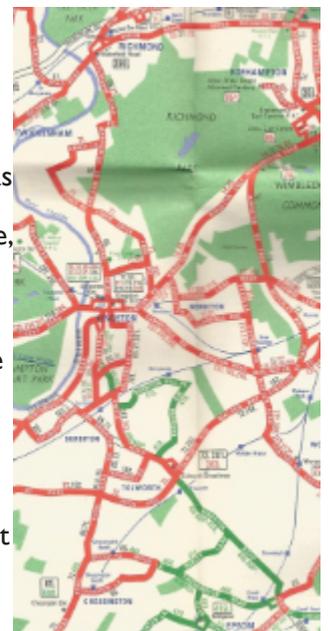


RF528 in Wood Street, Kingston on 10th September 1975. The driver has already set the blind for the next run to Weybridge. (John Norman)

The first large capacity OPO buses came to Kingston in January 1971, with the conversion of route 85 to SMS operation, and many more such OPO conversions were to follow over the next four or five years. Nearer to home, route 71, having been converted to RF operation on Sundays in January 1971, was extended to operate all the way to Richmond on that day from March 1972, albeit via a slightly different route in Ham to avoid a tight turn.

By late 1975, the 71 was the only LT route to be allocated RTs in Kingston, although green ones were to be seen on London Country route 406 until early 1978. The Sunday RFs on the 71 became BLs in August 1976. I made sure that I rode on the last RF on the route the previous Sunday. By now I was away at university in Nottingham during term time, so missed the conversion of the 71 to RM operation in February 1978.

Returning to the family home after graduating and entering the world of work, my daily commute involved riding on RMs on the 71 to and from Surbiton Station. In March 1979 I witnessed the very last RF entering Kingston Garage on route 218. The following day, the 71 was cut back to



operate between Surbiton and Richmond on Mondays to Saturdays only. The Sunday service was replaced by BL operated route 265, in theory between Richmond and Leatherhead on that day. I say 'in theory' because the infamous 'Petersham hole' opened up the day before the service was due to start, with 265s only operating to the south of it.



RM1540 heads southbound on Tudor Drive in early 1979.
(John Norman)

The 'hole' was not repaired until early September 1980, giving the 265 only three Sundays to work through to Richmond before it was replaced by the 71 again. I did photograph a 265 at its Richmond terminus, but sadly the photos are not good enough for reproduction here.

At the same time the 71 was extended from Surbiton to Chessington Zoo on all days of the week. Later that month the route was diverted via Richmond Hill on Mondays to Saturdays to replace Continental Pioneer's route 235. The Sunday operation followed suit in July 1983.



In September 1982, the Sunday BLs were replaced by the LS type. On this day only, northbound 71s were diverted via Wyndham Road to avoid the tight turn from Kings Road into Park Road.



Long after the cessation of official use on Sundays, LSs would sometimes appear on the 71 on any day of the week. LS57 is by Fairfield Bus Station in Kingston in 1990.
(John Norman)

Kingston Garage, for a long time the home of the 71, closed in February 1984, although the bus station at the front remained in use. The end of crew operation in Kingston came two years later, when the 65 was converted to OPO M operation. The 71 had similarly succumbed in August 1985 leading to a change of route

in and out of Kingston via Park Road and London Road. Ms had already been in use on Sundays via this route since the closure of Kingston Garage.

In February 1987, the 71 was diverted via Copt Gilders in Chessington to replace the 65. This was a precursor to a tendering exercise that was the creation of the Kingston Bus brand for buses operated from Norbiton garage. Part of this exercise included the reintroduction of DMSs at the garage, which therefore ran on the 71 for the first time alongside the Ms. In 1988 I moved to Lovelace Road in Surbiton and thus my local route was still the 71.

From September 1990, the 71 no longer served my old family home, having been replaced by route 371 north of Kingston. The latter route was single-deck operated, initially with LSs until the DWL class of Wright bodied Darts took over 3 months later.



M981 on the 71 in Villiers Road, Kingston in mid 1993, not long before the route was changed to run via Penrhyn Road.
(John Norman)

In September 1991, I moved to Surbiton Road in Kingston and was thus away from route 71, but not for long as the route was diverted away from Villiers Road to run instead via Penrhyn Road in 1993. With the closure of Norbiton Garage in September 1991, the 71 also moved base - to Fulwell Garage.

From 1993, the 71 routing has been unchanged, Low floor buses in the form of Dennis Tridents ousted the Ms in 2002, but not before I had the opportunity for longer rides on them, having moved to Chessington in 1997. The 71 has thus been my local route for almost all my life despite its considerable change in route!



Volvo Olympian VA54 at Eden Street, Kingston in May 2002. Whilst normally on route 281, as shown by the side vinyls, these buses were quite common on the 71 at this time.
(John Norman)

London Country 1986

By Phil Hambling

In this year where we mark the fiftieth anniversary of London Country coming into existence (well that was the plan anyway!) I am looking back at its final few months of existence before its enforced partition on September 7th 1986. Having seen what had happened to other National Bus Company subsidiaries that had been broken up over the previous couple of years, there was a definite feeling that after September, especially with the impending uncertainty of deregulation following in October, things would never be quite the same in the former London Transport Country Area and that an upheaval at least on a par with the events that had seen the company created in 1970 was on its way.



