



# LONDON BUS MUSEUM MAGAZINE



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

Issue 38

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£4 to non-Members

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### 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.

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

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### FRONT COVER PICTURE

Dennis and Alan - Work progresses on D142 with Alan Gaskell working on the front canopy. (MHCb)



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

### ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at [michaelhcbaker@londonbusmuseum.com](mailto:michaelhcbaker@londonbusmuseum.com), or by post to the Museum at the address opposite.

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## Forthcoming Events

Members are reminded of these forthcoming events, which at present are all subject to confirmation that they can go ahead:

Members' Day	21 <sup>st</sup> March 2021
Spring Gathering	11 <sup>th</sup> April 2021
Summer Event (On the Buses)	27 <sup>th</sup> June 2021
Autumn Event (Transportfest)	24 <sup>th</sup> October 2021

# From the Editor

One can only hope that 2021 will be a vastly happier year than 2020; certainly it could hardly be worse. Every year brings its anniversaries and inevitably a number could not be celebrated. Thinking about 100 years ago, 1921 was a year when Britain, and Britons, were recovering from the appalling events of the First World War, although recovery was not possible for some, thousands continued to suffer to a lesser or greater degree from shell-shock and there was a huge interest in spiritualism. Your editor's father, having spent the war in Allenby's army driving everything from converted buses, armoured cars and ambulances to T.E. Lawrence to peace conferences in Damascus, returned to his pre-war occupation of chauffeur. Lots of young men took the opportunity to buy demobbed motor vehicles and set up in business. Many converted their lorries to buses or adapted them to dual purpose vehicles, retaining the lorry body to, for instance, do an early morning run to and from market and then exchanging this for a bus body for the rest of the day. Known as pirates they used to run ahead of LGOC buses, and 'hijack' their customers, often charging lower fares. It would take the London and Home Counties Traffic Act of 1924 to regulate matters.

The standard London bus in 1921 was the outmoded B type, 900 of which had been called up for war service, but would nevertheless last until 1927, and the LGOC had introduced its successor the vastly more up-to-date K type, the first with the driver seated beside the engine, thus allowing a greater capacity. The K type was designed in 1914 but the war prevented its introduction until 1919. Things were moving so quickly that its successor, the S type, would appear two years later. Meanwhile the London County Council was sowing the seeds of the eventual downfall of the tram by continuing production of the already outdated E1. Introduced in 1907 it would remain in production until 1929, by which time the AEC Regent and the Leyland Titan would be entering service and sweeping all before them.

We hope you find this issue interesting. It is YOUR magazine and we really value your contributions. Memories of long ago or, indeed perhaps not so long ago school journeys, bus, trolleybus or tram spotting adventures, particular routes which you remember. We await eagerly anything related to the wonderfully varied London area transport scene which has ever taken your fancy. The space is here for you to fill, don't be shy.



Pre-1930 veterans,  
Cobham 6th April 2003.  
(MHCB)

Our COVID limited members event on 18<sup>th</sup> October had a visit from RTW 467, courtesy of our Honorary President. Here it is seen alongside RTs 3491 and 4779, which were being used for bus rides that day.  
(Adrian Palmer)



# The Green and the Red (Part 2)

By Colin Read

We head north now from Longford to Uxbridge via Yiewsley, solely in the hands of the Central Area with the Country Area looking after the western area, including Iver and Richings Park. We meet up with trolleybuses again at Uxbridge, possibly the only town - certainly in the south - which has had three unconnected railway terminals. The Central Area bus garage here (ex-Thames Valley) is uniquely only served by Country routes and the Green Line.



Uxbridge c1948. Front entrance STL1040 with a pair of Central Area STs, plus a Post Office Telephones Morris Commercial and a Q in the background. (Collection)

Keeping to our clockwise peregrinations, we visit Northwood, just reached by red buses (183 and 225). Watford is a major hub of Country services but is also reached by two Central routes, the 142 (with its long run down the Edgware Road one of London's straightest, along with the 116, we met earlier at Staines) and the circuitous 158 to Ruislip Lido. I wonder why the Central Area people find a need to go so far out.

We pass through Bushey Heath, which would have seen Northern line tubes if they'd built beyond Edgware, and pass close to Aldenham Works, not at the moment directly served by the Country Area although in the past, various Country routes had workings to the site, described as 'Brockley Hill Works' (306, 324, 334, 334A and 344). Elstree and



Market day in St. Albans c1978. A London Country Reliance on the 727 with an Atlantean behind. (MHCB)

Borehamwood next and we pass on to Barnet. to meet more trolleybus routes, one of which will take you almost to the City. The remarkably long tentacle in the form of the 84 stretches right out to St Albans, deep into Country Bus territory. Here again, do we know why Central Buses seem so keen on taking their buses so far out of their area? At least it makes for a great ride on a Red Rover and good photo opportunities outside SA bus garage.

On to Potters Bar now we have a choice from a plethora of Country routes from Barnet or the solitary 134. Heading east, there's a parallel with the Croydon - Wallington situation here in that Potters Bar to Waltham Cross route is Central Area (242) yet further south, the Enfield road is the preserve of Country route 313. We also cross the New River (actually shown on my 1958 map) and which may feature in this magazine in the future.



