



LONDON BUS MUSEUM

MAGAZINE



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

Issue 39

Spring 2021

£4 to non-Members

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01932 837994. The phone is manned by the duty volunteers during opening hours but please bear in mind that most of the officers work from home, so it may be a question of passing a message on. Contact by e-mail (see below) will usually bring a quicker response.

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

Post

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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

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Co. Reg: 1061762

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Contents

From the Editor	2
Winter Refresh	3-6
'Please Sir, I left it on the bus...'	7-8
Pre-war STLs	9-10
Bye, bye Trolleybi Farewell – part 7	11-12
Volunteers Xmas Lunch	12
Membership and Volunteering	13-14
From the Workshop	15
Book Review - Croydon Tramlink History	16
Peter Gomm	16
More Book Reviews	17
Letters	18

FRONT COVER PICTURE

The legendary Colin Curtis of the Experimental Shop, Chiswick Works, owned RF19. Here, just near where his ashes are buried, is a recent study of his private hire RF19 of 1951. It was outshopped in 2019 in its newly restored livery and complete interior refurbishment. However the existing 11.3 litre diesel railcar engine posed major problems which eventually became too serious. On return from Cartmarking in the summer of 2019 the engine finally gave up. Here we see the gleaming replacement, recently installed rebuilt, 9.6 litre one.
(Leon Daniels)



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@michaelhcbaker.com, or by post to the Museum at the address opposite.

**LAST COPY DATE FOR THE
SUMMER 2021 EDITION
15TH MAY 2021**

Forthcoming Events

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

- Route 65 Running Day (replaces Spring Gathering) 11th April 2021
Summer Event (On the Buses) 27th June 2021
Autumn Event (Transportfest) 24th October 2021

From the Editor

The latest Newsletter of the Merseyside Tramway Preservation Society records that 'Liverpool's world-famous Pier Head, which has been the terminus for generations of buses, electric trams and horse trams since the second half of the 19th century, is no longer a destination for local transport.'



Three late 1930s Liverpool Corporation Streamliners at the Pier Head
(Collection)

In many ways the Pier Head was the northern mirror image of London's Westminster Embankment, set beside a great river and the terminus of a huge network of tram and then, later, bus services. Changing patterns of work and the means of getting there have, over the years, meant that no longer do businessmen and women from Birkenhead, Wallasey, New Brighton and beyond

travel across the Mersey by ferry, which today survives only as a tourist attraction, whilst there are no longer any regular bus routes along the Embankment, where once upwards of 400 trams would pass.

A wonderful Embankment photograph taken on 7th September 1948, with a Feltham, a rehabilitated E1 and an E3 present.
(Alan Cross)



RML2418 in use as a cafe beside Canning Dock in Liverpool
(MHCB)

Spring Gathering 2021 is now ROUTE 65 RUNNING DAY

Leatherhead to Ealing Argyle Road



The uncertainty over COVID-19 restrictions means we are not able to hold our regular Spring Gathering at Brooklands this year.

However we all want to get out and enjoy our vehicles so we are now announcing that on this day instead, provided it is safe and legal to do so, we plan to run some buses along the roads of route 65 from Leatherhead to Ealing.

We are also inviting our friends who are other bus owners to join us.

So there will hopefully be riding and photographic opportunities and a chance to blow out the cobwebs after such a long period of inactivity.

This will be a free service and will run by kind agreement of Transport for London.

Owners wanting to participate please contact peter@Red-RF.com
London Bus Preservation Trust Ltd, Brooklands Museum, Weybridge KT13 0QS



Sunday 11th April 2021
1000-1700

Subject to Government restrictions
Follow social media for the latest news

Winter Refresh

By Leon Daniels OBE, Chairman

The original display at London Bus Museum has been in place for almost ten years and in that time much has changed. Our visitor profile now involves more families, everyone has a mobile phone with a camera, in normal times we get quite a few school parties, and people use digital media to find out about more things.



View of vehicles at the north end of the building including G351, Horse Bus, STL2093 and RT3491 whilst the dismantling of the structures at the other end were carried out. (Leon Daniels)

We had been considering a refresh of the displays anyway but when the Coronavirus struck and we were closed for so much of 2020 we rapidly concluded that this would be a quiet winter and the ideal opportunity to speed up those refresh plans. In the event this turned out to be more prescient than expected since another lockdown closed Brooklands Museum completely for the winter anyway.



With the War Hall dismantling underway volunteers preserve the 'drapes' which will be reused in its next incarnation. (Leon Daniels)

Roger Stagg, who is leading the refresh work, held a series of workshops with people including the views of mums and wives to learn more. Out of this were born some clear thoughts.

Firstly the 'IKEA' system of 'one way around' is now a bit dated. Also, the timeline, which starts off precisely with the horse buses and S454 leading into the pre-war vehicles rapidly collapses given the space constraints. The Modern Hall had become just a garage. The very informative 'drapes' which

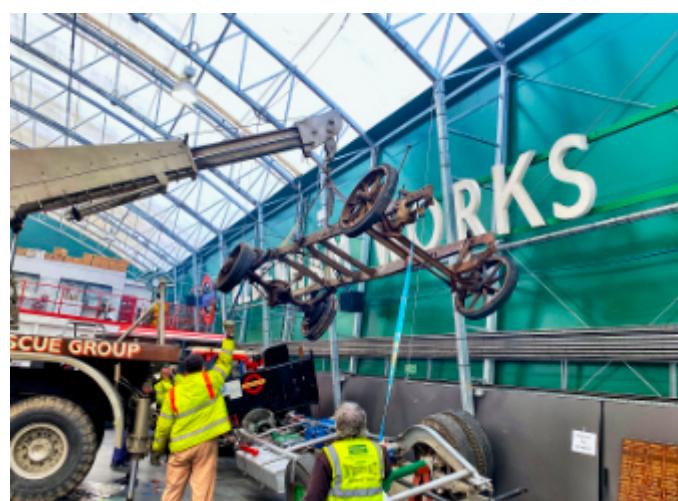
were hung in the museum were often obscured by the vehicles and over time these displays were out of step with the vehicles parked near them. Finally, the wall space was just a clutter of stuff and many of the displays were deteriorating.