SNB251 from Hertford garage is seen on the normally AN operated route 310 at Waltham Cross in April 1986. The bus still carries NBC symbols, something that would become increasingly rare as the year progressed. (Phil Hambling)

It was with this in mind that I paid more attention to the country buses in those final months than I maybe would have otherwise (while of course not ignoring events with their red cousins along the way) and while trips around the Greater London area would of course see many encounters with London Country buses (even more so than ever after many successes in the early rounds of LRT route tendering) plus of course visits to the Green Line utopia of Eccleston Bridge, I



The NBC symbol wasn't hard to find on the coach fleet as the return off lease of all remaining RB and RSAEC Reliances in late 1985 saw many TDs in National Express and National Holidays liveries pressed into Green Line service. Guildford's TD37 on route 740 is seen on a wet July day laying over on Eccleston Bridge. (Phil Hambling)

found myself venturing out on trips by Golden Rover, especially so on the bank holiday weekends where the ticket's validity would stretch to three days.



AN293 had recently been usurped as London Country's highest numbered Atlantean when seen at Stevenage bus station on March 29th. Second hand acquisitions would see AN numbers reach AN356 (with a gap for more arrivals from Strathclyde between numbers 337 and 345) by the time the company was broken up in September.

(Phil Hambling)

Golden Rover tickets were purchased on board the bus or coach at the start of your trip and consisted of nothing more than an Almex (or Weyfarer in Hertford's case) ticket with the appropriate value shown and it was on Hertford's TP25 at the stop on the Great Cambridge Road at Southbury Road, Enfield that my Easter weekend ticket was purchased early on Saturday March 29th. That day's trip took in Hertford, Stevenage, Hatfield, St Albans and Borehamwood before using my outer zone bus pass to get the 107 home. Easter Sunday saw a return to Borehamwood to get a 306 to Watford. That trip took in Garston and Hemel Hempstead garages while Easter Monday involved two coach



London Country's first minibuses since the FT class of Ford Transits used at Harlow a decade previously arrived in the spring of 1986. Numerically the first, MBM1 is seen in Borehamwood High Street also on Easter Saturday immediately after a shower (very different from sunny Stevenage earlier in the day!) on one of the new routes that had replaced previous SNB operated local route BW1 a few days previously. Their operating base was an outstation of Watford (Garston) garage at Scratchwood service area on the M1. (Phil Hambling)



A visit to Heathrow Airport in July saw the mistake of trying to capture the new BTLs on the Speedlink non-stop service to Gatwick the previous December rectified. In hindsight I should have concentrated my efforts on the Southall allocated Metrobuses on route 105 that were sitting stationary in the bus station given what happened to many of their fleet on Christmas Day a week later rather than trying to photograph fast moving coaches on what was a rotten day. Seven months later though, BTL31 looks resplendent in bright morning sunshine as it heads past the central bus station. (Phil Hambling)

journeys with a change at Oxford Circus to reach Guildford.

Thanks mostly to the awarding of LRT contracts to London Country in 1985/86 the fleet grew significantly in the final months of operation with the acquisition of numerous Leyland Atlanteans from Southdown, Northern General and, most notably, from Scottish PTE Strathclyde from whom London Country purchased thirty with distinctive Alexander bodywork featuring panoramic windows. These were allocated as tendering needs dictated but they were not necessarily confined to LRT services.



The Green Line Sightseeing Tour commenced operation in the spring of 1986 utilising the open top ANs that had previously been used on the London Crusader tour and LT's own Round London Sightseeing Tour. They operated from the National London garage in Catford which had also operated LRT route P4 since the previous July and AN5 is seen outside the National Gallery in Trafalgar Square during August 1986 prior to heading out on another tour. (Phil Hambling)

While the bus fleet had to make do with second-hand buys, there was a significant influx of new coaches in 1986. Following on from the Speedlink coaches delivered at the end of 1985, further BTLs, with their distinctive Berkhoff bodywork, came in batches for Flightline 767 to Heathrow, extra coaches for the

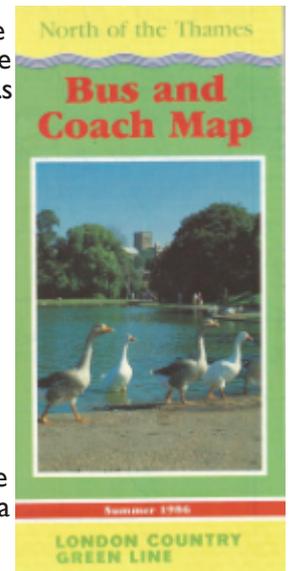
extended Jetlink 747, some in National Holidays livery to replace TDs transferred to Green Line duties, and five more for the Insight International contract that London Country had won in 1985.



AN313 was one of thirty to arrive from Strathclyde PTE in Scotland, its Alexander bodywork with panoramic windows unlike anything seen previously in London or indeed most of England for that matter. It is seen in Orpington in August 1986 shortly after London Country took over operation of route 51 from a reopened Swanley garage. (Phil Hambling)

More conventional coaches were the twenty TDLs that came in the spring to replace the DLs and PLs that were not allocated to the airport services and London Country's final new vehicles, five Leyland Olympian coaches LRC11-15 for use at St Albans and Harlow.

On the debit side in 1986 there were very few departures as might be expected from a company expanding their portfolio, only the thirty leased Leyland Tigers of the DL and PL classes left the fleet although one year old TPL86 was sadly lost in a fire while on National Express duty from Slough in April (annoyingly not one I had photographed!) and it would subsequently be written off after the split of the



LRC13 is seen laying over on Eccleston Bridge, Victoria when new in July 1986. Three of this batch of five was used at St Albans garage on route 757 to Luton Airport with the final pair going to Harlow for route 711, these coaches being the last new deliveries received by London Country. (Phil Hambling)

company. One Leopard came into the main fleet however from National London at Catford. New to National Travel (West), SND298X was given the number NTL3 upon its transfer to Crawley instead of the more logical PL33! I caught up with that coach on another trip which concentrated on the southern areas and included Addlestone, Leatherhead, Dorking, Reigate and Crawley.