Waltham Cross. Before the days of trolleybuses there were, of course, trams (MET). In this view, taken some time in the 1920s, Waltham Cross still retains something of its village ambiance. (Collection)

More trolleybuses are encountered at Waltham Cross - four routes, one less than Kingston - but these are far longer. Eastwards from Waltham Cross is the preserve of Central buses, the Country Area not reappearing until Epping, where the Central Area is in the minority. On to Ongar now (Chipping Ongar if you prefer), the very extremity of the Central Area with its lonely route 123 right through to Romford and South Hornchurch and just the 339 from Epping to Brentwood and Warley. Ongar is another place where Central buses meet a provincial operator, in the form of Eastern National.

In fact Eastern National operates deep into London Transport territory, with services to Brentwood, Romford and even to Bow and the well-known Southend-Wood Green service. Restrictions operate on picking up and setting down in the LT area.

The Romford, Grays and Tilbury Country services are isolated from the rest of the system. We pick



**Grays, 1976.** On the left a London Country National, in the distance a Southend Corporation Daimler Fleetline and, right an Eastern National Bristol/ECW FLF. (MHCB)

up Country route 370 at Romford on its way to Tilbury via Upminster and Grays and leave the red buses at Corbets Tey, picking up the red and the green again at Rainham. There was once a quite remarkable Country route - no doubt long forgotten - no. 351 which ran until sometime in the mid- to late-1940s from Grays to Romford (just one journey Sunday afternoon) via Wennington, Rainham, Dagenham Heathway and Becontree Heath, not, one would have thought, typical Country Area territory! It had gone before 1950 and the number was used elsewhere.

We must leave the area now and cross the Thames, perhaps by the Tilbury-Gravesend passenger and vehicular ferry but which will be easier when they open the new Dartford-Purfleet Tunnel, now under construction. It will be interesting to see what London Transport makes of it.



**London Transport and Maidstone & District meet at Sevenoaks Bus Station, c.1949.** Right a Dunton Green 'Leaning Back' STL237 of late 1933 vintage bound for Bromley, left is a lowbridge Leyland Titan TD4 bound for Maidstone. (Collection)

Now Belvedere is a bit of an oddity in that its residential streets are the province of Country routes whilst red bus and trolleybus routes pass through east and west. Erith and Bexleyheath see the red and the green and, of course, trolleybuses accompany Country buses through Crayford to Dartford.

There is a Maidstone & District route (no 40), from Dartford to Sheerness via Gravesend and the Medway towns, almost certainly worked by single-deckers and probably weekends only, the only vestige of through-working to the town by M & D, which lost two depots and many vehicles and routes to London Transport on its formation in

1933. It is a unique example of a provincial operator interfacing with London's trolleybuses with no Central motorbus services as well.

A couple of fairly short Country routes serve Sidcup and the red and green meet at Swanley, St Mary Cray and Orpington where there is quite a choice of Country services, including the 854 local route, the only other 8xx we've seen being the 803 at Uxbridge. A little-known Central Area service (and seemingly unadvertised) are occasional extensions of the 21 beyond Farningham to Brands Hatch for motor racing.



**Bromley North c1946.** BRCCW bodied AEC Q60 about to head back to Reigate on the 410. (Collection)

Green Street Green on the Sevenoaks Road (there's another village of this name southeast of Dartford!) is as far as the Central Area goes hereabouts although the 47 did once venture as far south as Knockholt Pound on Sundays. On home turf now, the main road Farnborough to Bromley is shared between red and green and we may even come across an RLH on the 410 after Bromley Common up from Reigate. a low bridge at Oxted being the culprit.

This route will have met the 146 from Downe, operating over very countrified roads, which could well have qualified it for the Country Area. The 402 from Tonbridge will take us up to Bromley North Station and if we want to do it all again, there's a 725 Green Line RF waiting to take us back to West Craydon.



**Preserved Modernised Green Line RF28 heads through Bromley in August 2016.** (MHCB)

# Schedules – How Lotto helped to smooth them out

By Brian Greenfield

I recently unearthed several documents relating to schedules and fare tables at Reigate Country Area garage. These belonged to my dad who was a driver at Reigate for many years. The documents were put to one side some years ago with the expectation that, one day, they would be interesting to look back at. They date mainly from the late 1960s and, as they are now around 50 years old, it seems a good time to see how things were at that time. I also came across an old Lotto set that has been in the family for many years. We will see how this is relevant later.

My dad joined London Transport around 1938. At that time jobs with LT were much sought after and, although he lived in Reigate, he was offered a job as a conductor at Godstone, about 9 miles away.

After a few years travelling to work by motorbike, he was able to transfer to Reigate and, by that time, he had qualified as a driver. After crew work during the war he moved over to Green Line (711 Reigate – High Wycombe) when they restarted in 1946. A spell back on crew work (406 Redhill – Kingston), a very short spell as a Depot Inspector and then OMO (One Man Operation) when that started in 1959 (440 Salfords – Woldingham). In latter years he was schedules representative for the one man rota and that is why he had the schedules documents. Before going into more detail about what that job involved it is worth looking at the actual schedule documents themselves.

The first document (top right) is titled 'Drivers and Conductors Duty Schedule'. It shows the details of each daily duty: the start time, the details of the routes and vehicles involved, the time and place where each vehicle will be taken over or left and then the finish time of the duty. It also shows other information such as duty length, meal break length and various allowances that apply to that duty. Each duty would have been compiled to ensure that it complied with the various rules in force at the time. The running number indicates the specific vehicle that was to be used for that part of the duty and corresponds with the garage code and running number shown with stencils on the vehicles themselves. It can be seen that in many duties drivers would drive just two vehicles during the day, one before and one after the meal break. In some cases, though, four or five different vehicles might be used. The place codes relate to a specific bus stop or garage and are shown at the end of the document.

