



LONDON BUS MUSEUM MAGAZINE



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Contents

London's Big Bus Bonus: Iconic Vehicles Saved	2
Was there ever a day quite like 22nd June?	3-5
Regent Street Cavalcade	6
Regent Street Extravaganza	7-10
Two Anniversaries	11-12
Garage Open Days	13-16
Cycling to Watford	17-18
RTI Anniversary Volunteer Outing	19
News from behind the workshop doors	20
David Kinnear steps down as Trustee and Curatorial Director	20
Membership and Volunteering	22
Membership subscriptions - an apology	22

FRONT COVER PICTURE

Young and not-so-young enthusiasts are seen here with two of LBM's Rogers - Stagg and Shaw - alongside G351 in Regent Street on 22nd June, with a trolleybus in the background. (MHCb)



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

ITEMS FOR THE MAGAZINE

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

**LAST COPY DATE FOR THE
WINTER 2014 EDITION
15th NOVEMBER 2014**

London's Big Bus Bonus: Iconic Vehicles Saved

Isn't it just typical? You wait nearly 100 years for one of London's most historic buses, and then two come along together.

But when the Capital's number one bus buff - the Big Bus Tours' director Desmond Maybury - discovered that a pair of London's oldest and rarest buses were coming up for auction, he had to have them even if they did eventually come with a combined ticket price of nearly £500,000. "Vehicles like these just don't exist outside national transport museums" explained Des, whose distinctive maroon and cream tour buses are now part of iconic London's landscape. "They would never come up again and even though they went way over their estimates, well, it had to be done."



Guy Marriott and Desmond Maybury.

"It would have been unbearable to see them end up in a foreign collection" he added.

Both buses - despite heavy bidding from Japan and the USA - will now stay in Britain and go on show to the public. The pair - a 1922 AEC S-type and a 1922 Tilling-Stevens petrol electric TS3A, both open top double-deckers - were originally run by rival bus companies



Desmond Maybury in front of S454.

around the Capital until they were taken under the London Transport banner in 1933.

Auctioneers Bonhams were selling the vehicles as part of the break up of the historic Michael Banfield Collection following the veteran vehicle collector's death.

Sadly, they're too precious to appear on the Big Bus Tour route around London, or any of the other 15 cities it operates in around the world.

But both have already had their first public outing at the 'Year of the Bus' Cavalcade in Regent Street in June following a special plea from Transport for London (TfL).

Now they're undergoing inspection and servicing by Seb Marshall and the experts at Historic Vehicle Restoration in Byfleet, Surrey, before being placed on a very generous loan to the nearby London Bus Museum at the iconic Brooklands motor racing circuit.

"It is a lot of money, but when you hear those wonderful British engines running and see these pieces of history on the move, it's all worth it" said Des.

"It was a real nail-biter watching the bidding go up and up but London's heritage is important and I wasn't going to see them go out of the country" he added.

The 1922 S-type is one of only two of the vehicles known to exist, while the 1922 Tilling-Stevens petrol electric TS3A is the only known example to survive. "These vehicles hadn't been seen in public for years. Now I'm very proud to let everyone share in a piece of London's transport history" said Des.

Big Bus Tours operates the world's premier sightseeing bus tour in 16 cities around the world, including London, Dubai and, recently, New York.



A very happy Desmond and Victoria Maybury on the Tilling-Stevens.



The Tilling-Stevens on display in the London Bus Museum.

Was there ever a day quite like 22nd June?

By Michael H C Baker



Above and right: T499C, STL2377, S433, RT8, C4, B2737 and NS1995 wait on the Embankment for the start of the day's event. (MHCB)

As on so many glorious days this summer, this Sunday dawned sunny and warm and by 7.30 a select, perhaps unique, group of vehicles from the LBPT was on its way out of the gates and heading towards the A3 and the south-west suburbs. Some of us can remember the days when the Kingston By-Pass was synonymous with Q1 trolleybuses and D types from Merton and Sutton garages. All long gone, as, further back in time were the trams we once would have encountered at Wandsworth and Vauxhall, although Wandsworth garage incorporates part of the old tram and trolleybus depot.



owner LBM' to 'No.48 Red or black New Routemaster DD, owner Arriva London,' to spend the day parked up?

