

LONDON  
**BUS**  
MUSEUM

# Magazine

The journal of the  
London Bus  
Preservation Trust

Issue 42 Winter 2021  
£4 to non-members



RFs at 70  
Route 93 Running Day  
TransportFest  
RMC News

## Editorial

### Dave Jones

It's amazing, you wait 18 months and six events come along together! RF 70 at North Weald Station, Chesham, route 93, TransportFest, Plumstead 40 and Muswell Hill. The Museum had a presence at all the events in addition to the two it organised, so the flag was well and truly waved. All are well illustrated in the following pages that also show what a great sight our vehicles make when out and about. Has the static event had its day?

Also within we have exciting news on RMCs and the unsung heroes of the cleaning gang show what they get up to and how important their work is to the visitors' experience of the museum. I'm sure they'd welcome more help if anyone has some time to spare.

Beyond these pages, the Members' Area of the Museum website has a new feature to keep your interest over the winter months. Back copies of Cobham Newsletters and

Cover photos - The big hit of the season was the 93 running day. On the front RT 1705, once owned by Bill Ackroyd, was caught by Adrian Palmer in Epsom while on the back cover Richard Thomas has snapped RM 2208 leading RT 1 through Wimbledon recalling more interesting times.

Magazines are being uploaded from which the history of the Group, now Trust, can be traced, warts and all. Thanks to David Harman for his work on this and patience with my scanning efforts. The link to the magazines can be found on the drop-down menu in the Members' Area. More copies are being added when available.

While scanning dozens of magazines I found the ones from 1997 of particular interest in that this was the 25<sup>th</sup> anniversary year of the Group obtaining the premises on Redhill Road in 1972. So 2022 will be the 50<sup>th</sup> anniversary which I hope will be suitably commemorated. We've come a very long way since the cold and damp shed in which our precious collection was once stored.

And so it only remains for me to wish all involved with the Trust and Museum, a very Merry Christmas and a better New Year than we've had recently.

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## Chairman's Chat

### Leon Daniels OBE

We can look back with great pleasure on two very successful events in our last quarter.

Our running day on route 93 was exceptional under the direction of Peter Osborn. Several Museum vehicles and many other visiting ones ran between Dorking and Putney Heath (although I did a single trip to Hammersmith with RT 1).

Everything worked without any problems and buses were nicely full throughout.

The weather was kind and this time we arranged our marketing materials to not only explain to the public what we were doing but also to promote TransportFest a couple of weeks later.

TransportFest, organised as ever by Deryck Fill, was the busiest autumn event that we can remember. Almost 2000 visitors and really good sales from the shop, the surplus items stand, completely sold out bus tours and numerous visiting vehicles. Once again the weather was kind and visitors were delighted with all aspects of the event.

To everyone who helped with both events my grateful thanks. Once again we have set a high standard for these and with COVID hopefully mostly behind us we look forward to a full set of events in 2022.

Members and visitors sometimes ask about our policies regarding restorations, displays and use of vehicles. We are presently running three restorations in parallel. NS 174 is being progressed in the public area. We know visitors like to see this. Progress is slow as our skilled volunteers have also been working in other areas including the remodelling of the Museum itself. D 142 is mostly through its major renovation with new floors, seats and glazing. Hopefully we will see it in 2022. Since NS 174 will become our open top and front-engined vintage red bus, D 142 will be presented in blue and white Public livery. Finally, T 448 continues to be restored and will emerge as a country bus again hopefully before the end of 2022.

We don't have room for all our buses to be on display together but we have storage facilities elsewhere and our vehicles are rotated through them. Our policy is to give our newly restored vehicles a couple of years' display and use before reviewing their part in the continued display. As an example of this the Mobile Canteen is such a unique exhibit that it has more or less been on continuous display since it was outshopped a few years ago. Whilst UMP 227 is also unique it has far less attraction for the average

visitor so after a couple of years' display it is presently in storage. It will return as part of the rotation one day.