In amongst all the expansion of London Country's operations in 1986, there was one large debit in the shape of route 84 which returned to London Buses after four years of green buses working this traditional red bus route. LR3 is seen in Barnet during June shortly before Potters Bar's Metrobuses returned to the St Albans Road. (Phil Hambling)

Ironically the one part of London Country that I omitted during my travels in the months prior to the split of the company was the part which saw the greatest upheaval just a few months later when Kentish Bus was formed from what had been London Country South East. The many trips I made to Orpington to cover the upheavals there along with other "Red Bus Rover" visits to outer south and south east London meant I saw plenty of their fleet that year (not to mention their coaches in far flung places) so it didn't feel at the time that I was neglecting that part of the LCBS empire.



TPL79 is far from its Northfleet home on a National Holidays feeder service from Scratchwood Service Area at Turnpike Lane Station in July. (Phil Hambling)

The August bank holiday occurred just a fortnight before the break-up of the company and for that weekend a trip west planned for the Saturday. This took in Watford (but not Garston on this occasion), Amersham, Slough and Staines. On the Sunday I did the less ambitious Hertford and Harlow. Another trip south was planned for the bank holiday Monday to Guildford via the 735 and 715 however I woke to pouring rain and decided against it as I'd been there twice in the previous



Driver trainer BL6 was a lucky find at Slough garage on my August bank holiday trip. It looks to have had some battery issues on Saturday 23rd August. (Phil Hambling)

year anyway. Little did I know at the time but that was the final time I would use a Golden Rover ticket. They continued to be available after the split but by 1987 it became much more difficult to plan mammoth trips around the home counties as the uncertainties created by deregulation and the state of flux the new order created would have meant lengthy waits for buses and differing availability of tickets meant that such excursions would be made by car in future. Things really were never the same again.



Recently transferred to the main London Country fleet from National London, Leopard NTL3 sits at Crawley garage in June. (Phil Hambling)



The sun is setting on SNB81 outside Harlow garage just as it was setting on London Country on Sunday 24th August. An old "Flying Polo" totem reconfigured with an NBC logo stands poignantly above the bus. (Phil Hambling)

Bye, bye Trolleybi Farewell – part 5

By Michael HC Baker



Great Western loco 6313 passing under Scrubs Lane bridge with a mixed goods train in March 1958. The trolleybus wires can be seen above the loco. (MHCB)

We're now halfway through the closure of the London trolleybus system. Four routes disappeared on the 19/20 July, 1960, three of them worked by Hammersmith Depot, the fourth by Highgate. For your editor it meant the end of the route he knew best, the 630, which he had occasionally used to get to school, and, more adventurously, with his parents on wartime excursions to Hampton Court, changing at Hammersmith on to the 667. Finally it was the only practical means of getting by public transport to photograph Kings, Castles, Halls, 61xxs, etc., as they steamed past Old Oak Common on their way to and from Paddington, alighting very near the oddest description of a terminus ever to feature on a London bus, trolleybus or tram, 'near Willesden Junction.' The actual stop was called Scrubs Lane – how elegant – more or less overlooking North Pole Junction and just up the road from Wormwood Scrubs prison. What an esoteric collection of appellations, but that was the trolleybus world for you.. We won't go further down that road or we might get letters of protest from 'Disgusted scrubber,W12'.



F1 trolleybus 658 on Tamworth Road, West Croydon in April 1959 (MHCB)

Hammersmith depot had been home for some twenty years of the D2 class of Leylands, all of these disappearing a year or so before the 630, which at the end was worked by F1s, K1s, K2s and P1s, and terminated no more near somewhere but precisely at Harlesden College Park. Until then the Ks had survived virtually intact, moving westwards as their original routes went over to RTs and Routemasters, but now their turn to meet the grim reaper had come. Also

doomed were some of the 25 P1s, the very last pre-war design trolleybuses, actually dating from 1941, handsome vehicles. Edmonton kept its P1s for a while longer.



Route 26 and 28 E1 type trams at Clapham Junction c. 1947 (Collection)

Hammersmith operated three routes, in all. As well as the 630 there was the 626 from Clapham Junction to Acton and the 628 also from Clapham Junction to Craven Park. These routes were the western sections of tram routes 26 and 28 which had terminated at Victoria and London Bridge. Routes 628 and 630 were replaced directly by RM-operated routes 268 and 220 respectively, from Shepherds Bush garage (S). In January 1971, route 220 would become one of the two inaugural routes to be operated by the DMS.



RMs 514 and 584 at the Highgate Village terminus (MHCB)

The fourth route to disappear, the 611, worked in a very different part of London, from Highgate Village to Moorgate. Remarkably the 271 is, as I write, the only motor bus route which starts and terminates at the precise locations served by the trolleybus one it replaced, although the single deck 214 also duplicates this. The views from the Highgate terminus are spectacular, although somewhat changed from when Dick Whittington was persuaded by Bow Bells to return back to the City of London and become its lord mayor. In addition to the legend a hundred yards or so from the 271 terminus is the setting for Work by Ford Maddox Brown, one of the most famous and most loved of all the Pre-Raphaelite paintings.

More photos over....