Your editor was in STL2377, driven by Peter Osborn, 'conducted' by Steve Whitelegg, and we found ourselves parked immediately ahead of T499 and behind 971J. The latter, a year older than our STL, was once Country Area, front entrance STL1470, converted to a tree lopper and owned by Roger Wright, whilst T499c to give its full title, is a Green Line 10T10, a year newer than STL2377. This belongs to those amazing people, Ensign, who had it brought back from Australia and Steve Newman, its proud driver, told me that today was its first public outing since total restoration. I asked him how much of it was original and he replied, "a surprising amount". It looked stunning. Although there were relatively few rank and file



An E3 outside Wandsworth tram depot in 1949 (above), and Vauxhall c.1914 (right). (Collection)

Yet hang on to the twin concepts of 'trolleybuses' and 'long gone' and prepare to be surprised. For this was going to be a very surprising day. The Albert Embankment is normally one of the quieter parts of Thameside London on a Sunday morning: but not today. As we headed past Vauxhall there ahead of us was surely quite the most eclectic collection of London buses ever gathered together, their owners carefully obeying instruction 'to be in place... from 08.00 until 09.00 when the first group of buses are timed to set off.' The accompanying pictures give you some idea of the scene. And just where were we to set off to? Why Regent Street; where else would you expect 48 buses ranging from 'No.1 1875-1881 Horse Drawn bus,





Swedish visitors in STL2377.

(MHCB)

members of the public about, cyclists and joggers mostly, we got into conversation with two visitors from Sweden, Hakan Ferner and his teenage son. Both, of course, spoke perfect English, they were invited aboard, and, as were about to set off, we said, "why don't you ride with us to Regent Street?" Thus they can fairly safely claim to have been the only Swedes who rode on an STL in Central London in the summer of 2014.

Now came perhaps the most exciting part of the day, a steady, stately, dignified procession, across Westminster



A contrast in single deckers - Wrightbus Hydrogen bus WSH62994 and LT1076.

(MHCB)



Autumn 2014



Westminster Bridge, a view from STL2377 following tree lopper, former STL1470.

(MHCB)

Bridge, past the Houses of Parliament, around Parliament Square, up Whitehall, around Trafalgar Square, along Pall Mall and the lower end of Regent Street into Piccadilly Circus, escorted by police motor cyclists, quite the nearest I've ever got to a boyhood ambition for such a career, past other traffic officers, waving us on past red lights whilst the rest of London's traffic, watched us go by, mobile phones clicking away, the expressions of the bystanders first of amazement and then delight, exchanging waves, plenty of people around now, the crowds growing larger as we approached Regent Street. The vehicles were divided in to three tranches, arranged chronologically and we were in the first, pre-1939 group, Ensign's RT8 bringing up the rear. As we entered Regent Street we slowly overtook the real veterans which had preceded us, the horse bus from Brooklands already in pole position, awaiting the arrival of the horses, amongst others being the newly restored 'Battle Bus' B2737, of the London Transport museum which is later in the year to be repainted khaki and visit Flanders, and the Tilling-Stevens XL1294 and S454 of the late Michael Banfield's collection, bought by Des Maybury and which will be on loan to Brooklands. There were the double and single deck LTs - I wonder when they were last seen together - and we took up position, diagonally across the street.

David Lloyd George, Prime Minister during the latter part of the First World War, salutes Battle Bus B2737 as it rounds Parliament Square.

(MHCB)