The public likes the audio-visual displays – 'Overhaul' continues to be well liked by visitors and Rod Lucas' new one about the skid patch at Chiswick assembled from Pathe News was an instant success even though it was shown on a small screen, had two canteen chairs for visitors, and used low resolution material. This will get a new big screen and high-definition quality. We are also hoping for one more audio-visual display.



NS174 now in its new position in the exhibition hall where restoration will continue. (Leon Daniels)

So was born a new layout which went through numerous iterations but is essentially now finalised. Visitors will generally free flow around the exhibition hall in a clockwise direction. The timeline is very short – Horse Bus, S454, ST922, RT1 and WVL1. (The latter has been generously re-panelled and repainted by Go-Ahead). In front is an open space where there will be changing displays delivered by Ray Thorne and the Curatorial team.



AEC Militant 1456MR, having helped tilt RT2213's chassis now hoists the K-type chassis into position suspended above it. (Leon Daniels)



From high up in the roof the structures have been dismantled and much of the fleet is closely parked at the north end of the building.
(Leon Daniels)

Country buses will form a small cluster, as will Service Vehicles. A painted black roadway will run in an arc between the two shutter doors and several vehicles will be parked on it in a line. A Bus Stop and shelter will feature at the side of the roadway. The area by the Leyland clock becomes the kids' area with MRL242 and the Sim-L-Bus. We cannot recreate the old analogue moving roadway but the Sim-L-Bus will gain a big screen and a driver's eye view film which has already been recorded.



MRL242 is only half a bus so moving it involves a trolley at the rear end. Also the steering is not connected, so making the wheels turn involves direct manual intervention!
(Leon Daniels)

The restoration of NS174 continues in a new position in the exhibition hall. Again, the public very much enjoys seeing the restoration work in action. It will be joined by the mobile canteen, 738 and the Ambulance.

For the first time visitors can come to the mezzanine floor which provides an excellent viewing and photographic spot. The vehicle arrangement tries as far as possible to put single-deckers in front of double-deckers for better sighting. There will be more displays on the mezzanine too.

Work commenced on 2nd November immediately after our last day of public opening. A number of

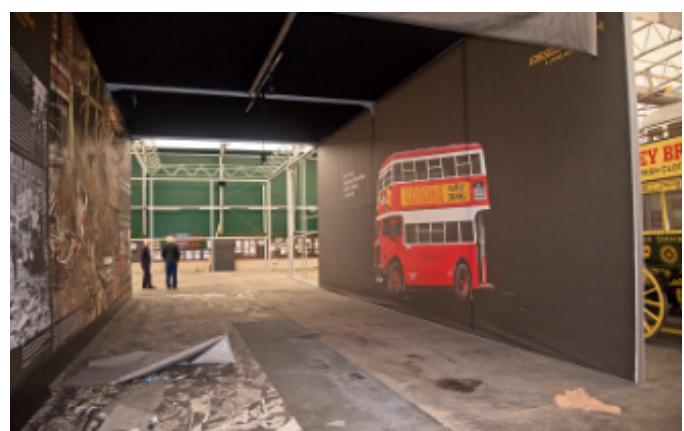
vehicles were parked outside including on the finishing straight at Brooklands. The rest of the vehicles were squeezed together at the north end of the building to facilitate the dismantling of the structures including the War Hall.

The floor at the south end was cleaned and the War Hall re-erected in its new place. It will be the last thing you see before arriving in the shop and then the exit. If all goes according to plan and thanks to our friends at Cubic Transportation, you will arrive in the shop through an Underground-style ticket gate wired to accept contactless payment donations. (Cash donations into our old, modified bus stop flags have dropped to extremely low amounts – even buskers on the London Underground have contactless payment terminals).



The view from the public entrance now the area has been opened up. RM140 has moved from its gatekeeping duties temporarily, and the old donations bus stop flag is retired.
(Leon Daniels)

The inside fleet was then all shifted to the south end to permit the cleaning of the north end floor, and STL2093 took up its place inside the new War Hall structure. It is still seen from the rear to the front but now it is the nearside which hasn't been seen for a decade. It will be darker in there, a little more scary, and a magical photographic illusion will create an apparent 3D bomb crater on the floor which we expect the children will enjoy jumping over.



Here in the old War Hall STL2093 has been removed and the special flooring is coming up.
(Leon Daniels)

RM140 has been moved so its 'face' is facing the main entrance doors. One Horse Bus, S454, ST922 and RT1 were moved to form most of the new timeline and are broadly in their final positions, and soon to be joined by WVLI.



The Canteen Trailer moved into its new position in January and is awaiting its new steps so the public can see it. It is kept company by the hired floor cleaning machine which continues to be busy as the works progress. (Leon Daniels)

MRL242 and the Sim-L-Bus are now in the new kids' area, close to the public toilets and will be joined by our other children's attractions.

The rest of the fleet was then packed together and all the vehicles outside were temporarily brought back in for the Christmas holiday period.

The aftermath of the Christmas holidays brought us an even tougher lockdown and we were forced to significantly reduce the work inside the building in order to comply with the rules. Nevertheless, it has been possible to carry out a test painting of a small area of the new black roadway, courtesy of Amey plc. The substantive work has to wait until it is slightly warmer! We have also been able to make some progress with the War Hall, and the rebuilding of the shop area. The counter and staff side is on a raised platform to provide relief from the cold concrete floor. A number of the former

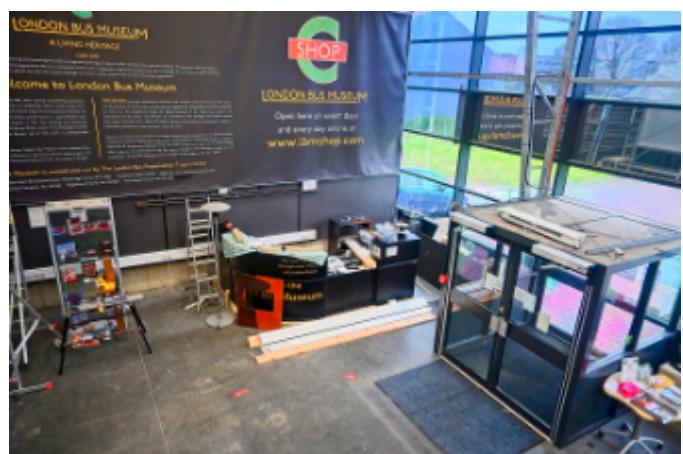


Here is STL2093 in its position in the new War Hall. This is the first time the nearside of this bus has been seen for ten years. The new hall will be darker and have more features to convey the atmosphere of the 1940s. (Leon Daniels)

information panel drapes are re-used in and around the War Hall and shop, and there are plans for using some others as part of improving the wall areas.