The second document (middle right) is titled 'Duty Rota'. It shows the duties that would be worked on each day of the week. The duty schedule shows that there are 35 duties to be covered each Monday to Friday. However, allowing for rest days, the duty rota shows that there needs to be 44

weeks in the rota and thus 44 drivers to cover the 35 duties. The weekly duties generally had early turns one week followed by late turns the following week. Spreadover duties, where drivers had, say, 3 or 4 hours off during the middle of the duty, were fitted in amongst these. It is in the compilation of these Duty Rotas that Schedules Representatives had some input to help to make the mix of duties more acceptable to staff.

The third document (lower right) 'Drivers' Weekly Duties' shows which week of the rota each driver was assigned to. This list would be updated each week.

The main, and maybe the only, consideration when the duty rota was compiled in the schedules office, would be to ensure that any rules, such as those relating to hours between duties, were complied with. It would be at this point that the rota was passed to the union and the schedules representative for acceptance. There were various things that crews liked to see in the rota and these included items like not having a very late finish before a rest day, or a very early start after a rest day, not having a number of spreadover duties in any one week, and not having a great difference in extra payments in different weeks. The schedules representative was free to rearrange duties to try to achieve these objectives as much as possible.

Changing duties between weeks, and keeping track of the results, was quite difficult and one way my dad did this was with the help of the small discs that were used to call out Lotto numbers (photo at bottom right). The basic details of each duty were written on small circular labels which were then stuck to the back of Lotto discs. These could then be laid out and rearranged as necessary until most of the criteria above were achieved. The 'improved' rota would then be returned to the schedules office for checking and, providing all the relevant rules were complied with, it would be accepted.

Although I have not seen any, I expect that the actual documents used these days must contain almost the same information as shown in these 1960s versions. The main difference, I suspect, would be the methods used to produce them. Instead of much manual effort by schedules compilers and much, very involved, effort by typists to produce the documents, presumably, most of the compilation and documentation would now be done by computer programs.

**DRIVERS AND CONDUCTORS DUTY SCHEDULE**

ROUTE NUMBER 430, 439, 440, 447.

COMMENCING 23RD NOVEMBER

1968

DUTY SCHEDULE NUMBER OB. 37

(RF, MB, & MBS, O.M.O.)

REIGATE

GARAGE

Duty number	Start	WORK ON VEHICLES								ALLOWANCES											
		Route number	Running number	From		To		Walking Time	Finish	Spreadover	Relief	TIME ON DUTY		Dues etc. 7.50 T.O.D.		Spread-over	Set. p.m.	T.O.D. in sec. of 8 hrs.		TOTAL	
				Time	Place	Time	Place					H	M	H	M			H	M		H
<b>MONDAY - FRIDAY</b>																					
301 (MB)	05.37	447	RG 27 31	05.52	RG	10.26	R	09.41	R	*	12.11	6.34	.43	5.51					.02	.02	
302 (NBS/MB)	05.42	430	RG 22 22	05.57	RG	08.55	RG	08.55	P	*	13.07	7.25	.44	6.41					.02	.02	
		447	27	09.41	R	12.52	RK														
303 (RF/MBS)	05.55	440	RG 29	06.10	RG	10.06	RJ	09.09	RD	*	14.12	8.17	.55	7.22							
		430	23	10.06	RJ	13.55	RI		2												
304 (MB/MBS)	05.56	447	RG 28	06.11	RG	10.42	RJ	09.52	RK	*	13.56	8.00	.48	7.12					.02	.02	
		430	26	10.42	RJ	12.42	RJ														
		447	27	12.52	RK	13.41	R														

**CODES:**

RG: REIGATE L.T. Garage  
 RD: REIGATE L.T. Garage (Forecourt)  
 R: REIGATE L.T. Garage (Eastbound)  
 RK: REIGATE L.T. Garage (Westbound)  
 RI: REIGATE Bell Street (Castle)  
 RJ: REIGATE Bell Street (South)  
 RU: REDHILL, "Wardick" (Westbound)  
 RD: REDHILL, "Wardick" (Eastbound)  
 RX: REIGATE Red Cross (Northbound)  
 RT: REDHILL Market Place (Eastbound)  
 RZ: REDHILL Market Place (Westbound)

DS: DORKING L.T. Garage  
 DF: DORKING BUS STATION (Forecourt)  
 DI: DORKING "White Horse" (Westbound)  
 DY: DORKING BUS STATION (South)  
 RE: REDHILL STATION (Railway Bridge)  
 CT: REIGATE (Church Street)  
 P: TO OR FROM PARKING VEHICLE  
 SD: SCHOOLDAYS ONLY  
 NSD: NOT SCHOOLDAYS  
 M: MACHINE SERVICING TIME

\* Time and place of interval

Compiled by	Typed by	Checked by
	241	

APPROVED: N.S. EAGLES  
 SCHEDULES SUPERINTENDENT (ROAD SERVICES)

4119 (7)  
 (L.600 11/66 D32 (Country Buses and Coaches))

**DUTY ROTA**

INCLUDING TIME AND CASH ALLOWANCES

ROUTE NUMBER 430,439,440,447(O.M.O.)

COMMENCING 14TH JUNE, 1969.