As regards the use of vehicles, only a very small number are 'taxed and tested' for hire and reward - for our bus services. We are happy to send other vehicles to some events and running days. For example RLH 48 went to the Chesham running day in October. We do need to protect our Museum display which is organised to keep the more frequently needed vehicles near the access doors. Making vehicles available for events does need a bit of preparation - during the summer we are open seven days a week and we can only move vehicles around 'out of hours.' Last minute requests are hard to accommodate especially since, with so much restoration work in hand, our volunteer engineering labour is spread quite thin. Nevertheless, a little exercise is always beneficial and we will continue to support events as best we can.

For the winter we are following the Brooklands Museum days and hours of opening - at the time of writing that is Tuesday to Sunday. We are using the Mondays to do some important housekeeping.

Thanks for all your support as always and looking forward to as normal as possible 2022!

Bob Harris and Shop Manager, Yvette Gower try out the Museum's latest attraction, inspired by the seaside funfair. It's proved popular with our visitors too. The fleet number RT 2043 is a nod to one of Roger Stagg's previous preservation projects; the dog on the platform is Max - companion of volunteer Ian Reddick; and yes we know Sydney is spelt with a 'y'. Photo-David Bowker



## Membership Matters

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 to:

membership@londonbusmuseum.com

or:

Membership  
London Bus Museum  
Cobham Hall  
Brooklands Road  
Weybridge KT13 0QS  
United Kingdom

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.

## Little Ships

### Roger Stagg

The Trust was honoured to be invited again to assist with the transportation of the survivors of the Dunkirk evacuation in 1940. Time has, of course, reduced the numbers, but this year we were able to take sixty survivors, plus crews from the Little Ships, to see the Veterans' Cruise convoy on the Thames.

Aged all in their mid to late 90's they travelled up the Thames on a number of the original Little Ships that had taken them off the Dunkirk beaches 81 years earlier, to a restaurant at Shepperton Lock after which we conveyed them to Penton Hook for their onward journey.

Fortunately we surveyed the route beforehand finding that with just 10 ft headroom a decker would not quite fit! Nor was there anywhere to turn around but the owner of the local boat yard opened his yard on the Sunday 12<sup>th</sup> September for us.

The determination of these men and women to walk to RF's 19 and 226 was humbling. As one frail veteran commented "I walked off the beach so I can walk to a coach".

All of them enjoyed their ride and there were a few quips such as "can you drop me in Gosport on the way?" The Yacht Club we landed them at was empty on the survey day but a little different on the Sunday when the "no parking here under any circumstances" does not, it appears, apply to certain 4X4s. The RF drivers gained muscles they did not know they had!

Thanks to the crews, driver Glyn Matthews and conductor Owen Wright on RF226 and Alan Eggleton, "Auntie" Dawn Stagg with driver Roger Stagg on RF19.



The RFs leave Shepperton Lock with 60 veterans on board.  
Photo-Ian Gilbert, The Association of Dunkirk Little Ships

## Annual Cart Marking Ceremony at the Guildhall

### Leon Daniels

At this ancient annual event, 'carts' (by which we mean now any vehicle) are branded (or 'marked') and so licensed to ply for hire in the City of London. This year the Trust presented RLH48 to be marked which ended

up being the only bus to succeed. LT Museum had hoped to bring Tower Wagon 88Q which failed, and its backup C94 was unable to attend either. BEA2 made it to London Wall before expelling all its flywheel oil over the road and had to be towed home.

RLH 48 is seen in Guildhall Yard, where a specially fitted wooden plaque was branded and a fee of five shillings extracted from the driver.



## Obituary - William 'Bill' Ackroyd

### Ian Barrett

Known to his friends as Bill, he was born in East Twickenham on 18<sup>th</sup> August 1948. Upon passing his 11 Plus, he went to Hampton Grammar School. He travelled by trolleybus and, on their withdrawal, by Routemasters, which sparked his interest in road transport.

In his school holidays, Bill, his parents and sister often went to the Isle of Wight and stayed at the Savoy House Hotel, in Sandown. This love for the IOW continued, as he and his wife, Mary, (whom he married in July 1971 when working as a car salesman) took their children, Mark and Stuart, on holidays there also. Holidays also took the form of travelling in their camper van and more recently some cruises with Mary.