Electric buses have returned! SEe79 at Moorgate in February 2020 is working the alternative route to Highgate from here, it too a trolleybus replacement route but since extended. (MHCb)



P1 trolleybus 1706 passing Hamme

C2 trolleybus 260, with 626 blinds showing, at Carlton Colville. (MHCb)



A fabulous collection of long vanished London Transport vehicles at Hamme
Hammersmith trolleybuses D2 No.447 and D3 No.525, plus seven motor b
STLs, and a 'pre-war' RT. To say nothing of the collection of cars, etc and v
lorry trying to insert itself between the cyclist, the 'near Willesden Junction



Smith depot c1958. (Collection)



LCC Tramways manhole cover on Highgate Hill in 2020 (MHCB)



Smith Broadway, c 1949 including houses consisting of two STs, two LTs, two what is that amazing Transatlantic looking 'n' bound trolley and an Austin Ten? (Collection)



Highgate depot, 1959 with MI No.1538, JI No.945 and two L3s in the foreground. (MHCB)



T667 at the Highgate Village terminus in 1995 (MHCB)

Early Transport Memories

By Phill Cruise

The first Dinky Toy I had was the 29C STL bus, mine however being the 1948 Leyland version (STD Editor?). This was just like the buses we had locally at Dartford, most that I recall being of the roof box variety. I did see one front entrance STL on the route travelling down East Hill in Dartford. I was on a 486 at the time in my favourite downstairs nearside front seat and the fact that people were getting on and off at the front stuck in my mind. I would have been about three. In those days buses were green and trolleybuses were red. The 696 turned round near the library and park in Dartford. The vehicles had quite a bit of variety body wise, thanks to the 1944 doodlebug incident. One that stands out does so because of its sliding ventilators being so unusual. It would have been a D2A with wartime Weymann bodywork.

In also remember the 10T10s on routes 701 and 702 as they were really good looking vehicles. Sadly I don't remember seeing a Cub, although I must have done as they were around locally.



A model of an ex LCC E1 on its way to Woolwich (MHC B)

One set of grandparents lived in Upper Belvedere and from there we would go to Woolwich. I, of course, liked trams and although we didn't need to travel on them I made sure we did. 'Nana' got tram sick on the top deck, which I always wanted to travel on, as the cars had that pitching and rolling motion. One particular memory, upstairs, involves looking up at the ceiling which was planked and probably meant that the car would have been an ex East or West Ham vehicle on routes 36 or 28 (or an ex LCC E1 Ed.). Being small and near the trucks I also remember that unique tram sound, which I

liked to mimic. A trip to Woolwich would also include a trolleybus ride which was almost as good.

My other grandparents lived in Fulham so every so often on a Saturday we would travel from Dartford to Charing Cross on the Southern. The local service was provided by quite ancient looking but comfortable 4SUBs re-built from various steam stock coaches in the twenties when the line was electrified. The fast or, strictly speaking, semi-fast service was the province of the (then) fairly new but very uncomfortable 2HALs that came up from Gillingham. At Charing Cross District and Circle Line station we would catch a Q, H or new R stock train. In those days, to me, the Q and H stock seemed to be the same. It was only a few years later when I was at Earls Court and saw the H stock on the Olympia service that the differences soaked in. What I do remember is that although antique in appearance it was in very good order, shiny and clean.

Going back to the very early '50s brings memories of Battersea Pleasure Gardens. I don't really have memories of the main attraction on the South Bank, the Festival of Britain, but I do remember going to Battersea and riding on Emmett's railway – what an experience! To get there one had to catch a special bus from round the corner from Sloane Square Station. There was, I remember clearly, a row of STLs which by then were getting rare in the main fleet. One of these, in the back of the queue, was in the 'old' red, white and brown livery. Later enlightenment revealed this to be like our STL441. The adults, of course, wanted to get on the front bus but I made a fuss so we went on the 'leaning back' STL. Now years later I can say I went on one in service!

Having moved a few years later to Fulham the STLs and 10T10s had all gone and RTs reigned supreme. I was lucky, however, as our nearest garages, Putney Bridge (F) and Putney Chelverton Road (AF) ran RT2s on the 14s, 30s and 74s. I knew if I was on an RT2 and not an RT3 because the adult you were

with had to press a bell push in the lower deck ceiling rather than pull on the string. Strangely I don't remember looking up at the rear number box. Upstairs the difference that came to my notice was that the conductor had to change the front blind as the ultimate was at the top of an RT2.

The other variation in the RT family was the variation in the Craven body. I didn't notice that they had five bays but did note that the front looked strange with deeper valance over the top deck windows and the back of the vehicles was extra curved in profile. RTWs eventually replaced many of the RTs, and these did seem different, being noisy, often making a whistling noise and the back looked odd.

My last early memory involves my grandfather who worked in the signals department at Earls Court at the time. He took me to the sidings at Parsons Green to see the new 'Silver Train' as it was referred to by most people. He must have pulled strings to get us on. That car is still in existence. It is the east end R49 driving motor safely stored at the LT Museum's Acton Depot. The sight of that train remains fresh today being an example at the time of what seemed cutting edge design. 'R' stock was and still is my favourite District Line motive power being a fine example of LT design. Such a contrast to the modern computer generated things.



Our 'leaning back' STL441 at Victoria on 10th May 2017 (MHC B)

Membership and Volunteering: The Show must go on

By Steve Edmonds

How pleasing it is that we are once again up and running as a Museum open to the public for four days each week. As I write this in early August we have opened Cobham Hall six times averaging two hundred visitors a day. Bus rides have been provided four times and have delighted around seventy visitors each time, raising much needed funds for the Trust. Many thanks to our trusty driver and conductor who worked hard to supervise social distancing and the wearing of face coverings by passengers. Thanks also for their work sanitising internal hard surfaces between trips.

I must also pay tribute to the members of other brave and committed teams who have risked stepping up to ensure that every aspect of Museum activity functions as it should. The workshop has been a hive of activity three mid-weekly days plus Saturdays as work has resumed on restoration and engineering work; details elsewhere in this issue from Roger Stagg. Shop staff have made great progress in adding substantially to the list of items for sale on the web site. David Bowker's valuable contribution in implementing this is worthy of mention. An essential part of our preparations for opening was the excellent work

done by Sharon Burton and her cleaning team (see page 13). They got busy removing the accumulated layers of dirt and dust from vehicles and Museum displays ensuring that all was clean and tidy for public viewing. Operations took care of installing a protective Perspex screen at the reception desk, Covid-19 signage around the building and sanitiser dispensers at the entrance and exit corridor. Curatorial staff have been busy receiving donated items for the LBM archive or sale as appropriate, dealing with IT issues and conducting internal checks for possible insect infestations on vehicles in Cobham Hall and at our remote storage locations.