Thanks to the amazing fundraising led by Simon Douglas Lane and Richard Hastings we raised enough money to convert the inner pair of public entrance doors to automatic operation. This will assist the disabled and groups significantly, and the public reception area will be further enhanced by a new canopy and signage and allow the outer doors to be permanently open when visitors are welcome.

The most recent development has been the use of former London Transport AEC Militant 1456MR, firstly to tilt the RT chassis so that visitors can see its components more easily and then to lift the K-type chassis from the roof of the outdoor shipping containers and hoist it into its final position suspended from the ceiling. Not only does it create a better view it saves floor space as well.



The fledgling shop is taking shape with the reception counter now raised to insulate volunteers from the cold floor. The entrance doors are now automatic. (Leon Daniels)

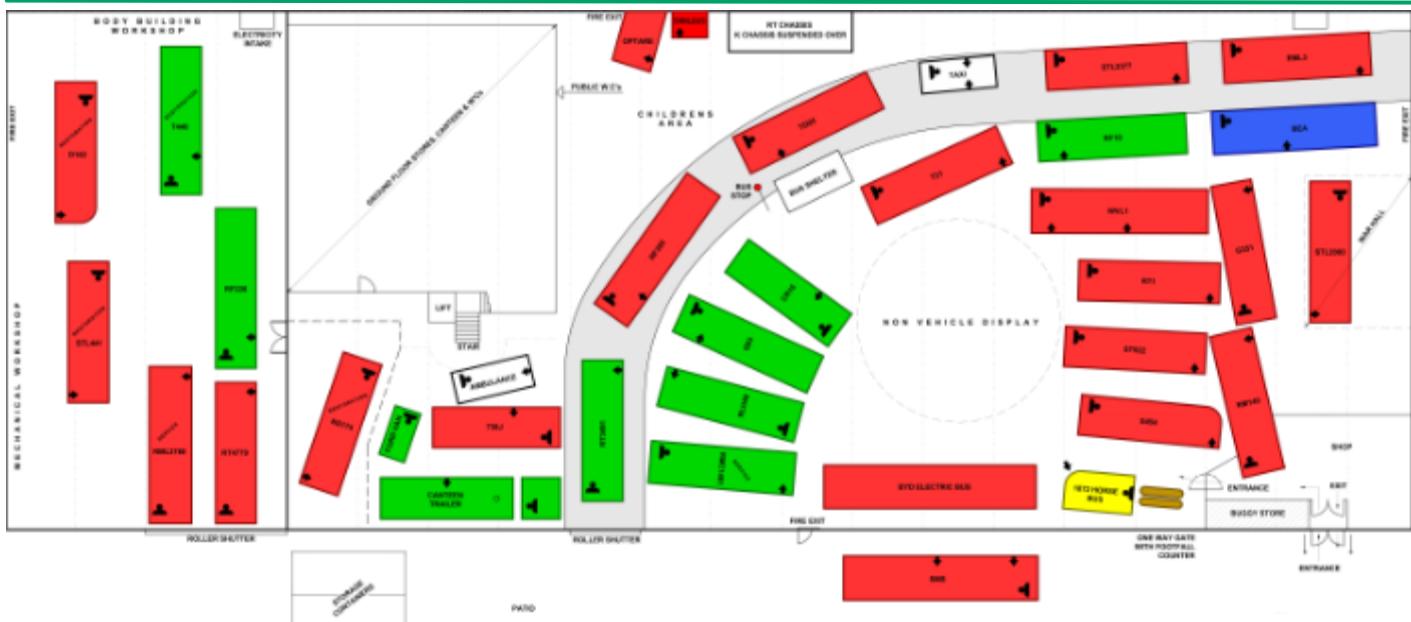
At the time of going to press we are looking forward to the next Government pronouncement on the level of lockdown to expect over the following few weeks. This materially affects the likely re-opening of Brooklands Museum and thus our own target date for re-opening. It isn't essential that we open simultaneously but we need to phase the work so that it remains compliant and brings us to a completion in time for whatever the 2021 season might look like.

Members are able to see the progress by subscribing to this YouTube channel: <https://youtu.be/X6TGYnHr5YA>.

Up to date information is also sent to members through E-News.

Once we know what the opening arrangements can be we will announce, hopefully, a 'Members' Day' when you can see the new set-up for yourself. I know how much members are keen to emerge from their lockdown hibernation and see the real world again!

More from the Refresh



The new ground floor layout at the museum

(Roger Stagg)



RLH48, RML3 and the Mobile Canteen parked up tightly in the north end of the museum by our bus stop collection.
(Sharon Burton)



View from the mezzanine floor of S454, RTL139, RT1 and the Mobile Canteen. (Sharon Burton)



T31 is manoeuvred into a space while RML3 looks on. (Sharon Burton)

Most of the doored buses were parked on the Finishing Straight to make room inside the museum. (Colin Read)



'Please Sir, I left it on the bus...'

By Sharon Burton

Yes, an old excuse for missing homework in the days before a digital copy was expected.

Homework, school text books, plimsolls and pencils cases were all left on buses on many an occasion. Boring, boring, boring!

Much more interesting is the list produced in the book 'The London Companion' published in 2004. The items listed were all left on London buses in one year, 2003-2004. It reads like the worst ever 'Generation Game' conveyer belt challenge. Read the list in the voice of Bruce Forsyth (in your head).



The former Lost Property Office at Baker Street (MHCB)

The list begins with 24,084 cases and bags, 20,846 books, 10,614 mobile phones, numerous keys, umbrellas, gloves and spectacles. All these are fairly standard items. The loser may be annoyed but there is no cause for raised eyebrows in the finder. More unusual are a 14 foot long boat, a wedding dress, a lawnmower, a divan bed, a park bench, a grandfather clock and a garden slide.