Bill had a diverse number of jobs during his career. Milkman, Car Salesman - for one of Henley's car dealerships (selling a Jaguar E Type to a Mr George Harrison, of the 'Beatles' fame!), Branch Manager for the Leicester Building Society and as a Financial Adviser at Legal and General from which he took early retirement.

In reality he became semi-retired and continued with a number of different part time jobs. This included assisting with the restoration of STL 2377, acting as an HGV Driving Instructor/ Examiner and delivered stock to Tesco stores. More recently he acted as a secret passenger on the Isle of Wight bus services, to check driver quality and customer service. This change, allowed him to spend more time with family and pursue his bus related hobby, into which he put considerable effort.

He was a member of the Routemaster Heritage Trust (RHT). It was at this time he purchased his first

bus (RT 1705). This was a joint restoration project with a work friend/colleague (Tony Evans) from L&G. The RHT became The Classic Bus Heritage Trust, in which he was ultimately the 'Guiding Trustee' and oversaw their storage facility at Northchapel. He subsequently purchased RT 1700 and a Mammoth Major Mk5 tanker followed by RMC 1469.

As well as the CBHT, Bill was a volunteer with The London Bus Preservation Trust. This was at Cobham Bus Museum in Redhill Road and at the LBM, Cobham Hall. He spent some time as a Committee Member, but will be best remembered for his role as a qualified Driving Instructor heading a team within the Vehicle Operations Department. This team dealt with driver assessment, training and quality that is required for our Operators' Licence, as well as assisting with various other different activities until ill health prevented him from doing so.

Bill and Mary moved to the IOW in 2006, after which he became heavily involved with the IOW Bus Museum. He led a team to negotiate the



purchase of the redundant bus depot at Ryde and its subsequent repair and transformation into a permanent home and Bus Museum for the island's PSV road transport exhibits and was ultimately elected to the position of Chairman.

Another thing close to Bill's heart was real ale(!) and he would always be the first to buy a 'round', when entering a pub. As a member of CAMRA, he managed to incorporate this enthusiasm into the successful Beer and Buses event, that he helped organise on the island over a number of years.

Cars were also a hobby and after inheriting his parents' Austin Cambridge, he had it restored to 'as new' condition. He was a member of the Mercedes owners club and owned a 300D Model, as well as helping his son, Stuart, restore his Mk2 Cortina 1600e.

Always a modest man, never seeking the 'limelight' or expecting praise for the time and effort he made to help individuals, or organisations, that he assisted to improve the bus preservation scene. He had a good sense of humour and could see the funny side of things, even when the 'joke' was on him! On one occasion, after not wishing to dress up for a 'fancy dress' party, when he arrived, he found that all his colleagues had dressed up as him, with a moustache, side burns, horn rimmed glasses and long overcoats!

Sadly, Bill passed away from cancer on the 19th August, at the age of 73 and will be sorely missed by his family and friends. Our thoughts and condolences go to Mary, Mark, Stuart, their respective partners and three grandchildren.

## A Tale of Two RMCs

Leon Daniels

We have had a sudden flurry of activity on Routemaster coaches triggered by events. As ever London Bus Museum acts to preserve important examples of London bus history.

We have had in our fleet for many years RMC 1461 which was kindly donated by Stagecoach London in 2003. It forms part of our running fleet in its original Green Line livery but after considerable use it is fair to say the interior had become a bit tired and the exterior was losing its shine too. We like RMC 1461 since it was one of the first RMCs into service at Guildford for route 715.

RMC 1469 at TransportFest.  
Photo-Phil Hambling



Earlier this year we lost stalwart London Bus Museum volunteer Bill Ackroyd, owner of not only RT 1705 but also co-owner of RMC 1469. This is a unique vehicle having been chosen, in 1964, to undergo several cosmetic changes in preparation for the construction of the RCL fleet. It gained a 42" wide front number/via destination box, the smooth radiator and wings bottom line, a more shallow heater intake and a revised and more modern layout of fleet names. Not all the features made it to the RCLs. Different front and side blinds using both green backgrounds and green lettering didn't make the cut, neither did the fleetname near the folding doors.

Its 'oddball' status made it curious within the RMC fleet and it was lucky that it could move to Grays in July 1965. A difficult bridge clearance on route 723B prevented RCLs from operating but luckily 1469 could use the RCL blind sets provided.