A couple of personnel changes have recently been made. Ian Barrett is a short-term appointment to one of our Transport Manager posts. This covers the vacancy arising from Bob Ansell's failing health, until a permanent solution is found. Andrew Collins has replaced Peter Rodger as Bus Crewing Manager. We are most grateful to both for their contribution over many years. The Museum has benefited greatly from the extensive knowledge, wisdom, experience and professionalism they brought to their roles. It can be seen in our bus crews' capability and

enthusiasm reflecting the quality of training and development they received. We wish them both well for the future, especially Bob for his recovery to full health.

In conclusion, it is only to be expected that our future remains unknown and therefore uncertain. Brooklands Museum has no plans to run any large events this side of 2021. And only then when Government instructions permit. So what of Transportfest in October, Members' New Year lunch at Silvermere, Members' Day and the AGM? It's a case of wait and see and hope for the best. Our abiding concern must be for our members and volunteers. I understand that a good number are holding fire from returning even though they are keen to do so. Some are constrained by their own underlying health issues or have vulnerable loved ones they must protect. They are equally brave to continue to endure a stricter locked down situation. Remember though, the show does go on and our smiles stay on. Finally, as the precinct sergeant in Hill Street Blues used to say to his officers every day as they were about to hit the streets of New York: "Hey.....let's be careful out there."

Book Review

Scotland's Buses in the 1960s by Stewart J. Brown
Fawndoon, 128 pages hardback,
ISBN 978 0 9934831 0 3, £30.

Why review in these pages a book so entitled? Firstly because it is full of perfectly exposed, perfectly composed pictures of a wonderfully colourful, long vanished world, nearly all taken by a master colour photographer, Harry Hay, sadly long deceased but carefully and expertly put together by his friend Stewart Brown. Secondly because a surprisingly varied and extensive number of former London buses migrated to Scotland in this period. They were, mostly, RTs, including many Cravens, and RTLs as well as a few earlier ones, an austerity Guy and Daimler and a lookalike Q type BUT Glasgow trolleybus. My, what a colourful world the Scottish bus one was back long ago.



Getting Ready...

By Sharon Burton

At last, after weeks of champing at the bit to get back in action, some of the Monday Team got the chance to work together again on 27th July to help prepare the museum for opening on Saturday 1st August.

Deryck Fill, (our Duty Manager on a Monday), Francis Wadsworth and Mark Rowell (our regular Vehicle Cleaning Team), Jim Eades and Graham Hayward (who steward and help with cleaning), Ruqia Ahmed and Sharon Burton all gathered at the museum to tackle the dust and dirt which had accumulated on vehicles and displays during the last few months.



The team in front of RML3 - (from left) Ruqia, Graham, Mark, Jim, Francis and Deryck

Armed with buckets, cloths, mops, elbow grease and goodwill they began at 10am and steadily worked through the entire museum. Social distancing was easy and no-one needed to wear

face coverings as we were spread out over a wide area.

A break for doughnuts and home-made cakes at 11.30 refreshed everyone and it was all done by 1.30pm.

A sterling effort which resulted in gleaming vehicles, shiny display cases and a lot of absolutely filthy cloths.

Many thanks to them all for their hard work and all the banter. It was great to be working as a Team again.



Francis cleaning the Ford van



Sharon and Ruqia ready with buckets



Jim spruces up Trolleybus 1812



Deryck mopping the floor of T31

From the Workshop

By Roger Stagg

Covid -19 has taken a dreadful toll on so many people although, despite our ageing profile, the grim reaper has it seems been too frightened to approach the workshop volunteers for fear of the potentially embarrassing and painful insertion of a large spanner. Whilst we hear so much about people with time on their hands during lockdown that certainly has not been the case here!

The first phase of relaxation of lockdown was met with an unexpected flurry of calls and emails saying "when can I come back?". Of course the HMG requirements to go back to work, especially for a bunch of old duffers like us was difficult to achieve and at the same time we had to work hand in hand with Brooklands to meet the security arrangements.

With a significant degree of cooperation all round and with exceptional help from Alan Eggleton, Ian Reddick and Simon Greatwood, the services to the Museum were isolated as were the battery and fuel supplies to the buses. The next operation whilst the site was deserted was to remove a volume of the asbestos laden fill from the North end of the site, which has subsequently enabled two shipping containers kindly donated by Network Rail to be installed to supplement storage and tidy the site. There followed a period of returns to work of workshop volunteers plus the shop with Yvette Gower, Sharon Burton and Gerry Job working a limited hours three day schedule. By mid July some 90% of the workshop volunteers had returned and restoration works were back in full swing.

The front canopy is now under construction for NS174, DI42 is having the new floors laid, STL441 front N/S pillar has been replaced, RTL139 O/S front mudguard

has been replaced and whilst bodywork and interior refit of T448 is advancing, the electrical system is also being replaced, whilst the front axle has been removed, springs re-tempered and brake system rebuilt.

As all of the fleet were made safe at the start of lockdown and our vehicles do not enjoy laying idle, particular attention was needed for items such as brake system unloader valves before no less than four vehicles were passed fit for public service by Owen Wright by the time Brooklands re-opened on 1st August.