Is it me? Wouldn't you think you would notice if you had boarded a bus carrying one of these items and didn't take it with you when you left? After all, these are not small. Picture the scene to yourself. You are standing at a bus stop next to a chap holding a grandfather clock. He manhandles it onto the Number 9. Where does he put it? It cannot be tucked under a seat so how can he miss taking it with him when he leaves? Surely other passengers would call out, 'Oi! You've forgotten your clock!'. Really, the more you give this some thought, the more bizarre the whole thing sounds. A divan bed? There must have been two people carrying it so did they both forget or were they deliberately trying to lose it? Did a conversation take place about how much the council would charge to take it away so the cheaper solution was to leave it on the bus?

If you think those are odd how about these...an urn filled with ashes (like something out of Punch in about 1935, 'Oh Algernon, we've left Grandma on the number 72!'), false teeth, false eyes,

prosthetic limbs, breast implants (don't even ask), a vasectomy kit (ouch) and two human skulls in a bag. (Alas, poor Yorick and friend). If someone wanted to build a human that's quite a good start.

To continue with the list we have several robes belonging to lawyers, a briefcase containing £10,000, a Chinese typewriter, a theatrical coffin, a bishop's crook and a harpoon gun. That lot needs Agatha Christie to put it all together in a whodunit. Incidentally, if I were carrying a briefcase containing £10,000 I think it would be chained to my wrist! The bishop's crook wants an answer too. (I think it is called a bishop's crosier or staff rather than a crook). Perhaps the owner had been travelling on the 211 route and picked it up from Watts and Co in Tufton Street. A plain brass crosier could set you back over £2000 so it deserves a better fate than to be left on a bus.

We finish with two and a half hundredweight of dried fruit (probably a light snack before lunch), three dead bats in a container, a stuffed puffa fish and a real kitchen sink.

These items raise so many questions in my mind. Who are all these folk who manage to use public transport successfully to get themselves from A to B but can somehow leave very expensive, very large or very odd possessions behind them?

Lawyers' robes cost a mint and it wasn't just one that was left in a year but several. I assume by different lawyers. If it was the same chap every time I would not want him representing me in court. Who knows what else he might forget?

Also, it occurs to me that some of these items would never be claimed from the office due to the sheer embarrassment of the owner. Would you feel comfortable going to the lost property office and asking for your vasectomy kit back or two human skulls? How would you prove they belonged to you?



'You can put it under the seat but don't forget it.'

Lost property is of course nothing new as whenever humans carry things with them the potential is there for said items to become

detached from their owner. In that very entertaining read, 'Bus Crew London 1924-1970', the Conductress, May Cooke, remembers that during WWII a smartly dressed passenger on the No 94 left a suitcase under his seat. It proved to be full of left-over food for the pig-bins! Again, questions arise...why in a suitcase and where was he taking it? Did he ever claim it? We will never know. May had two other lost property memories, one concerning a woman in the late 1940s who had left a bag containing fifty pounds in one pound notes on the bus. That was a lot of money in those days. The woman realised she had left it behind and boarded the next bus in order to catch up at London Bridge Station Approach. She explained her dilemma to the conductor and they hurried along to catch up with May's bus. Fortunately the bag was still where she had left it. She must have been relieved to get the bag back but didn't thank anyone for their trouble. Bad manners are nothing new either.

May's final memory on this subject was a woman who carefully stowed a pushchair under the stairs with May watching from the top deck. The bus was an ST whose wide platform meant May didn't need to go down to check everyone was on board as she had a good view from where she stood. Having rung the bell, within moments there was a real hubbub downstairs as the poor woman had left her little girl standing on the pavement! Everyone must have been thankful she did not become lost property.



STL258 negotiates the crowds at London Bridge Station on 24th June 1952
(Alan Cross)

The Lost Property office opened in 1933 in Baker Street and didn't move premises until 2017. They are now in Pelham Street, SW7. There is an excellent article in The Guardian newspaper of 28th August 2017 with photos taken around the huge storage area. It needs to be huge as they receive around 1,200 items a day from all types of public transport in London.

Prior to 1933, any article left on a bus was taken to the nearest police station. According to the author H.C. Moore writing in 1902, (Omnibuses and Cabs), the conductor would search his vehicle on arrival in the yard each night and on finding any lost

property, 'trudges off with it to the nearest police-station, bearing no grudge against the careless passenger who has made his walk necessary, for he knows that he will be rewarded, no matter whether the article is claimed or not' (My italics) I wonder; did the conductor truly feel no resentment at the end of a very long day at having to go and hand articles over to the police before going home to a well-earned supper? And how often, in reality, did that conductor receive a reward?



The ST platform arrangement described on the left would have been similar to that on LT165, seen here at the London Transport Museum
(MHCB)

The obvious question to all our readers is, what have you left on the bus in your travels around London? If you were a driver or conductor, what was the strangest thing left on your bus?

There used to be a game when I was a child where we were shown a tray full of items for two minutes and we had to memorise them. The tray was removed and you had to recall them. Forerunner of Brucie and the Generation Game. Advice given by those 'Memory Artists' to those who need to recall long lists of objects, is to produce a sort of mind map where you have a narrative linking all these things together. Such as, 'I boarded the Number 57 with my grandfather clock tucked under one arm and a stuffed puffa fish balanced on top. Under the other arm Great Aunt Ethel was in her urn and her wedding dress was wrapped around it.' You get the idea. Now test yourself and see how many items you can remember from the lists above.

Bet you recall the weirdest ones first...