SCHEDULE NUMBER OB.37(F)/4

REIGATE

GARAGE

Rota number	DUTY NUMBER						ALLOWANCES										TOTAL TIME	TOTAL CASH
	Sat.	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.		
	H	M	H	M	H	M	H	M	H	M	H	M	H	M	H	M		
1			315	308	313	307	304			.06	1.15	.56		.02	2.19	5.10		
2	343			323	314	334	328	.13			.31	4.17	.04	.07	5.12	5.10		
3	364		332	324		305	316	1.58		.27	.02			1.14	3.41	5.10		
4	358	383	306	303	302			1.40	4.00	.02		.02			5.44	5.10		

**LONDON TRANSPORT (COUNTRY BUSES AND COACHES)**

REIGATE

**DRIVERS' WEEKLY DUTIES**

COMMENCING SATURDAY, 14TH NOVEMBER AND ENDING FRIDAY, 21ST NOVEMBER, 1969

SCHEDULE NO. OB/91/A : ONE MAN OPERATION : ROUTES 440, 447, 470, 479 & REIGATE

ROTA NO.	DRIVER	RADGE NO.
1	Collyer	82698
2	Knipe	55946
3	Pelham	20297
4	Eade, E.	11551
32	Smith, D.	23687
33	Greenfield	12802
34	Gray	95426
35	Doyle	33731



# London on Sea

By Michael HC Baker

Not for nothing has this long been an alternative title for the premier Sussex resort of Brighton and it seems appropriate, especially when, for the moment, a trip to the seaside is beyond the horizon for so many of us, to take a look at the many connections between London and Brighton...



Postcard of Brighton station in Edwardian times with a tram and a horse bus prominent. (Collection)

Three years ago ST922 was invited down for a day at the seaside for the very good reason that, being originally a member of the Thomas Tilling fleet, identical buses served the streets of Brighton until the early post-war years - see the LBPT magazine of the Winter of 2017... As a little lad visiting Brighton it took me quite a while to realise that, despite all the town buses being painted red and cream, as opposed to Southdown's green and cream, they belonged to two quite separate concerns. These were Brighton, Hove and District, which, with its Tilling origins, had originally favoured AECs, but had then gone over to the Bristol/ECW combination, familiar throughout the land, and Brighton Corporation, which also bought AECs,



Brighton Tilling ST GW5263, c1932. The company renamed itself the Brighton, Hove and District in 1935. (Collection)

initially 21 Regents and 44 trolleybuses. There were also some open toppers which worked the sea front service. The Regents and the trolleybuses, all with handsome Weymann bodies, arrived in 1939 to replace the town's trams. Brighton's tram fleet was rather extraordinary. The original cars were built by



British Westinghouse but latterly the Corporation built its own, the last three in 1936. The original ones had been three windowed, open top four wheelers with open platforms and, believe it or not, these last three were to the same archaic Edwardian design, the only concession to modernity being enclosed platforms. Recently the remains of one of the last trams, No.53, has been found providing accommodation for some local pigs, who generously donated their home to the Brighton Tram 53 Society who are restoring it. In the meantime a visit to the wonderful Brighton Toy and Model Museum beneath Brighton station is recommended where several model Brighton trams are on display. More photos on next few pages...



Tilling 6098 (was ST922) at Portslade station in 2017. (MHCB)



Model of a tram in the Brighton Toy and Model Museum. (MHCb)



Two very handsome Weymann bodied AEC Regents. On left Brighton Corporation No.63 of 1939 and, right, London STL2692 of 1946. (MHCb)



One of the handsome Weymann bodied AEC trolleybuses. (MHCb)



BH&D loaned this ECW bodied Bristol K5G to London Transport, before it ever got to Brighton, where it worked from Tottenham garage from January 1949 to April 1950. (Collection)



DNJ998 a BH&D Bristol K6B with ECW body of 1947 and APN207 a pre-war Bristol with Tilling type body as fitted to the London STLs. (Collection)



Many of the LBPT's vehicles, such as G351 seen here, have taken part in the HCVS annual run to Brighton. (MHCb)



Although neither Brighton company operated austerity Guys, Southdown had quite a large fleet, and liked them well enough to order several more batches of post-war Guy Arabs. London Transport only ever had one post-war, non austerity Guy Arab. This Southdown bus is a very similar vehicle to the one surviving London austerity Arab, with a Weymann rather than a Park Royal body, seen in Portsmouth garage in 1954. (MHCb)



There was a period when Green Line regularly worked into Brighton. Duple bodied Tiger TDL53 is seen at the Pool Valley terminus in 2001. Behind is one of the long lived former Southdown PD3 Queen Marys. (MHCb)



Over the years many former London buses have migrated south and found work in and around Brighton. In this September, 1998 scene Metrobus GYE447W, dating from 1980 and originally M447, is laying over beside the Old Steine. (MHCb)



A view near Bolney during the 1971 HCVC run to Brighton. The early May sunshine emphasises the utterly splendid appearance of RT44, passing admiring spectators as a very nice Farina bodied Wolseley 15/60 heads northwards. (MHCb)



One which didn't make it. Preserved 'Tunnel' STL1871 at Brighton at the conclusion of an early HCVC run but which in the end was scrapped. (Collection)



Green Line Regal T219 of the London Transport Museum collection heads home out of Brighton in May 2004 with a Routemaster in pursuit. (MHCB)



A coach which has not been seen out on the road for many decades is 9T9 T448. Members will know that its extensive restoration is nearing completion in the LBPT workshops. Here it is, some 50 years ago, passing Redhill Common on its way to Brighton. Note the 'Cobham Bus Museum, Redhill Road' slipboard below the nearside front window. (MHCB)



The prototype Routemaster coach, RMC4, passing the handsome Woolworth art deco building in London Road, Brighton in 2005. The building survives but not Woolworths. (MHCB)



Tilling connection again. Thames Valley Tilling-Stevens of 1927, at time based at the Chalkpits Museum at Amberley, overtaking an London coach in May, 1997. (MHCB)



There are always buses which, whilst not official entrants, accompany the HCVC run to Brighton. Having arrived safely in May 1997, RT604, the very last operational passenger carrying green RT, hence its National Bus Company livery, and roof number box RT1427 complement the Spring colours in the Old Steine gardens. (MHCB)

# Membership and Volunteering

By Steve Edmonds

I am writing this early in the second national lockdown and the Museum is closed to visitors until 2nd December. Hopefully this “fire-break” will enable us to spend Christmas time with our loved ones without undue constraints. At the moment “Inn on the Lake” at Silvermere has not been able to test out the viability of its Sunday carveries but I live in hope that its management will be able to honour the Trust’s provisional booking for Sunday 24th January 2021.