Sadly, Bill died this year and we had always known he had wanted RMC 1469 to come to Brooklands. This left your Trustees with a quandary. RMC 1461 was already our Routemaster Coach. And since we have continuing good relations with Stagecoach East London simply disposing of it felt quite wrong given the fact that they had donated it to us.

How then could we justify another RMC, admittedly one with unique qualities, but which to 99% of our visitors was identical?

Step forward random chance! RMC 1461 was at Stagecoach London to carry out an event for them when it was accidentally damaged. They most generously offered to repaint it but, just before it went to the paint shop we came up with an idea. Why not paint it in red and gold, to recreate its period in service on route X15? That is not represented in our collection, it is a period of innovation by the soon-to-be-privatised bus company and for us it will be a useful red bus. Red and gold really suits it.

Now then purists - of course it needs three-piece front blind boxes, Routemaster moquette and the luggage racks removed. We will deal with that - as mentioned the interior is ready for attention anyway.

But most importantly - RMC 1461 remains a key member of our collection, and now is in a special livery that represents a period in the ownership of the company that gave it to us, and is now looking beautiful

outside with work on the inside to follow. Thanks to Stagecoach London for all their help.

That allows RMC 1469 to become our Green Line double-decker coach and most importantly fulfils the late Bill Ackroyd's wish that it have a good home at Brooklands. 1469 is broadly in better condition anyway having been stored undercover and well looked after. Somehow it gained fully-automatic transmission - maybe as a trainer in the late 1980s?

RMC 1461 fresh from the paint shop at Leyton garage. Photos-Kevin Cooper



It made a special appearance at TransportFest where news of its change of ownership was becoming more widely known.

Most importantly this unique vehicle is now held in secure preservation and will be admired by enthusiasts and the public alike.

## Meet the LBM Cleaning Team

Mark Rowell

We meet on Mondays and have a varied array of volunteers (no names today to protect the innocent!). Our aim is usually to complete one deep clean of a vehicle each week. There are more than 4 people in attendance on the day and other vehicles do get attention. A record of the cleaning goes into the manifest as well as tracking the exhibits and ride buses.

Here is an example. RT 4779 had come back from Imber in a coat of mud and an interior which had dog hairs, branches and an assortment of litter.

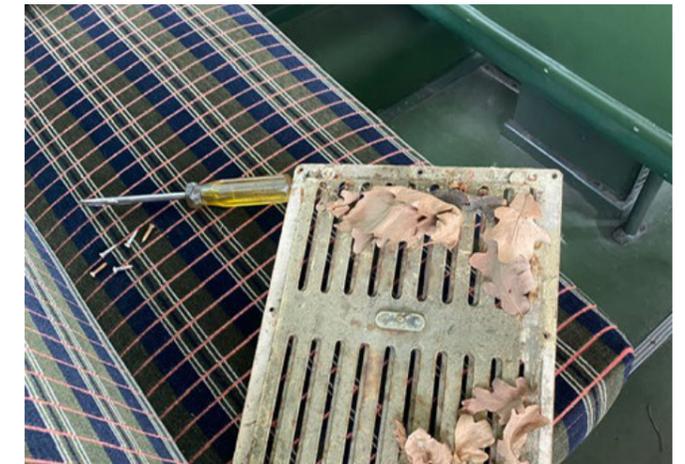


After a light brush down it was washed, the interior cleared of debris and then thoroughly vacuumed, including the moquette seating.



Sometimes the cleaning is not far off maintenance.

RF 226 had leaves in its saloon vent grille so removal of these was necessary.



Every effort is made to reinstate the parts as they were (no crosshead screws here).

Funny, we never find any money only sweet wrappers!

## RF 70 Event at Epping-Ongar Railway

5<sup>th</sup> September



An impressive line of RFs at North Weald. They are: 146, 539, 315, 672, 442, 308, 19, 113, 673, 28 and 26. The buses range in age from the earliest from 1951 to the latest of 1953. Photo-Dave Jones.