Pre-war STLs

By Graham Smith

Social Distancing was not a requirement on VE Day, 8th May 1945, as the image below (photographer unknown) clearly shows. Pictured in Whitehall, an overloaded STL from Chalk Farm garage (CF) on route 3 is making extremely slow progress and one wonders if it ever did make it to Crystal Palace. Presumably it had started from Camden Town on a journey scheduled to take just one hour. No chance, it had probably taken that from Trafalgar Square! In 1945, route 3 was operated by two garages, CF with STLs (M-F 14/Sat 9/Sun 8) and Norwood (N) with 6-wheeler LTs (9/8/8). Only four pre-war STL buses are known to survive, of which three (441, 2093 & 2377) are in LBM's collection and the other (469) is with the London Transport Museum. STLs 441 & 469 both have "leaning back" bodies and are designated 7STL3. They were new to Chalk Farm garage in 1934 and would have operated on route 3 among the garage's other routes. Both were fitted originally

with petrol engines transferred from LT-class vehicles until these were replaced by new oil (diesel) engines in 1939. Chalk Farm's STL tenure on route 3 lasted until 1950 when they were ousted by new RTs, whilst new RTs replaced Norwood garage's LT allocation. STL441 left Chalk Farm garage in December 1947 for a body rebuild at Mann Egerton in Norwich by which time it had spent some 13 years operating the garage's very busy routes, almost half of which was during wartime conditions. After rebuild and an overhaul at Chiswick Works, 441 was allocated first to Forest Gate and then to Streatham, before withdrawal from service in September 1952. STL469, however, did not receive a body rebuild and, after its Chiswick overhaul, returned to Chalk Farm for a further five years before ending its London Transport service in January 1954 with some three months at Dartford garage in the Country Area, still wearing its red livery.



Although none of the early STLs were originally painted green a number ended their days in the Country Area such as STL 564.

(Grenville Williams)

A pre-war picture of two STLs, with another in the distance, somewhere in East London (can anyone suggest precisely where?).

(MHCB Collection)



A few early STLs were overhauled, fitted with complete blind displays and allocated to tram replacement duties such as STL589.
(MHC Collection)



In the sylvan surroundings of outer suburbia, STL468 is seen in South Park Hill Road, Croydon 3.6.50. Just visible, disappearing around the corner is a brand new RT, this type will oust all the STLs in a few days.
(Grenville Williams)

STL 429 was employed on Festival of Britain duties in 1951.
(MHC Collection)



STL 932 of Norwood garage on route 3 at Crystal Palace c 1949 (note missing roof route number box), presumably deputising for an LT.
(MHC Collection)



LT Museum's STL 469 at Covent Garden. (MHC)

Bye, bye Trolleybi Farewell – part 7

By Michael HC Baker

Stage 9 took place on the night of 31st January/1st February, 1961. By the end of the year there would be only two stages left. Seven routes were affected, all worked by Highgate, which, until 1951, had been known as Holloway. The name had changed on account of trolleybuses, with the imminent end of the London tram, first time around, being absorbed into Central Buses. Despite being part of the enormous London Passenger Transport Board, the trolleybus world had operated to a rather remarkable degree as an independent body, being staffed very largely by former tramway people. Think of the shape, livery and route indicators, no type/class prefix before the fleet number of the trolleybus compared to the petrol/diesel one for a start, to say nothing of pay and general working differentials. Why didn't, for instance, the short wheelbase Leylands which worked the hilly routes to Highgate village and Crystal Palace precede their fleet numbers with B, or the exotic South African exiles with SA? After all STLs were never afraid of admitting their allegiance as were the 4825 RTs, etc? All this would become academic within some eighteen months. The trolleybus world was shrinking fast.



Highgate L2 No.1374 at High Holborn on 20th May 1960.
(MHCGB)

Until 1961 Highgate had been home to 127 trolleybuses, more than any other London depot. From 1st February only 22 remained. They worked the 627 between Tottenham Court Road and Waltham Cross, other than a few which appeared on the 679 on some early morning weekday turns and on Sundays on the 609. The condition of these 22 vehicles would become very neglected. One of the busiest of all routes was the 653 which covered a loop from Tottenham Court Road by way of Stamford Hill, Hackney, Bethnal

Green and Whitechapel to Aldgate. With its end that one time hive of trolleybus activity, Aldgate terminus, saw electric vehicles, other than the Underground, no more, and had to make do with diesel buses and Green Line coaches. Routes 513/613 between Parliament Hill Fields and Holborn, 615 Parliament Hill Fields to Moorgate, 517/617 from North Finchley to Holborn, 639 Hampstead to Holborn, as well as the 653, ceased, to be replaced by diesel bus routes, with extensions to the 45 and 63 which were worked by RTWs and RTs, plus new 214, 17, 239 and 253, all these latter RM worked.



RM1976 working route 253 at Aldgate in 1978. (MHCGB)



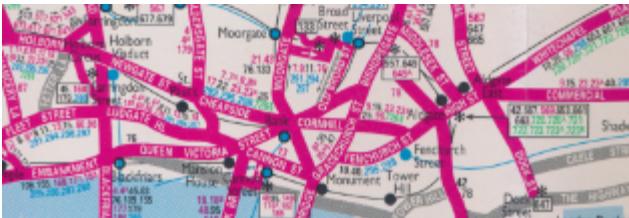
Southern Vectis K5G on route 63 from Nunhead (AH) in Autumn 1949. (Collection)



Short wheelbase B2 No.126 on 639, in Euston Road c1950.
The driver seems to have abandoned his passengers; was
this a crew change point? And why are the booms down?
(Collection)



Alexander bodied Olympian L339 of 1992 at Euston on route 253
(MHCGB)



Part of 1958 map showing the Holborn, City and Aldgate trolleybus routes
(Mike Harris)



L3 1380 with its unique FXF registration in the company of a Wolsey 1500, and Austins A40 and A35 at Nags Head, Holloway on 9th November 1960
(MHCGB)

Volunteers Xmas Lunch

By Roger Stagg

On 9th December many of the Museum volunteers stopped work for 60 minutes to enjoy the annual buffet lunch under strict Covid-19 rules. The canteen was isolated and sanitised before the "Museum Ladies" prepared take-away food which was served to volunteers on a strictly controlled basis. The Museum Hall, having been cleared and scrubbed as part of the refresh operation, was laid out with sanitised tables and chairs to enable full social distancing. With tables positioned close to the main doors which were open, this ensured conditions at least equal to outside dining.

The forty plus volunteers who attended were more than happy to raise a glass of Bubbly (sparkling water) or a cup of Builders to the Ladies before they were dispatched for the washing-up.

In readiness for action from the left are Yvette Gower, Dawn Stagg, Stef Edmonds, Ruquia Ahmed and Sharon Burton. As far as is known once clearing up was complete they began vaccinating volunteers but what with remains a mystery.



Membership and Volunteering

By Steve Edmonds

As I write this in the second week of February, we are enduring our third and, hopefully, final lockdown. Many of us will have received our first vaccination, almost a year after the virus first struck the UK. Sadly, two of our volunteers contracted Covid last month but thankfully quickly recovered.