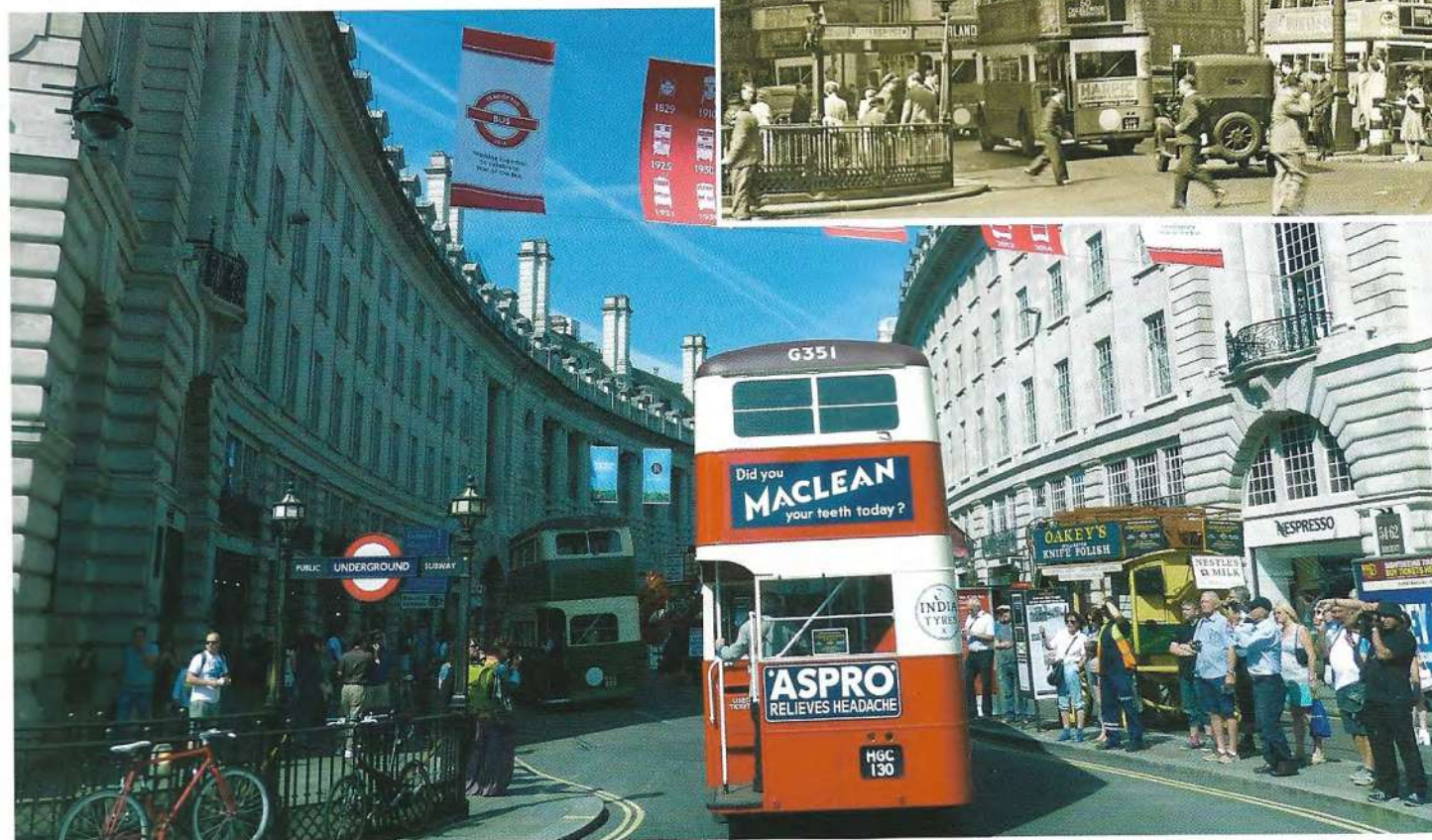
Two ways to approach Regent Street, STL 2692 heads left, G351 goes to the right! (MHCB)

Next it was the turn of the late wartime and early post-war vehicles, led by a TfL van. This, on entering Piccadilly Circus, turned towards Shaftesbury Avenue, followed by STL 2692, but Roger Stagg in G351 knew better and pointed the Guy to Regent Street. Confusion all round, as Roger magnanimously backed up to let the STL reverse and enter Regent Street, well one has to make allowances for green STLs getting confused in central London. Eventually all were in position and if the icing on the cake was the drive up Whitehall then the cake itself was the day spent in Regent Street with, as Leon Daniels describes, getting on for half a million - half a million, can you believe? - double the usual number of the general public, getting to know the London bus in all its many varieties as never before.

At the last minute David Kinnear was able to get Graham Burgess to produce 500 replicas of the Victorian Star omnibus tickets, each of which bore an advertisement for the London Bus Museum. Graham Bartlett and David gave away all 500, each accompanied

Right: Regent Street c.1945. Ahead of the STL is a wartime austerity D from Merton garage, whilst another STL is about to enter Piccadilly Circus. (Collection)