A reminder then for those intending to visit LBM in the current future whilst Covid -19 rules apply. Only registered LBM volunteers can access the site via the Campbell Gate. Only names and car details registered with BMT will be admitted and temperature checks will be made before admission is given. If you are a volunteer who has not yet registered and wish to return to work then you should contact me for workshop or your line manager for other areas.

All other Members must pre-book entry through the BMT website (free for LBM current members). This is a mandatory requirement to meet HMG rules for persons on site. The site is currently open Thursday to Sunday only. Face masks are a requirement within the Museum public areas on days when the site is open for visitors. Please help us to comply with the rules and allow the Museum to stay open.

We all desperately hope that by the time the Editor is calling for the next issue we will have put this all behind us and returned to a normal life, in the meantime stay safe.

Brian D Barlow 1928 - 2020

By Brian Jones

Many members and volunteers will remember Brian as a very sociable busman.

It took Brian, born not far from Brooklands at Fleet, Hampshire some time to find his niche in life as a coach driver, having been a farm stockman, a National Serviceman in the R.A.F. and a car park barrier salesman.

Employment as a driver initially with Valliant, a London coach operator, proved to be the career that brought maximum job satisfaction.

He married Enid Irene Whalley in 1961 and they had two children, Helen and Paul. They lived at Amersham, then Weston Turville and planned to move to Hinchley Wood to relocate near to Paul, but sadly Enid died in 2006 before the move could take place.

Earlier, while driving for Ivins Coaches of High Wycombe in the 1980s, Brian met up with the bus enthusiasts who were to form the Amersham and District Motor Bus Society. As a founder member of that Society, Brian found an outlet for his interests in road and rail transport and would eventually become its Chairman.

Moving to an apartment in Hinchley Wood allowed Brian to participate in activities at our Museum. As a volunteer in the Curatorial Section, his expert knowledge and friendly support in a variety of activities was greatly appreciated.

In his later years Brian suffered from a number of medical difficulties, but, when able to visit LBM, he was always more interested in discussing progress that was underway rather than relating his own problems. Eventually he moved to more supportive accommodation at Whiteley Village, where he

appreciated visits from Steve Edmonds and Sharon Burton.

We extend our condolences to Helen and Paul and their families and await details of the Memorial Services which will be arranged in 2021 at Whiteley Village and Brooklands.



Book Review By Brian Jones

Reliance Motor Services - The Story of a Family-Owned Independent Bus Company by David Wilder and Barrie Hedges

Pen & Sword Transport, 190 pages hardback, 183 black & white or sepia photographs, 10 colour photographs, 2 maps. ISBN: 978 152676 034 0, £30.

This is one of the most unusual transport books that I have read.

While the apparent object is to relate the story of a bus company that operated local services and excursions between 1922 and 1985 for customers in a small area of mainly rural Berkshire around Newbury, it also passes for a chronological social history of that area. Additionally, as many of the principal characters in the tales as they unfold are related by birth and/or marriage, it forms a fairly detailed history of several families.

To some extent, the vehicles involved in a fleet, which overall were eventually numbered up to 178, are lesser players in the account. Details of their origin, use and eventual disposal, are only detailed in a listing towards the end of the book. A useful index is also provided.

The co-authors were both personally involved in the evolving story and the tales they relate sometimes overlap, leading in some cases to repetition of event

descriptions, though that is not necessarily a major criticism.

The many photographs are of variable quality, with some subject to artistic enhancement by one of the authors, which may not suit everyone's taste. A large number of the non-vehicle photos have been plucked from family album collections. Colour photos only appear on the cover and to illustrate paper memorabilia in the final pages. A reader might also be left with the feeling that a stronger editorial review and better planned presentation could have improved the appeal of the book.

Overall, while providing an interesting general read, when the three underlying themes are assembled together, the book fails to provide the level of detail that most enthusiasts or historians would expect to find in a comparatively expensive transport-related book.

Finally, two of the buses operated between 1955 and 1958 by Reliance were ex-London Transport STLs. One was STL1827, the other our own STL2093, which is pictured in the book as the central feature of the Museum's WWII display. Strangely, the Authors credit John Holland and Sandra Levy as providing assistance to them at LBM, persons that are unknown to us.

T448 Internal Light Aperture Rings

By Roger Stagg

T448, the only surviving 9T9, was constructed by Weymann at Addlestone to a general arrangement from LPTB at Chiswick and a detailed design by Weymann. Weymann produced a sketch of the "modern" front including the recessed headlamps and submitted this to Chiswick where it was signed off. The original sketch is within the Museum archives.

Members will be aware that T448 is currently under restoration in the workshop and, with the exterior now moving towards completion, work is progressing internally. Traditionally Chiswick would have used an internal painted finish above the head of the window line but the Weymann design used light cream Rexine on the coving panels, which doubled as the underside of the luggage racks, and across the entire roof. Apertures for the interior lights, 2 to each bay, were formed in the covings and the Rexine pressed into the recess. This however produced a problem in that the heat generated by the tungsten bulbs not only discoloured the Rexine but softened the adhesive holding the Rexine in place.

Weymann utilised a shaped brass or copper ring which fitted inside the bulb aperture with three locating tabs that were then bent over with the dual purpose of both protecting from heat and securing the Rexine in position. Few of these rings survived with T448 and those that had were age hardened and the locating tabs snapped off when straightened for renewal. New rings were required and it appears they are currently out of stock at any Weymann Agents. Like an increasing problem in our restorations it was a case of make new. Having new ones manufactured proved virtually impossible, There was little interest by manufacturers of pressed parts and where there was it was only in the thousands or at least for the maximum 40 needed, the cost of thousands. The only solution was make our own.

Picture 1 shows an original ring with a lone surviving tag. The ring is 52mm diameter with 6mm by 6mm tags and curved in cross section. The rings were manufactured by water jet cutting by the firm who cut the steel backing plates for RF/RM engine mountings. They were cut in 5's (Picture 2). Once separated the edge burrs were removed with a fine file (Picture 3).