Members' Day is postponed and Spring Gathering cancelled. Hopefully the planned route 65 road run will provide some compensation for the loss of our flagship event. And we live in hope that our plans for the Summer Gathering in June will not be thwarted. Government policy on large gatherings will no doubt play a key part in any decisions about publicity for the event, which have to be made by late-April.

The Museum refit and refresh continues at a reduced level of activity presently but time is on our side. Our grateful thanks go to Deryck Fill and Leon Daniels for keeping members informed of progress through video and written reports. I must record my personal admiration for and thanks to the dedicated and committed folk who have worked hard and long and achieved so much on the project, despite the potential risks to their health and the winter cold.

There has been much talk in the media about a "new normal" emerging once the virus has retreated and its adverse effects minimised. The local High Street has been one victim and plans are in train to revamp town centres without the presence of a number of familiar named retail outlets. And what of the future of cash one wonders?

Our "old normal" is defined by the high level of commitment by our volunteers demonstrated over the last nine years. They have established strong foundations of quality and service provision. We are privileged to have that springboard to launch us into our "new normal". The creation of the new exhibition and much enhanced offering to the public, together with potential management restructuring currently under review, will provide impetus to take us to the next level of change and continuous improvement.

However, nothing can be achieved without people. Our volunteers are largely treated as "unpaid staff". We have been most fortunate to have a splendid team of Duty Managers and Stewards who since August 2011, have shown steadfast commitment to attending "nine to five" on a daily basis to keep the Museum open to the public. Sustaining that high level of commitment is essential to secure a bright future for the organisation. I am pleased to announce that the Safeguarding Officer role left vacant by the sad loss

of David Davies has been filled by Bob Bailey, our Education Trustee. My thanks go to him, an already busy chap, for attending formal training for the role, via Zoom, and taking on this important responsibility.

We will continue to have the familiar issues of an ageing workforce and the ever-present need to recruit new blood, constant challenges in the world of heritage transport. Our future success will depend, like all Museums, very much on visitor footfall and the consequential income stream. Whilst our "back of house" activities are of course every bit as important in delivering the whole visitor experience, our top priority must be to have sufficient people to open the Museum exhibition and to steward it effectively. We always have the option of running guided tours for groups as a fall-back position but major staff shortages in FoH staffing could lead to a worst-case scenario of Museum closure. The possible consequences of our failing to comply with the terms of our lease and operational agreement with Brooklands Museum do not bear thinking about.

Our Trust membership currently stands at 870, an overall loss of about twenty over the course of 2019/20. It is pleasing that a few new applications are still being received despite Covid restrictions. My apologies go to those members who did not receive their 2021/22 membership cards with the last magazine. We are continuing to refine our follow up procedures and changes are already in train. My grateful thanks go to David Harman for his sterling efforts in investigating anomalies and implementing solutions.

If you are one who pays your annual subscription by cheque or BACS, you will receive a reminder with the relevant magazine. If we do not receive a response to that or you do not receive it, we will send a second reminder a month later. If no response is subsequently received your membership will be treated as having lapsed. If you decide to cancel your membership and you had paid previously by Direct Debit (DD), please ensure that you cancel the DD with your bank. We can only do this ourselves in exceptional circumstances and at a cost to the Trust.

Further to my announcement in the last magazine of my retirement on 31 July, the task of finding replacements is at the forefront of my concerns as time is getting tight. On the following page is a brief summary of the relevant role descriptions, for those members not on email and as a general reminder to all, which were published in the last E Newsletter. In particular, the Membership and Volunteer Manager role is a critical appointment as so much hangs on it. If you have some People and

Resource management experience and would like more details please contact me at the Museum.

I wish you all the best of health and wellbeing and I look forward to seeing you at one of our events this year.

LBM Job Vacancies

Brief summary of posts commencing 1 August 2021

1. Membership and Volunteer Manager -

Reports to Board of Trustees

Personal reports include: Membership team leader, Training Officer, Front of House (FoH) Roster Officer, Social Secretary and Welfare Officer

- Manages the Membership team
- Processes new applications for Trust membership
- Processes annual renewals for members including the issue of first and second reminders to those not paying by Direct Debit
- Maintains the Membership database in liaison with the IT Manager
- Manages Volunteer recruitment, assessment, training, team placements, wellbeing and further development
- Lliaises with team leaders in FoH, Curatorial, Workshop and Retail Shop to maintain cohesion across teams through effective communication
- Maintains the content of the Staff and Duty Manager Handbooks
- Submits regular reports to the Board of Trustees on Membership and Volunteering matters
- Advises the Board of Trustees on staffing policy and strategy on request
- Advises the Board of Trustees regarding publishing items in the LBM quarterly magazine and E News

2. FoH Roster Officer -

Reports to Membership and Volunteer Manager

- Manages the monthly LBM staff roster for daily FoH staffing and allocates available resources to ensure efficient and effective minimum staffing levels to facilitate opening the Museum to the public
- Attends Events committee meetings and manages the staffing for the three annual LBM events held on the Brooklands site

3. Training Officer -

Reports to Membership and Volunteer Manager

- Designs and delivers training provision for Front of House Induction, Health and Safety and Fire Evacuation and Duty Managers
- Procures external "Emergency at Work" First Aid training for the team of First Aiders including refresher courses at three-year intervals

4. Social Secretary -

Reports to Membership and Volunteer Manager

- Manages LBPT Members' events including Members' Days at Brooklands and the annual New Year lunch at Silvermere Golf Club
- Oversees the members' and volunteers' trips and tours programme managed by the nominated Trips Organiser
- Manages the annual Xmas buffet lunch for volunteers
- Maintains stocks of canteen refreshment items for volunteers

5. Welfare Officer -

Reports to Membership and Volunteer Manager

- Attends funerals to represent the Museum as appropriate
- Visits unwell volunteers in their homes, hospital or care homes
- Organises the purchase, signing and sending of Get Well and Sympathy cards to unwell and bereaved volunteers and family members as appropriate
- Maintains the ongoing caring engagement and communication with volunteers as required

Notes:

- Detailed role descriptions are available on request from Steve Edmonds
- Comprehensive training to be provided to appointees by end July 2021

From the Workshop

By Roger Stagg

Before the third lockdown, progress was being made on all fronts of the restorations and maintenance. D142 was advancing well as was shown by the Editor's front page photo in the winter issue.