Below: Your editor was re-acquainted with RF 392, driving a trip to Blackmore, and is seen on the stand just beyond the village green. Photo-Paul Morris



Below: Variations on a theme of AEC Regal IV - RFW 14 alongside almost finished BEA MLL 735, owned by Roger Wright. Photo-Dave Jones.



Above: Roger Wright's RF 136 has worn this experimental livery for longer than it originally did, but still looks very attractive. Captured at Waltham Abbey by Adrian Palmer.

Left: RFs 180 and 202 pause at Tawney Common, The Mole Trap, where Adrian Palmer caught them.



Right: Our RF 19 also attended, seen here taking part in the end of day road run on the outskirts of the airfield. Photo-Phil Hambling.

The RFs present were: 19, 26, 28, 113, 136, 146, 180, 202, 281, 308, 315, 392, 401, 442, 491, 539, 636, 672 and 673. Plus RFW 14 and MLL 735. I think that's all of them!

## Chesham Running Day

3<sup>rd</sup> October



Left: RLH 48 and T 792 captured at Chesham Broadway by Peter Zabek.

RT 3491 sports a temporary cab door pending restoration of the original. Photo-Adrian Palmer



Left: 36 year-old TPL 88 represents the later days of Green Line. It's good to see more "modern" buses taking part in these events.

Below: Not what it seems, SMS 88 was a central area bus before passing to AI Services of Irvine. It returned to London in 1990 and has very recently been restored and presented in London Country livery, representing their similar SM types. Photos-Adrian Palmer.



GS 13 in very rural surroundings at Buckland Common, near Tring. The Guy Specials were intended for less well-used routes in distant places such as this. The collection of advertising signs is quite impressive as well. Photo-Adrian Palmer.



# Route 93 Running Day

9<sup>th</sup> October



Above: Michael H C Baker just misses WV1 1 in Epsom!

Top right: Adrian Palmer found RTW 467 in Womble Land and, below, RT 1 in North Cheam, middle left.

He also found RML 2579 at rest at Putney Heath, Green Man, middle right.



Above left: Adrian Palmer's camera can just about see the LBM contingent ready for departure. RTs 1 & 4779, RML 3 and WV1 1.

Above right: Michael H C Baker captured RT 4779 while passing through misty Epsom.

Left: Adrian Palmer caught RML 3 taking a breather by Leatherhead's historic facilities for horses and people.

Below left: Michael H C Baker's camera finds RT 604 as it trundles through Epsom.

Below right: Once owned by Bill Ackroyd, RT 1705 is in fine form in Wimbledon where Adrian Palmer was waiting.



Below left: Michael H C Baker has caught RT 1658 passing Judy Boyt's 2001 bronze sculpture "Evocation of Speed", in Derby Square, Epsom.

Below right: RF 600 was flying the flag for single deckers when Adrian Palmer snapped it at Morden.



# TransportFest 2021

24<sup>th</sup> October



Left: RTs outnumbered RMs this time.  
Below left: Contrasting Fleetlines, DMS 1 and DM 1052,  
Both photos-Adrian Palmer  
Below right: Timebus' splendid TD 89 as caught by Colin Read



Above right: WVL 1 was caught in action by Adrian Palmer.  
Left: Ensignbus' impressive MCI Greyhound coach was snapped by Leon Daniels.



Below: Colin Read has pictured the superb 1939 Westcliff-on-Sea Motor Services Bristol K5G in a livery not too remote from what was London General's MAL 104, now with Brighton & Hove, also part of the GoAhead Group and captured by Phil Hambling.



# Plumstead Garage's 40<sup>th</sup> Anniversary

30<sup>th</sup> October

Stagecoach's Plumstead garage celebrated 40 years of operation with a superb open day, featuring a good variety of buses as well as plenty of travel opportunities.



Left: Adrian Palmer catches RT 4779 on Charlton Way bound for Plumstead garage.  
Above: buses old and not so old. DM 2375, RM 1527, 18214, RT 1702, RM 8 & TA 1 attract visitors' interest. Photo-Dave Jones



Above left: An arrangement of ADL E400s (and a Scania!), including the original and replacement "Spirit of London", 10301 Macmillan bus and 12345 in tramway livery.