Below: History repeats itself 69 years later as another austerity bus, G351, enters Regent Street with STL2692, complete with wartime warning white spot, ahead. (MHCB)



by a little chat about the history of horse buses, the Museum and much else. Elsewhere children were provided with chalk to draw whatever took their fancy on the road surface, there was entertainment, you could sit in an armchair or even have a lie down in a bed opposite some very exclusive purveyors of high class merchandise, Hamleys, the famous toy shop, had constructed a bus stop out of Lego, other bus shelters had information and pictures especially provided for the day and, above all, the public was invited aboard practically all the vehicles. Time was when some owners were extremely apprehensive of letting all and sundry even peep inside their precious treasures, but over the years we have learned that almost inevitably the general public takes great care when invited aboard a vintage bus or coach and the rewards and appreciation are well worthwhile. Mind you I was talking to the driver of the tree lopper STL who said, "At one point it was creaking so much I had to suggest a few less on the top deck might be advisable". Small children climbed into cabs, pretended to steer and press bulb horns, elderly gentleman went misty eyed, their wives commented "Ooh doesn't it all bring it back", and, London having become the world city it is, just about every nationality under the sun was there, clicking away with their mobile phones and sending images back home to the four corners - well we older folks still sometimes suspect that the world is flat - of the planet.

And finally who would have thought you could board a Hounslow bound trolleybus on a June Sunday in Regent Street?

Regent Street Cavalcade

By Leon Daniels Managing Director, Surface Transport, TfL



Exploiting the heritage of TfL and its predecessors has been a brilliant way of demonstrating to the public how we transport over 10m passengers a day.

The recent documentaries showing 'behind the scenes' on the Underground (The Tube) and buses (Route Masters) attracted over 2m viewers each episode. Showing how we keep London moving helped us make the case for investment in London's transport to support the growing population and buoyant economic activity.

Following on from London Underground's 150th celebrations in 2013, we embarked on a 'Year of the Bus' (YOTB) during 2014.

Our aim with YOTB was to champion the people, the heritage, and the innovation of London's buses. Whilst we didn't have a special anniversary to mark, our celebrations would coincide with the centenary of the start of the First World War. A cornerstone of the celebration was to restore a B-type bus which would then take part in the various WWI events. With the help of a Heritage Lottery Fund grant, B2737 was painstakingly restored and unveiled.

Of course we had to have a parade: just like in 1956 and in 1979, the latter delivered by the late Prince Marshall and me. In 1979 we ran two events - one as part of the Easter Parade in Battersea Park and what was then 150 years of London's buses by running London Wall to Hyde Park, roughly following George Shillibeer's pioneering service. A key ingredient had been capturing the general public a bit unawares - a big spectacle at a major location.

So in my mind I wanted something similar. That ruled out a ticketed event. We tried to secure Hyde Park but without any luck. We also had a great offer from Millbrook Testing Ground but it was really too far away. Then we managed to secure Regent Street on one of its summer Sunday closure days thanks to terrific co-operation from the City of Westminster and Regent Street Association.

Finalising the line-up was going to be challenging. We had a tight limit on vehicles and the bookends were clear - horse bus one end and the New Routemaster at the other. We also wanted to repay the huge help from sponsors by including their preferred vehicles.

In the end, we had a great cross section of vehicles, inevitably with some gaps - nonetheless a fabulous line-up for the public. We did have a specific rule that most of the vehicles had to be fully accessible to the public and therefore one or two were lost on the way as their owners were not prepared to agree. Watching children as well as adults in bus cabs posing for photographs with a huge smile on their faces was truly heart warming.

The LT Museum, Ensignbus, and of course the London Bus Museum provided a significant number of vehicles alongside those belonging to private owners.

The event planners, part of TfL's Commercial Development team was headed by Simon Buxton assisted by Jon Hodges. Andy Barr who had organised many of the events for LU150 joined the team and between them they put together a terrific show.



Leon Daniels (left) in Regent Street with Steve and Ross Newman of Ensignbus.

(MHCB)

You need events like this to focus certain projects to a conclusion. Not only was B2737 made ready, but work was quickly completed on RM2 after 10 years behind closed doors with her original front completely remade from scratch. I was determined to get FRM1 back into her 1967 colour scheme as well as with her own original front. The team at LTM worked against enormous odds to make ready other Museum vehicles.

With only a week to go, two vehicles from the Michael Banfield estate auction were secured by their friendly purchaser and were offered to us for the parade. We gave Andy Barr some valium (Underground plans are locked down weeks in advance!) and somehow fitted them in.

You will remember how 22nd June dawned a hot and sunny day. Over 400,000 people came to see the Regent Street event: more than double the visitors to a normal Summer Sunday closure.