Trust membership numbers remain steady at around 880, in line with “one in, one out”. Our Members’ event on 18th October, which replaced Transportfest, was attended by over eighty members, including a dozen via Zoom. They enjoyed a very frequent bus rides service using three vehicles, workshop tours and conversations with Trustees as needed. The annual Members’ Day is scheduled for 21st March.

It is with great sadness that I must record the untimely passing of David Davies, a dear soul taken from us too soon. David was a Duty Manager, our Fire Officer and Safeguarding Officer. He did all he could to serve others where needed and was a great help to me personally in designing and delivering the Health & Safety and Fire Evacuation training. A well-liked and respected team player with a wonderfully dry sense of humour, he will be greatly missed. I am pleased to say that Graham Lunn has agreed to take on David’s erstwhile Fire Officer role, one which he has prior experience of during his time with National Express.

I am delighted that the leadership team has also secured the services of Guy Marriott as our newly appointed Director of Strategy. Guy is one of our Vice Presidents and whilst he will not act as a Trustee member of the Council of Management (CoM), he will be invited to attend its meetings. This is a high-level policy and strategic role to which Guy is well suited following his previous experience in a senior position at London Transport Museum.

We shall have a continuing need to recruit new blood into both Trust membership and the volunteer teams. Leon Daniels has mentioned the need to attract younger volunteers in his writings. And some of our bus conductors are indeed very young. However, most of their age group are either studying or working and do not have the time to volunteer. Those of us in our 70s and 80s probably regard those in their 50s or 60s to be “young”. Leon fits this category himself being the youngest member of CoM.

While I would be very happy to welcome the much younger ones, I believe that this age group has to continue to be regarded as our prime source of recruits.

We are therefore planning a “Recruitment Fair” similar to the ones Brooklands ran in previous years. Two of our workshop volunteers have joined us through this route. The event will be promoted in the New Year, possibly including an item published in the local press. This time we will not be competing with Brooklands as they have suspended volunteer recruitment to review their volunteering set up.

A small number of your Trustees have exceeded the maximum time limits permitted by Charity legislation and a review is underway. The outcomes are likely to require some to be replaced. There may have to be some reconfiguring of the leadership team to ensure that we comply with the Charity Acts. I am one such Trustee having served two terms of six years. Legally I am compelled to stand down but for me personally, the multiple responsibilities have become increasingly burdensome for one person to handle effectively. I shall therefore be one of those retiring on 31st July, a date which coincides with my fiftieth wedding anniversary. In the case of my current responsibilities, the tasks are divided into Human Resources Trustee and Director, Membership team leader, Volunteer Manager, Learning and Development Manager, Social Secretary and Welfare Officer.

Identifying successors for those Trustees due to stand down in July is clearly a very significant challenge. However, we must take it on if the Museum is to survive and thrive over the next decade. Future appointments of individuals of calibre to the senior leadership team will be crucial in defining and directing vision and the plans to achieve it. It will be equally important to find those who are capable of filling key management roles to secure the day to day running of the Museum.

I will happily supply details on request of any of the posts when they are identified and they need filling. I should like to hear from you if you possess any kind of management experience and are considering greater involvement in the running of your Museum. The Trustee and Management role descriptions which scope all the current responsibilities can be found in the E Newsletter archive on the web site. A list of Trustee and Council of Management roles appears in the December 2017 issue and the individual role descriptions are in those published between October 2016 and December 2017. The list of the Managerial ones is in the September 2016 issue with the full details of each role in the preceding ones commencing in January 2015.

Now is the time for the Trust to be on the front foot seeking and appointing new people to senior posts. Several weeks, if not months, will be required prior to 1st August to ensure sufficient induction and handover time. I look forward to hearing from you!

Finally, a huge “thank you” to you our members for your continued support during these testing times, particularly to those who have made kind and generous financial donations to the Trust over and above their annual subscriptions. Also, to our amazing volunteer teams for their dedication and contribution to another successful year, notwithstanding Covid-19. I wish you all a very Happy Christmas and a prosperous New Year.

# 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.

- Revd. Canon Norman Brown: Maps and a book
- David Morgan: Unused uniform items ex LCBS
- Charles Plumbridge: Framed photograph and many books
- Philip Riding: Collection of photographs
- Mrs Barbara Watkinson: Collection of safety badges and medals awarded to her late father, a tram driver
- Roger Stagg: Drawings, LGOC rule book and a copy USA registration plate for RT2775
- Peter Roberts: Collection of books and conductor's items
- Paul Stainsby: Collection of books
- Peter Osborn: Restoration history book relating to RT4779
- Vivienne Knox: Bonnet plate for RM1295
- Gerry Job: Book relating to the history of route 410
- Paul Vare: Substantial collection of London Country uniforms
- Michael Day: Large collection of 1960s bus memorabilia

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. As you may understand, we have been collecting for a considerable number of years so our storage space is extremely limited.