Above right: Ensignbus' MD 60 sets off on another local tour.  
Below left: LBC's RT 1658 at Plumstead on the shuttle service.  
All three photos-Dave Jones

Right: Francis Wadsworth has caught RT 4779 on the 122 at the end of the day.



# Muswell Hill Vintage Bus Running day

7<sup>th</sup> November

To mark the 30<sup>th</sup> anniversary of the closing of Muswell Hill garage a number of buses took part in a running day over some of the routes once operated by the garage.

RT 4779 ran on routes 43 and 134, but was captured by Roger French on the 212. Adrian Palmer has caught RF 401 and TD 89 at Muswell Hill, while he also caught M714 with RT 2177 at Friern Barnet.



## Book Review

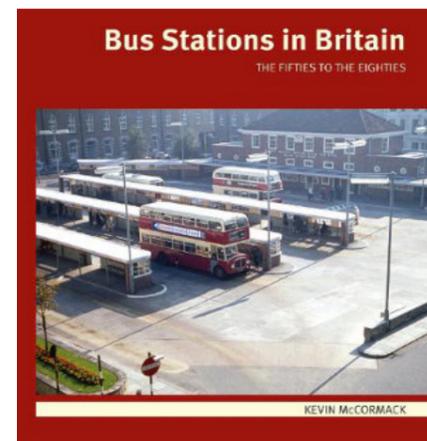
By Michael H C Baker

**Bus Stations in Britain by Kevin McCormack, Capital Transport, £30 hardback, ISBN 97818544560.**

Once again Kevin McCormack and Capital Transport have hit the jackpot with this tremendous album of full-colour images. It is surprising that this subject has not been covered in depth before, but now it has by the ideal combination of publisher and author, so it has been worth waiting for. There is a terrific variety of locations, ranging from what are virtually no more than yards or pull-ins by the roadside, to such iconic, grandiose structures as the controversial, brutalist Preston, for long threatened by closure, but now redeemed and listed. The period covered is from the

late 1940s to deregulation. Perhaps the most spectacular image is that of New Brighton, which not only includes buses, but a fleet of ships in the River Mersey, including one with the Queen aboard who was carrying out a review. The 150 or so pictures range from those no longer with us, to those that still are. Some look pretty miserable as far as the travelling public were concerned – well a bus station on a wet day is not necessarily top of any town's must-see list - although all have enthusiast appeal. There are a number in and around London, Victoria being the best known, some are gone, some are still with us, although the book makes it clear that they are something of an endangered species, more's the pity. One of the most attractive, and least changed

over the years, is Folkestone, which adorns the cover. Buses – and coaches – naturally feature in all their variety, from the half-cab era onward, and the text, as you would expect, knowing this author, is never short on detail, and always informative.



# Donations Received 22<sup>nd</sup> July to 7<sup>th</sup> October 2021

Ray Thorn

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.

Donor	Objects
Andy Gray	Magazine, book, DVD, model wagon and buses
Kevin McCormack	Book 'Streets of London,' misc transport books, models, ticket machine and clippers, small ticket rack, maps, and timetables
Derek Penson	Photo of BXD 633, Leyland Cub C 8
Stewart Lilly	Three framed photos
Paul Burrows	Driver's winter coat, rule book, and other associated items
John Pulford	Conducted coach tour guide
Roger McDaniel	Notes and photos of old buses
Peter Wall	Seven books and various magazines, model buses and other vehicles
Belinda Wheble	Fare charts, models, photos framed prints and books
Mitch Peeke	Limited edition of Wheels of London
Andrew Carter	Transport books
Cathleen Wilson	Glass plate NS bus
Stephanie Tassell	Large collection of model buses
Roger Bassett	Collection of LT maps
Graham Burnell	LT mackintosh
Heidi Topman	Bell push, badges, books, jubilee medal, bus map, and budget key
Adam Connor	New inspector's cap and jacket, wiring diagram SMS doors, route 90B/267 fare table
Brian Jones	DVD Route 93 and bus books
Simon Douglas Lane	Bus blind and staff timetable folder

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 collections 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 of back cover) to tell us about the items. We welcome every donation whether bus or other transport related and whether London or elsewhere.