Using an aluminium billet both male and female press tools were manufactured (Picture 4), the blank positioned in the female part (Picture 5), the male part inserted and the two sections pressed together. With the male part removed the shaped ring is now ready for removal (Picture 6) and the completed ring in (Picture 7).

It took four attempts at easing out the forming tools before the correct profile was obtained so when the water jet cutters return to working we can get the working sets of five rings cut and formed into shape.



Morden Memories

By Jim Andress

In the last Magazine there were a couple of items which triggered memories of far away and long ago which I thought might be of interest.

They both relate to my home in Monkleigh Road, Morden, in Metropolitan Surrey, now part of the London Borough of Merton. I lived there from the age of one and a bit until I left to move to Chippenham in Wiltshire, to work for Westinghouse Brake & Signal Co., well known then as suppliers of equipment of all sorts to London Transport.



STL1733 and D104 at Morden Station in February 1950
(Alan Cross)

My home was situated some 300yds along the road from its junction with Hillcross Avenue where, by the time I was aware of such things, ran bus route 118, at that time supplied with STLs from Streatham (AK) and Ds from Merton (AL) which at the time I understood to be the garage with the most buses. I remember the Ds as being reasonable but basic and the STLs more posh! I still remember part of the advert for Co-op Teas inside the STLs facing back down the lower deck gangway, "Dear Aunt Jane pours out pure Rain, but Mother sees we've CO-OP TEAS". If you want more you can find on the internet.

Almost straight across Hillcross Road from the junction was a track leading between the houses out to a large open area which before WW 2 had been a Golf Course and during the war for growing cereals, wheat etc.



RT19 with the body from RT1, now safe and sound with the LBPT
(Collection)

Walking across this field you could arrive at the area at the back of the George Inn on top of George Hill, Epsom Road A24, where Central Road forked off the Main A24 Epsom Road and where heading towards Morden Stn Und the main road became London Road down which I well recall the throbbing sound of the 2RT2s on route 93 almost coasting approaching Morden Bus Station en route to Putney. RT2 itself (FXT 177) the very first production RT, was a frequent sight in those days.

In that area behind the George and the Church were some buildings one of which was the home of "R.G. Jones of Morden" whose van was a regular sight in the district, so I was intrigued to learn so much more about the company and its links to LT and other topics in the Magazine.

The second item was the very clear picture of a modern looking tug on the Thames, because, back to my home in Monkleigh Road again, the father of the family in the adjoining house to ours had, prior to being directed to training military vehicle mechanics during WW 2, worked as the engineer on tugs in the Pool of London. During the 1930s his firm bought new the first diesel powered tug and when it arrived the engine was bolted into place but no controls or electrical or pipe work were fitted so he was given the job of designing and fitting out all the needed items, no small task as you can imagine seeing as all previous tugs for many years had been steam powered. After the war he created his own garage business and by the late 1940s he was set up in a small roadside garage in Morden Road, Mitcham, just past the junction with Deer Park Gardens.

Recently I saw a write up about the planned route for trams from Sutton to run down St Helier Avenue then along Morden Road towards Mitcham before turning left into Deer Park Gardens to cross the existing tram line that runs between Wimbledon and Croydon at Belgrave Walk tram stop before continuing on to join Church Road and running down to Colliers Wood Northern Line Station.

It is so strange how many things link up.



Morden Underground Depot in September 1999
(MHCB)

RT2182 at Morden in the early 1970s
(MHCB)



Peter Wall Remembers

By Steve Edmonds

Peter Wall remembers :-

“The first time I retired I moved on to driving little buses on the free service between East Surrey, Crawley and Horsham hospitals... One day a woman got on and asked, ‘What time do the buses run?’.. Being obliging I handed her a timetable. ‘Oh, I’ve got one, I just wanted to know what time the buses run.’.. Fifteen years later I still haven’t worked that one out.”

“Back in the nineteen seventies I used to enjoy trips by the local coach company Kingston Luxury Coaches/ Conway Hunt, usually worked by Duple bodied Fords or Bedfords with the usual grinning front chrome trimmed grills, painted primrose cream and lavender/mauve. On one return journey we were between Kingston and New Malden on an LT route served by red double-deckers, I was the only passenger left. As we approached the bus stop near Dickerage Lane a man shot out into the gutter and put out his hand. Suddenly realising his mistake, he stepped back, covering his mouth in embarrassment. Our driver, glancing at me, remarked, ‘We’re not even the right colour’.”

“I am putting together my mother’s tape recorded memories of her childhood and family events between World war one and the 1970s. One episode illustrates that open top buses possessed hitherto unrecorded advantages over those with covered tops. My mother, Dorothy Baker, before her marriage in 1941, had a brother, Harold, who was a keen amateur actor and director. In one of his productions a guillotine formed an essential prop and he had built one using two eight feet tall bamboo poles. The only way to get to the hall in Baker Street where the performance would take place was by bus. This was way back before the days of covered tops. As the bus drew up Harold’s wife, Ethel,

dashed upstairs, leaned over the side, and was handed up the poles, one at a time, which she laid on the upper deck floor. On reaching Baker Street the process was reversed. Sadly we have no record of what the other passengers thought, let alone the conductor, and whether he charged for the guillotine.”



Our open top D142 at Charing Cross in 1981 (MHCb)

Peter’s mother used to go by bus to school, her mother putting the penny for the fare in her purse, attached to a small bag with a fringe around it. One day the penny got lost but nevertheless she boarded the bus and sat next to a schoolmate, hoping no one would notice her... Of course the conductress did, was told the penny was lost, and admonished Peter’s mother with the words ‘You must never do that again, it is very naughty of you.’.. She felt awful and from then on made sure she never got on a bus without being certain of being able to pay the fare.