A recent shuffle of buses in the museum brought newly refurbished RML 2760 into the open, showing off its new adverts. (Graham Burnell)

T23 has gone on loan to the Bromley Bus Group. This photo shows it being collected on 1<sup>st</sup> November 2020. (Adrian Palmer)



# Bye, bye Trolleybi Farewell – part 6

By Michael HC Baker

We now come to the removal of the London trolleybus from its far western extremities, that is Uxbridge and Acton Market Place. If nothing else it give us the opportunity to feature the Feltham for, however hooked one is on buses, there are many, many of us who have more than a sneaking regard for the London tram, the high point of which was, at least until Tramlink brought it back to active life, the Feltham. These 100 plus three prototypes ultramodern vehicles were divided between the Metropolitan Electric Tramways and the London United Tramways, those on the latter proving ideal to work the long, straight Uxbridge Road, route 7, between Uxbridge and Shepherds Bush. They were still in their prime when on 15 November, 1936 the all conquering trolleybus usurped them. Far too valuable an asset to be disposed of they were transferred southside to Telford Avenue depot and, as the final abandonment of the London tram proceeded, 90 of them were sold to Leeds. Three have been preserved, one in the London Transport collection at Acton, another in a very poor condition at the Seashore Museum in Maine, USA and, the only one upon which you can ride, prototype No.331 at Crich.



Acton c1932, with LUT Feltham No.354 making everything else look antiquated (Collection)

Hanwell depot became the home of the 100 strong Leyland FI class of trolleybus (curiously the same total as there were of standard Felthams), although for a brief, early period some lived at Acton depot... The 655 also operated out of Hanwell.. The 607 was London's busiest trolleybus route with, at times, a one minute service interval and a requirement of 80 vehicles at maximum... The 655, running from Acton Market Place to Clapham Junction, was also a busy route... There were times when it was cut back between Acton Market and Hanwell depot, but in 1946 it was extended from Acton Market Place to Acton Vale, becoming, as a consequence, at 14.8 miles London's longest

trolleybus route, wresting the title from the 630.



Uxbridge c1939, FI trolleybus No.660 and Green Line Q235 (Collection)

The FIs proved to be long lived and were amongst the very best of the various London trolleybus type. In early 1953 some of the newly delivered LYH registered QIs were allocated to Hanwell and appeared on the 607 but never on the 655.

The end came on the night of 8/9 November, 1960. The 607 was replaced by the 207 and 207A, the 655 by the 255. Trams might well have made a reappearance decades later on the busy Uxbridge trunk road but short-sighted opposition thwarted some quite advanced plans. Since July 1990, Express buses have served the Uxbridge Road from Uxbridge to Shepherds Bush (extended to White City for the new Westfield Shopping Centre in November 2008), reintroducing the route number 607, a nice touch. Meanwhile, the "all-stops" service is now covered by routes 207 (Hayes By-Pass - White City) and 427 (Uxbridge - Acton). RMs and later RMLs worked the replacement routes but, in October 1965, the 255 number disappeared from the Uxbridge Road and is now a route in South London.



Shepherds Bush c1958, QI No.1768 and an FI (Collection)

Mercedes bendy-buses appeared on the 207 in 2001 but this created a number of problems, not least fare evasion, and the bendy-buses disappeared

in 2011, the last such operated London bus route. The Uxbridge Road's bus routes are among the busiest in Europe. No doubt in many European countries trams would have long ago reappeared.



RML2645 on the 255 c1968

(Collection)



First Plaxton bodied Dennis Trident TNL912 at Acton (MHCb)



Crich 2005, preserved prototype central entrance Feltham No.331 (MHCb)



Acton Tram depot in May 2000 (since demolished), at the time of conversion of the 207 from Metrobus to Dennis Trident operation (MHCb)



Mercedes bendy-bus EA11052 on route 207 at Shepherd's Bush on 22nd February 2011

(MHCb)

# From the Workshop

By Roger Stagg

Well here we are having just concluded the plans for the Museum Refresh 24 hours ago when HMG have announced a new lockdown starting on Thursday morning. Fortunately our activities within the workshops are classified as “work” and if the last lockdown is anything to go by then most of the volunteers will still be clocking in.

It will certainly not help that for the next few weeks at least the work will be more as demolition, construction and removal men than bus restorers and mechanics, as no-one relishes being called away from their usual activities. Of course by the time you are reading this most of the initial works will have been completed and we will be gearing up for the installation of the new displays. Most of you will have already read of the proposed changes either via the e-news or by way of the “bus press”. The new layouts will concentrate on the changing nature of our core visitors, take recognition of what they expect to see and allow us to bring forth something that the visitor will be able to see nowhere else. Those visitors will be able to view far more than just the buses themselves and with the considerable help of my colleagues in Curatorial will expand many more artefacts that ran LT including those things the public never saw. As the Chairman emphasised “every visitor is now a photographer” and that has been taken into account. Plans are that COVID-19 permitting, you the members, will be amongst the first to see the LBM offering for the next ten years.



Good progress is being made on the restoration of T448 (MHCb)

Despite all the restrictions that the pandemic placed upon us the workshop has remained a hum of activity. Great progress has been made in sorting the vast stocks of spare parts accumulated over the years, but with regret some of it, as might be expected, is multitudes of the same item that every garage had 5 of and never used one in 30 years. To supplement the move to safe storage facilities we now have a total of five Sea Containers, one of which is under the control of the donated items team and for items used on our special days

(remember them ?).