The day wasn't just about buses, we had something for the whole family: street theatre, jewellery making, and singing were all part of the fun. 'In the flesh' was Emma Hignett, who voices all the announcements on London's buses. She spent all day recording personal announcements for visitors on their smartphones. We asked her which recording was the most popular. "Please move to your own side of the bed" was the surprise answer.

I wondered, as I walked along Regent Street, what the founders of the London Bus preservation movement - the late Alan Allmey and Prince Marshall would have made of it. And then I noticed how one of the oldest and earliest vehicles in private preservation, S454 (one of the Banfield pair) was parked facing Air Street, home to Old Motor's offices. This is where, 50 years ago it had all started.

Our old friends were most certainly looking down on us.

Year of the Bus
Cavalcade
2 June 2014
LOVE YOUR BUS

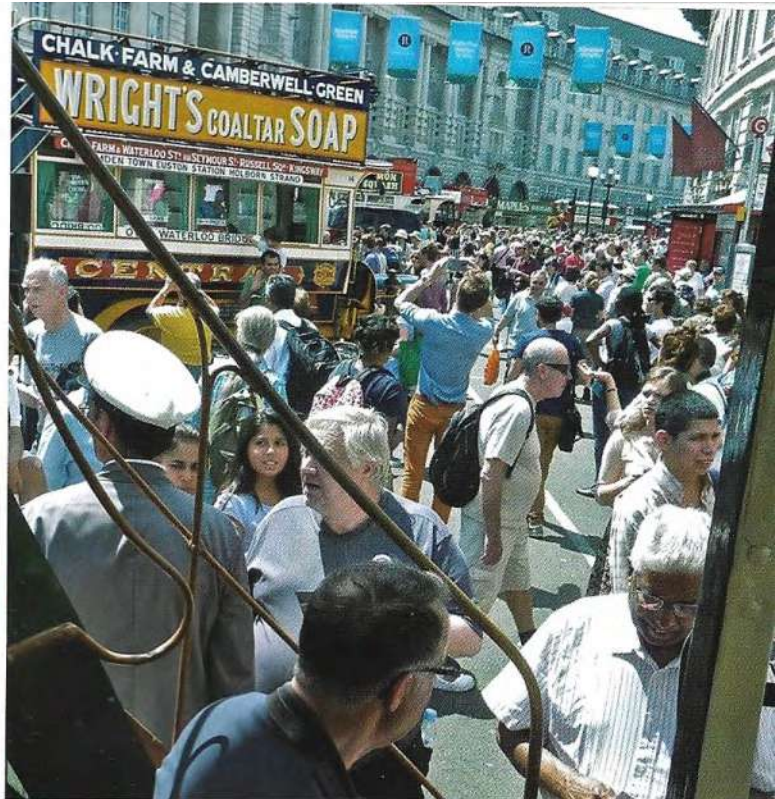
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ExteriorMedia
Regent Street Association
THE CROWN ESTATE
MAYOR OF LONDON
TRANSPORT FOR LONDON
FIRST JOURNEY MATTERS