More, hopefully, next time.

Letters

We joined the London Bus Museum as members at the beginning of the year. Sadly, the coronavirus crisis has meant that we have been unable to take part in as many activities as we had hoped. However, we are very appreciative of all the actions taken by the LBM to communicate with members during this time. We have had a very good flow of information, with newsletters, Chairman's notes; and, of course, the LBM Magazine. Thanks to all concerned for that.

Wanting to share something in return, we thought we would send you this picture of RML2730. You are welcome to print it in the magazine, if you think it is worth sharing. We found this and other pictures recently while clearing out and tidying up during the lockdown. They were taken during a commercial excursion to the

Buckinghamshire Railway Centre at Quainton Road sometime in the late 1990s or early 2000s. Sadly, we don't have a record of the exact date. However, RML2730 was operated from Brixton Garage at that time; and the branding for route 137 is evident.

It was quite a lengthy trip to Quainton Road, as we joined the bus at Tooting Broadway Station and it then travelled across Central London via Hyde Park Corner and Marble Arch before picking up the A41 to get out to Buckinghamshire. During the day, journeys were run over the two long abandoned branches of the Metropolitan Railway to Verney Junction and also to Brill. So far as we can recall, the bus followed the routes of the former railway lines as closely as possible. They are not particularly good pictures, but they are all we



have as memories of an excellent day out. As can be seen, the bus was very well presented with detailed and accurate ultimate and intermediate destination blinds. Good blinds, correctly displayed, always make any picture of a bus complete, we think.

Thanks again to all at LBM for keeping in touch with the members at this difficult time.

Mark & Pat Dennis

A couple of thoughts as a result of the magazine. Firstly with regard to the Woolwich Ferry item. When I owned G 351 due to the kindness of Brian Speller I was able to keep it in GY for a period. I owned a Land Rover at the time and used to go across on the ferry to bring the old lady back to Croydon. You will appreciate that the electrics are 12 volt and a 5LW is a big engine. I used to charge the batteries, fit them at GY and often one of the garage hands would give me a hook to start her. This particular day there were no staff around and I gave the batteries a bit of a caning getting her started. I know that the batteries would not start her again until she had a good run. When I got on the ferry one of deckhands told me to either stop the engine or get off the ferry. Sadly he would not listen to my protestations and I turned her off. Then followed five trips back and forward across the ferry until a Ford tipper lorry came on, he gave me a hook and she started within a few feet! Happy wonderful days.



G351 at Crystal Palace (MHCB)

On a second subject, I have copies of Buses and Buses Illustrated in folders from 1973 to 2004, plus some of Preserved Bus and other bus magazines, all in folders plus lots of early newsletters from the group. I am more than happy to donate them to Cobham if they could either raise funds or be kept in the library. They are quite heavy and bulky so they would need to be collected from Deal either by a BIG car or van. Christine knows that when I depart this mortal coil my beloved photograph collections of LT vehicles will go to the Museum, hopefully not to be split up, but kept in the albums. I have B D G GS albums plus two of the service vehicle fleet going back to the steamers. Thanks again for all your hard work on the magazine.

John Lines

I thought when I retired, I would have a quiet life ahead of me. I joined Cobham Bus Museum in 1996 and my first job was allocated to me by Bill Cottrell, a marvellous witty character, sadly no longer with us. "Me and wood don't get on" were his words as he led me to a 8ft x 4 ft stack of plywood about 1 inch thick to make a new floor for RT3491. He was installing a railcar engine in the bus at the time. So much for a quiet life.

CBM was originally (1972) for owners of buses and all the work on the buses was done by the London Bus Preservation Group. The freehold of the site in Redhill Road was CBM property and when it was sold for a care home it paid for the building at LBM to where we moved in 2011.

At CBM, the member responsible for the grounds had the brilliant idea of digging out a pond and putting fish in it. It was on the boundary with Redhill Road and resulted in the fish being stolen by thieving jobs. The creator of the pond moved on, so we had to fill it in. He also collided with another job speeding in a local lane with our ambulance – more needless work!

The Directors of London Bus Preservation Trust Ltd owned the site and in June 2000, Graham Ruddock, Chris Plested and I took over as Directors with the aim of having one organisation. David Kinnear produced a management structure which was agreed eventually by the Group in October 2005 and this provided a sound basis for a proper museum.



Postcard showing NSs in Whitehall

Some time ago, we provided a Rail Replacement service with our buses. One I clearly remember was in Essex, collecting passengers at stations and dropping them at their destinations. It had its difficulties, e.g. holding a map, changing gear and steering, also looking at the map, at the road, in the mirrors, while navigating in unknown territory.

IN 1997 I was approved by Simon Kaye to drive TD95 and STL441, however it seemed to me that I was not fully accepted as a bus mechanic. I therefore worked on the van, the ambulance and the canteen tractive unit. I was quite amused by this as more than 40 years previously I was a vehicle mechanic and driving instructor in REME, teaching young soldiers how to repair, maintain and drive trucks, recovery vehicles and tanks, which make buses seem like Dinky Toys.

I have arranged film jobs and the bus rides, both very lucrative and, more recently, displays which are now in the hands of Derek Hanlon. We are now working on a display featuring the history of Cobham Bus Museum.

The company at LBM is amazing – everyone is very friendly, loyal, helpful, mainly I think because we are all volunteers.

I wish you all and LBM the very best for the future.

Tony Lewis



Quainton Road, the furthest extremity, deep into the Buckinghamshire countryside, ever reached by London Transport. Metropolitan Railway 0-4-4T No.1 steams away far left. (MHCB)