When I speak of hum, it’s a figurative term as Alan Gaskell and Ian Reddick riveting together the rebuilt staircase of D142 renders a noise a few decibels higher than a roadside pneumatic drill. T448 restoration continues with the drop light windows being overhauled and the distorted ceiling panels being removed. As these are cut from 5 ft square plywood it has proven a difficult job to locate a suitable supply as 4 ft is the current standard. The NS is now much more obviously just that as the distinctive NS canopy is now well advanced. On the smaller vehicles the taxi now features electric wipers been having parted from its original Ford vacuum operated ones. Most of us must still remember these for their two speed on up inclines of slow and stop and the single speed when downhill of whirling dervish. I’m even assured that it now even has a working fuel gauge the original float having now moved on to a new use as a vegetable strainer. Works to overhaul the braking and bearings of the ambulance have also been completed.



Working on the NS

(MHCb)

RML2760 is now back in the Museum and has featured extensively in filming taking place at Brooklands regarding motor vehicle restorations. Now repainted inside and out it also has all new seating and external adverts some of which are based upon LT adverts of the 1968 period but modified to advertise the Museum. Shortly it will return to Stagecoach East London where following Tacho and MoT certifications it will form part of our 2021 onwards running fleet.

COVID-19 restrictions have meant that it has not been possible to allow the public and, in particular,

children the close up access to vehicles and exhibits at both LTM and Brooklands Museum itself but with the considerable assistance of our Transport Managers, Workshop team, Cleaning teams and especially the bus crews we have been able to offer visitors bus rides (socially distanced of course) whenever Brooklands was open Thursdays to Sundays. With expectation of a single bus in operation that quickly grew to two buses (with a further as a spare) and even running “extras” to cope with the uptake. All those involved should take a bow for the hundreds upon hundreds of happy faces they generated.

I have been reminded that I am as yet still to furnish the Editor with Part 2 of the conditions and

## John Villiers

By Michael HC Baker

John Villiers died in October. He it was who provided the IT input for this magazine, a vital aspect, when your editor took it over. John, a former civil servant, had his own publishing business, Finial, and revealed an inherent feel for



John enjoying a trip on a Purbeck Breezer (MHCB)

experiences working in a coal mine. The bus related topics and updates on what is happening in the big tent have taken precedence so I'll promise, not for the first time to have it ready for next time.

I'll take this opportunity to wish you all a happy and safe Christmas which looks at this moment to likely be somewhat different from earlier years. Let's therefore raise a glass or a cuppa for a much better 2021. Whilst we continue to ridicule any suggestion of a quick snifter of Domestos curing COVID-19, those residing one day or more a week in the workshop have developed the view that a weekly dose of diesel exhaust fumes may be an effective vaccine.

design He attended various events at Cobham and Brooklands and has appeared in the magazine even though his affections focussed on West Country bus companies; he lived much of his life in Cornwall and Dorset as well as London. John was kind, unassuming and generous. He was a great traveller, visiting with groups of like minded friends, of whom he had many, various parts of the world, often recording this on his video camera. One which I vividly recall was of a group of secondary school pupils in a remote part of China, alighting from a steam hauled local train, and although it was so far away somehow John managed to capture the essence of a once universal scene. He was good with children, he and my then pre-school grandson Ben got on very well on railway excursions, and he produced an excellent, and carefully considered video for the Swanage first school which Ben attended and where my wife was head teacher. John was an Ambassador at the 2012 Olympics in Weymouth. He supported his neighbours and they, when he became ill, supported him. John will be very much missed.

## Book Review

Streets and Lanes of Midland Red by Malcolm Keeley and Roger Torode  
Capital Transport, 144 pages hard back,  
ISBN9781854144485 £35.

If you like really well illustrated, beautifully presented, intelligently written bus books, regardless of the subject matter than this is for you. A quote from the introduction gives you the perfect flavour of what awaits. 'The writers' nostalgia for a probably imaginary paradise lost must be the result of brainwashing over many years by Midland Red's publicity material'. Doesn't every enthusiast, whatever his or her enthusiasm, suffer from 'probably paradise lost' syndrome to some degree and none the worse for it. There have been more books on the buses, trams and trolleybuses of London than of anywhere else but it's still waiting one which can compare with this tribute to

Midland Red and the world in which it operated.



Midland Red Brush bodied SOS 'FEDD' 2129 in Kidderminster

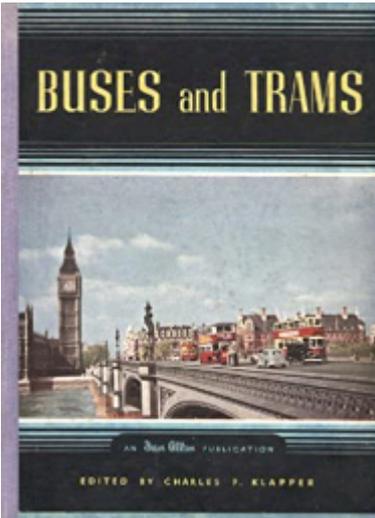
# Historic Book Review By Colin Read

Buses and Trams edited by Charles F Klapper  
Ian Allan, Hardback, 96 pages, 8s 6d

In connection with an article I was writing for another publication this year, I recently purchased a copy of this book, dating from c!950, and I thought that a review some seventy years on would make interesting reading. (OK, I'm on semi-lock-down, due to the virus, and am running out of things to write about!)