## From the Social Secretary

Simon Douglas Lane

In my new role I have two dates for your diaries:

**The Volunteers' Lunch will be held on 15<sup>th</sup> December 2021**

in the wondrously heated and transformed workshop at **12.45pm for 1.00pm.**

The canteen will be the collecting point for your food and liquid refreshment.

**6<sup>th</sup> February 2022 for the post-Christmas lunch at Silvermere from 12 noon onward, the cost per head will be £31.50.**

For both events we need to know the numbers attending so please email me on: [simonsdl14@gmail.com](mailto:simonsdl14@gmail.com)  
I look forward to an excellent turnout for both functions when we can thank our volunteers and ourselves: we're worth it!

# Bye, Bye, Trolleybi, Farewell - part 10

Michael H C Baker

Four trolleybus routes disappeared on the night of 7<sup>th</sup> - 8<sup>th</sup> November 1961: 609, replaced by diesel bus 104; 521 and 621, replaced by bus 221; and 641, replaced by bus route 141. Now the trolleybus really was on the way out. 8<sup>th</sup> November dawned with just two more stages to go. The 521 was the very last in the 500 series. The 609 ran from Barnet to Moorgate, the 521/621 from North Finchley to Holborn Circus, one approaching the city terminus by the opposite loop to the other, if that make sense, and the 641 from Winchmore Hill to Moorgate. No more trolleybuses at Moorgate or High Holborn. Wood Green Depot saw trolleybuses no more and Finchley was left with the rump of just 14 to work its one surviving route, the 645. Wood Green Depot was noted for its high levels of maintenance and some of its KIs which had moved in recently moved on again, one last time, to Isleworth.



Finchley's J1 No. 944 is seen at Finsbury Park on 2<sup>nd</sup> February 1958, with a cyclist possibly looking for a tow! (collection)

compared favourably in my experience to the STL class at the end of its days, which could shake and rattle as though auditioning for an amateur skiffle group, whilst even a late 1970s RT might be no better.

Because of this policy, the vehicles which saw out the last days of stage 9 had already moved across town. Finchley, as late as 1959, had operated almost exclusively C3 AECs in the 300 series and Js in the 900s, whilst all but three of Wood Green's allocation of 95 had been Leyland HIs numbered between 755 and 900. All these were now gone for scrap, replaced by Ks, L3s, Ns and MIs from the east. By 8<sup>th</sup> November many of these, too, were withdrawn.

One of the most interesting aspects of stage 12, unless you were a trolleybus, was the eventual appearance of the lengthened 72 seat RML. These were originally designated ER (Extended Routemaster) but this was altered to RML and they entered service as RML 880-903, coded 7RM7.



Finchley Depot was still full of electric vehicles when this view was taken. (MHCB)



Before the trolleybuses there were, of course, trams, notably the Felthams. Prototype 320 of 1929, which once worked out of Finchley depot, is seen at Golders Green and would have worked route 21 which became the 521 and 621. Collection

As we have seen, the policy of London Transport as each stage of withdrawal was reached was to take out of service the oldest vehicles on the reasonable assumption that they were the most worn out, although this was not always true. Also any trolleybus, old or not so old, would get the chop for even minor faults which in normal times would have been attended to. Inevitably this meant that this laissez-faire attitude tended to spill over into basic maintenance which wasn't always what it should have been. Yet I can recall more than once boarding an about-to-be-withdrawn trolley, settling into one of its still perfectly comfortable 72 seats, and as we almost noiselessly moved off reflecting 'this is not a worn out, old fashioned means of city transport.' The last trolleybuses



Captured at Finchley, L3 1449 follows RML 894 on its first day in service, note lower case via points (MHCB)

Once the first of the production RMLs, numbered from 2261 onward, appeared then the original ones became

interspersed with them and could be seen on any RML route. A number of the early batch have been preserved.



North Finchley terminus on 8<sup>th</sup> February 1961 with NI No. 1559 and L3 No. 1481 awaiting their next trips. (MHCB)



North Finchley in 1990 with Arriva's S283JUA on route 221 and several Metrobuses. The great bulk of the Gaumont cinema is no more. (MHCB)

## You Write - I Rev'd John Lines MBE

I must admit I had my doubts when Michael Baker put down his quill as to whether the magazine would be as good. However, I must say that I really have enjoyed your efforts in the last couple of editions.