The restrictions together with the attendant risks to volunteers forced us to have to introduce much stricter measures to reduce the risks of the spread of Covid-19. The latest advice from HMG does not look promising for a return to normal service for some months yet. However, on the positive side, our volunteer workforce is very much in the early vaccine jab group which should assist in a return in the not too distant future.



Close-up of the new engine in RF19.

(Roger Stagg)

The situation has had some advantages and one of those has been the clearing of excess stores, much of which is unrelated to us as a Bus Museum and should have found the bin when we left Redhill Road. What is remarkable is we now tend to know what we have and where it is. Sometime in the future we will hold an event on site and offer items relative to our members' vehicles (mainly RT & RF) that may become essential in the future.

The big focus of work in the past quarter has been the Museum Refresh and no doubt many of you will have kept up to date via the Chairman's YouTube videos. The new War Hall is nearing completion to be even more realistic, the shop area is being defined together with exit gates giving visitors an option to donate electronically. The entrance/exit doors from the great outside are now electrically operated, an electric entrance turnstile will keep

track of visitor numbers and the K chassis will be hanging from the roof above the RT chassis for comparisons.

Shortly there will be an exchange of vehicles between LBM and Northchapel to "bring home" some of the exhibits that have been off show for several years. By the time you are reading this WVLI will have returned from Hants & Dorset Trim where it will have been refurbished back to its delivery livery. Thanks go to Go-Ahead Group who have generously funded this work. Disappointingly the Covid-19 situation has not allowed us to put RML2760 back into use although it now features period advertising carefully changed to publicise the London Bus Museum. We have agreed to change the cylinder head gaskets during February after which it will return to West Ham for Class 6 MoT and Tacho calibration by which time we sincerely hope that circumstances will permit it to start offering "SERVICE"

This will end, and a new normal will develop. The actions of your Trustees and in particular the Financial Director have allowed the Refresh to take place and for us to be ready and able to start welcoming visitors through the door when so many other Museums of many genres find themselves in a perilous position. Stay safe, follow the rules and be ready to be with us as soon as circumstances permit.



There was a rare opportunity to photograph RM140 outside recently when it was given a wash.
(Graham Burnell)

Membership Matters

Thank you to all those members so far contacted who have provided a new Gift Aid declaration. We will be asking the remainder of members during this year in our quest for 100% response.

To ensure you continue to receive the LBM Magazine, LBM e-news, subscription reminders, membership cards and other LBM communications, please send changes of postal address, email address, bank direct debit details, and any membership queries by email to: membership@londonbusmuseum.com or by post to: Membership, London Bus Museum, Cobham Hall, Brooklands Road, Weybridge, KT13 0QS

Book Review

Croydon Tramlink - A Definitive History by Gareth David

Pen and Sword Transport, 200 pages hardback
ISBN 978 1 52671 953 9, £30

The author is a transport and financial journalist and the style of the book reflects that background, with a succinct and clear presentation of facts. There is no doubt also that the content largely matches the title's definitive promise.

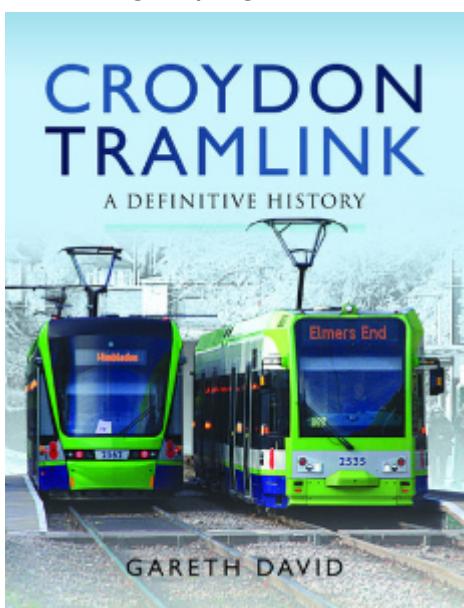
Some readers might feel, however, that the mainly chronological progression from the concept of the

suburban light rail project through to an examination of possible future expansion of the system is too clinical, making it a challenging general read. The contents, glossary, dramatis personae, bibliography and Index ease accessibility to study particular

topics. Political, business and social aspects of the developing scheme, as it translated into a working system, partially absorbing and replacing existing railway services, is clearly covered. It would perhaps have been useful to add tabular evidence of Tramlink passenger usage in comparison with that of parallel road journeys since the May 2000 opening. An Ordnance Survey type map of the areas served and described would also have aided understanding some route locations and features. While aspects of problems related to the development and operation of the system are well covered, including comprehensive review of accidents, particularly the 2016 Sandilands disaster, passengers (or customers) receive little attention. Out of the 139 photos featuring trams, not one shows a vehicle interior and many show cropped en route or empty platform images, with the tram unduly highlighted. Similarly, there are no cab or crew related photos, nor tram manufacturers' factory pictures.

The above suggestions and criticisms reflect personal expectations, which may not be shared by all readers. The book provides an important distilled record of most aspects of an important and successful project, with a very high standard of presentation and quality production.

Angela and Brian Jones



Peter Gomm

By Peter Osborn

Peter Gomm died in February. For those of you who didn't know him, he was the man behind the RT/RF Register (precursor to the Friends of Classic London Buses) and active in early running days. He used to tell of taking an STL to school in Hemel one morning and having a brand new RT in the afternoon – one of the first green RTs. May he rest in peace.



Peter piloting RF486 at Hackney 2006
(Peter Osborn)

Thank you to Donors

The museum is pleased to acknowledge, with grateful thanks, the following donations received between 6th November 2020 and 10th February 2021

- Charles Plumbridge: Further donation of photographs, guide books and other items
- Nick Baxter: Accident repair sheets as used by LT garages
- Mrs D I Watson: 144 model buses collected by her late husband
- Stewart Lilly: Financial donation

As the museum has been closed for our Refresh Programme and government restrictions, we have been unable to receive a number of gifts. We will receive them at a later date.