Two trams and an LT crossing Westminster Bridge adorn the cover of this volume, in reasonably good colour reproduction for the time. Inside, we find some real gems.

London material is included in a potted history of bus operation in the UK from 1929 to 1948; there is a feature on bygone London trams and an upbeat article on the conversion of 160 STLs to SRTs (using new RT bodies of course) with rarely seen photographs but naturally making no mention of the fact that the end-products were under-powered and initially under-braked! An article 'What do those symbols and numbers mean?' highlighted odd views of London and provincial buses and trolleybuses and attempted to explain, in the main, London's letter class-coding system, dating back to 1909.



which was my principal reason for purchasing the book. His TOTAL fares came to £7 3s 3d (£7.16p)! A fascinating map of England, Scotland and Wales in John's inimitable style, showing operators and connecting times is included for those planning similar marathons.

There are some fine pictures of Midland Red C I coaches in olde-worlde English villages, straight out of the BMMO Tourist Guide (if there was such a thing) and a picture of an elderly Tilling-Stevens single-decker of Jersey Airways used as a control office on one of the island beaches, which was sadly lost to the incoming tide one day when it failed to restart, and a feature on the complexities of bus engines and gearboxes (including the RT-type). Other features included Edinburgh's cable-trams and Reading's trams and trolleybuses.



Midland Red C I at Barmouth, 1955

(MHCB)

Another article covered road-testing of passenger chassis (with makeshift cabs) in the 1930s and 40s. It seems that much of this testing was carried out on the borders of Kent and Surrey (including Caterham, Limpsfield, Crockham Hill and Westerham) and centred on Croydon. Remarkably these tests even included the extremely steep Succombs Hill at Warlingham, with a stated gradient of 1 in 4.25. Even today this hill is steep, windy and narrow and your scribe avoids making the ascent if at all possible! Driving lorry and bus chassis for testing (and bodying) ceased around 1983, I gather. The drivers must have been a hardy bunch!

A remarkable little bonus inside my copy was a loose letter from Ian Allan's mail order department dated 28.11.50 confirming receipt of the balance due of 1s 9d and thereby releasing the book to the purchaser!



SRT99 Parliament Square c1951

(Collection)

I particularly enjoyed an article from John Gillham on his excursion from London to Manchester in 1944 (by bus, trolleybus and tram) all for the princely sum of 18s 6d (92.5p); thence to John o' Groats via Preston, Carlisle, Glasgow and Aberdeen, and returning to the capital via Edinburgh, Newcastle, Newark and Aylesbury,

## Letters

Having read John's interesting article in issue 37 I should like to add a few facts and refer to the picture below taken during January 1978 when I was working duty 22 which comprised of Ham swingers on the first part and the last Leatherhead on the second period. RT4566 shows the lazy blind fitted to some RTs unlike the picture on page 3 where only two of the places listed on the full intermediate blind will be served on the short loop working. The journey shown in my picture is a PM anti-clockwise working at Lock Road where one minute was given for the crew to change blinds when necessary! The morning swingers operated clockwise and on Sundays the route operated via Riverside Drive due to the frontal overhang of OPO vehicles. Ham was the shortest destination shown on LT ultimate blinds and terminating buses from the south showed Ham Estate. On my first journey to that destination I went via Dysart Avenue as shown in my London A-Z and not via the proper route along Burnell Avenue; what a mistake to make!



The Almex ticket illustrated on page 4 may have been issued on a TPO or OPO vehicle as conductors at K used Almex machines. K had a small Sunday/Bank Holiday allocation on Route 65 because the 71 was



Electric traction returned to the Kingston area in October after a 58 year gap with BYD/AD E400EV demonstrator LF69 UXJ on route 71 as a trial. It is seen passing St. Mary's 12th century church in Chessington.  
(Graham Burnell)

OPO on those days except for Boxing Day when I met Dave Stewart in the Coach & Horses at Kew Green in the evening. Having trouble with borrowed RM2010 from NB the running shift managed to start RT3185 which I took out for duty one on the 65 but running number K82.

Dave expressed surprise that he had not only travelled by RT from Ealing but the conductress had issued him a ticket from an Almex machine. We normally met for a pint or four on weekdays when Dave travelled by RM, operated from NB by NB crews.

My first rota conductor was a skilled tailor and did minor refinements to his uniform such as stitching the edges of his jacket lapels. When the new lightweight grey summer 'suit style' uniforms were issued he was in demand as many crews disliked the flared nature of this issue and several were altered to 'drain pipe' style amongst other amendments.

The 71 was an enjoyable route to work in those days and unique in certain aspects prior to its various truncations that took place later including the Petersham Hole but that's another story.

Graham Burnell

I feel I must take (friendly) issue with your comment (p8 of the Autumn issue) regarding the oddest London terminal on a destination blind. Whilst 'Nr Willesden Junction' was official, I think one would be hard-pressed to equal 'DALSTON STOKE', which he may recall has been featured in recent months in another publication.

At least one of the trolleybus routes from Edmonton depot, I understand, had short workings to Dalston (Shacklewell Lane) but this was not available on EM blinds. Quite unofficially, crews on such workings showed the lower half of a DOWNHAM ROAD/DALSTON blind and the upper half of a STOKE NEWINGTON one, so as to produce this mythical destination. It was accepted locally and everyone knew where it was!

One could write a small book on destination blind errors and oddities - the Country Area/London Country seemed particularly prone - but I am not planning to go there, if you'll pardon the pun!

Colin Read



Peter Milner provides directions as RT3491 is reversed out of the museum.

(MHCB)