In the current one I must admit that the GLH instead of RLH reinforced an opinion I had many many years ago. When I owned G 351 I took it to a do at Guy Motors, I think it may have been their swan song, along with a Burton Guy Arab I also owned at that time. One of the Guy Motors manager spent a long time admiring G 351 and mentioned that they had offered to build some Arab Ills for LT. I did not give it much thought then, but the book item has made me realise that what the gent said was most probably true!

Thinking about Guys for the moment I have been collecting G class photos and slides for well over sixty years and have around 2,500 in total which will come of the Trust when I die. However recently I purchased someone's collection of G class views and, as a result, I now have a good number of doubles of G class vehicles. If you hear of anyone who is short of views, I would be more than happy to let them go through my spares box.

Thanks again for the wonderful magazine.

John can be contacted at: [jhnlines@btinternet.com](mailto:jhnlines@btinternet.com)

## You Write - 2

### John Branson via Richard Hastings

The attached photo depicts John's parents-in-law, who were driver and conductor on route 83 in the war years and after, working out of Alperton (ON) garage. His mother-in-law, Lena, is now 99. John writes, 'Lena was conscripted to Alperton from the North in 1940. She worked there for many years and nearly always on the 83 route but sometimes the 187. Her husband (Bob) became a driver after army service in WW2 and they often did the 83 route to Golders Green together.' John thinks the photo was taken between 1948-50.

John's wondering about the bus in the photo, but has been told it's a little difficult to identify - what looks like a hinged cab door with a window is puzzling. It's thought it may be an STD but it's not certain whether they worked out of ON.

*Between late 1943 and late 1950 ON was home to a number of Guys, including G 28, which this appears to be. The lack of cream around the saloon window suggests the photo was taken after its 1949 overhaul at Reigate. Dave Jones.*



## You Write - 3

### Tony Lewis via Peter Osborn

Peter Osborn's article re bus route 408 was of great interest as I used to live in East Ewell from 1937 to 1957 and in 1943-1948 travelled by 408 or 470 from the Glyn Arms pub opposite East Ewell Station to Epsom County School. The school was not located in Epsom, which was not a county, but no matter!

If I remember rightly, the 408 went to Guildford and the 470 to Dorking. All the buses were green STLs and some were front-entrance and had fewer seats.

I used to sit in the left front seat if possible and watch the driver changing gear. Even in those days I knew exactly how a pre-selector gearbox was operated.

*Peter adds, from the internet: 'Glyn School was established as Epsom County School for Boys in 1927, housed in the Technical Institute in Church Street, Epsom. It moved to the present site in Kingsway Ewell in February 1939 but, confusingly, retained the name Epsom County School for Boys for some years thereafter.' I went to Glyn rather later, but also travelled on the 408/470 (including RT4779). The nearest stop was at the top of Hessele Grove, but we were*

*barred from using that and instead used Mongers Lane, nearer Ewell. After school, a prefect was stationed at the Epsom-bound stop to (try to) keep order when a bus arrived. Attached is a picture by member John Shirley of RT4779 at Mongers Lane in 2014.*



## ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor by email to: [editor@londonbusmuseum.com](mailto:editor@londonbusmuseum.com) or by post to the address in the contact list below.

**LAST COPY DATE FOR**

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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 or Officers, London Bus Museum Ltd or the Editor.

## Ten (or More) Green Bottle (Tops)!!

### Colin Read

Regular volunteers to the museum will have noticed a small box in the Canteen for the collection of bottle tops (mainly the green ones from milk bottles but others are OK). These were formerly collected and given to one of my Rotary friends, who sadly passed away earlier this year.

I'm happy to continue collecting these, which are converted into money for Great Ormond Street Hospital, obviously a very worthwhile cause. I checked and washed about 2000 the other weekend and delivered them to my contact in East Grinstead, so keep them coming please.

### Contacting The London Bus Preservation Trust

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

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

**Post:** The Museum's postal address is: London Bus Museum, Cobham Hall, Brooklands Road, WEYBRIDGE, KT13 0QS

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

### Museum on the Web

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