More Book Reviews

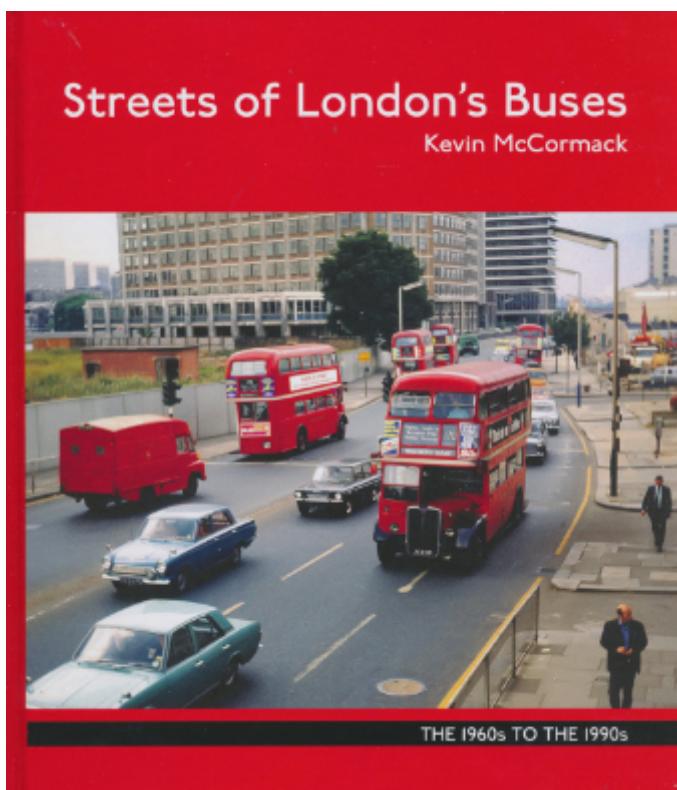
Streets of London's Buses by Kevin McCormack
Capital Transport, 144 pages hardback
ISBN 978 1 85414 454 6 £30

The combination of Kevin McCormack and Capital Transport has always been a guarantee of something special in the way of albums of high quality colour London pictures... This is one of the very best of that tradition... It covers the period from the early 1960s to the 1990s, thus encompassing the end of the trolleybus, the later years of the RT family, through a profusion of Routemasters, on to the DMS, then the National,

not quite ignoring the Merlin, a collection of Titans, Metrobuses and their successors and a variety of single deckers... There are some green buses but red ones are prominent... Perhaps the greatest feature of this book is that it puts the bus into the context in which it operated, which in this reviewer's opinion is not just desirable but essential... Who wants pictures of buses which give little clue as to where, when and why the picture was taken?.. Some publishers still seem to believe the market for such is out there: I doubt it, at least I hope so – boring! ..

The captions give us much more than just the details of the bus but the setting, how it has changed or, in a few cases, how little... It is striking and, when one thinks about it, not really surprising that certain central London backgrounds have scarcely changed, after all neither St Pauls nor the Houses of Parliament looked much different when all the traffic was horse powered, (and there is one horse powered picture, in Wimbledon, look for yourself) whilst the suburbs are constantly in a state of flux... How's this for closely observed detail on page 118?.. 'The location is unchanged...apart from the removal of the nearest tree and the installation of a separate bus stop...'.. And get your head around this on page 41, 'Battersea based RT 2555 was withdrawn in November, 1971 and sold for scrap and all the other vehicles in this picture, with one exception, have almost certainly suffered the same fate: the 1920 Austin 12/4 Burnham saloon car (GC2479) on the right was sold at auction in 2013 for £7,600 and is currently licensed.' You certainly get your money's worth with a Kevin McCormack book.

MHCB



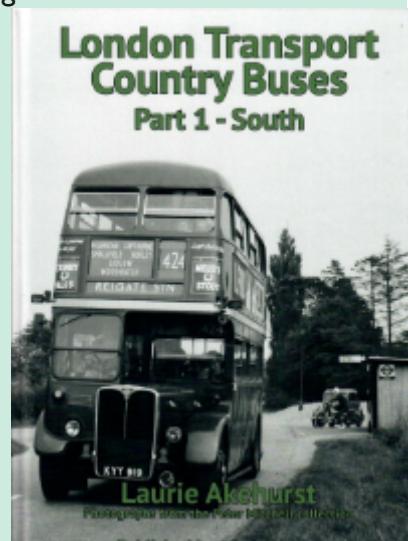
London Transport Country Buses. Part I – South
by Laurie Akehurst
Adam Gordon, 160 pages hardback
ISBN 978 1 91065 428 6 £40

Laurie Akehurst's latest helping of nostalgia for those of a certain age consists of an anti-clockwise tour of London Transport Country Area during the period 1949-1969. Part I covers the Southern Area from Dartford to Weybridge and consists mainly of photographs from the collection of the late Peter Mitchell. His photographs have two major advantages over many of those of his contemporaries; first they are hitherto unpublished and secondly most were taken along the route rather than at the termini. The result is a feast of vintage buses in their historical settings, providing street scenes long disappeared but in places often still recognisable (with the help of captions giving both locations and dates of the photographs – another plus!)

The publisher has adopted an attractive foolscap size with hard covers for this 160 page record of an era of public transport begun in the 1930s and seen here during its gradual decline as demand for public transport changed with the rise of private motoring and the spread of urbanisation into previously rural outer London.

This is definitely one for the bookshelf and I have already reserved a space for Part II on mine.

David Roland-Shrubb



Letters

I've been sent the attached photos today through the Facebook messenger, from Laurie Arthurs, who writes: 'I just thought you might like to see three photos of my Great Grandad, Arthur Marven. He is the tall guy and the driver of the bus. He worked out of Tottenham Bus Garage. They are from about 1909.'

I was reading about Tottenham garage yesterday and have found a few photos I took at an open day there in 1992 (RTI was there). Interesting how the doorways were built at that height long before vehicles that tall would have needed access!

Richard Hastings



Something we've managed to avoid this winter, so far!

(Collection)



Continuing our STL theme, here's not a bad (accidental) attempt to recreate the pre-war STLs from the rear photo from page 9 on Putney Bridge in the summer of 2019
(MHCB)



The mobile canteen outside the museum on 6th December 2020

(Adrian Palmer)