Regent Street Extravaganza

Photographs by MHCB and David Kinnear







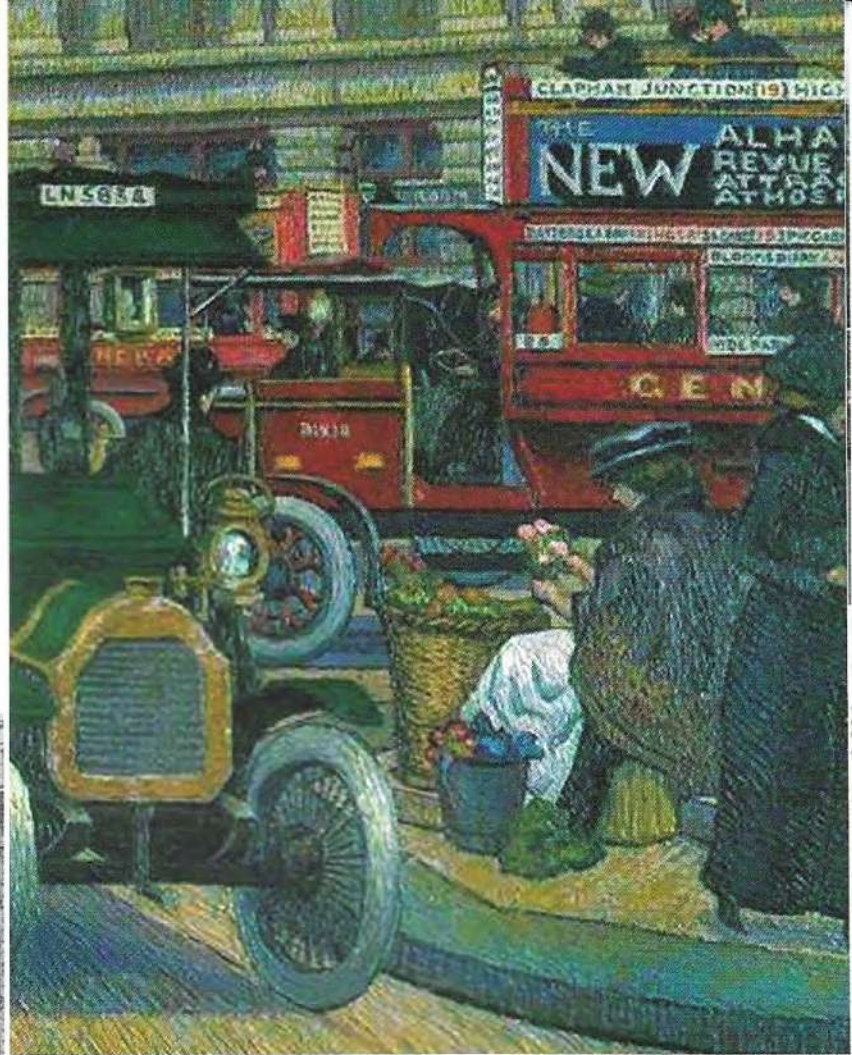
For a complete contrast here are some views of Regent Street and the nearby area spanning nearly a century.

Right: Charles Ginner's 1912 painting 'Piccadilly'.

Middle right: Circa 1932 with NSs prominent and at least one ST, an open staircase LT and another in the distance. (Collection)

Below: Early World War II; with restrictions on private motoring, taxis and an LT and an STL have almost a complete monopoly. (Collection)

Bottom right: RML2650 enters Piccadilly Circus in October 1995. (MHCB)



Two Anniversaries

Two very good reasons why 2014 has been declared the Year of the Bus in London is the 60th anniversary of the appearance of the first Routemaster, RML, at the Commercial Motor Show in September, 1954, and the restoration of the 'Battle Bus,' B2737, to mark the 100th anniversary of the beginning of the First World War, in which many of the B type were commandeered to take troops to the front line in Flanders. And thus we illustrate both on these pages.



Above: Our Chairman, Guy Marriott, stands beside B2737, which he had driven earlier in the day, in Finsbury Park at the RM60 celebrations on 12th July, alongside the very last Routemaster, RML2760, on long term loan to the Trust from Stagecoach London. (MHCb)

Right: B2737 in Gloucester Place.

(Graham Smith)



Left and Above: B43, named 'Ole Bill' after the World War I character, created by Bruce Bairnsfather, is presently on display at Covent Garden Museum; the radiator filler cap is in the shape of Ole Bill and on the side B43 commemorates some of the battles with which it was associated. (MHCb)





Top: Cyclists pedal past the line up of some of the over 130 Routemasters present at Finsbury Park on the weekend of 12/13th July. (MHCb)

Above: RM1, RM2 - newly restored to its original front end configuration and in Country Area livery - and RML3 from Brooklands. (MHCb)

Left: B2737 smokes it way past the Routemaster line up. (MHCb)

Garage Open Days

By Graham Smith

Catford, Alpertown and Fulwell might not mean much to many people, even if they do recognise the names of these three London suburbs. However, to any bus enthusiast worth his or her salt, they can mean only one thing...bus garages. In one's formative years of bus-spotting, such places would represent a challenge to enter illegally - or 'bunk' - to collect the numbers of the vehicles lurking in their inner recesses. Some were easy but others were virtually impossible, with success depending on the layout of the site and whether or not there were lines of buses to hide between during one's dogged pursuit of collecting numbers. The risk of being caught and thrown out was an ever present hazard but was all part of the 'game'. Health and Safety? What was that? Also, we didn't ask if we could go round because we knew the answer would be 'No'.

So, imagine the surprise when, many years later, bus garages would fling open their doors and welcome us, the public, to come and see the mysteries within. What's more, with 2014 designated 'Year of the Bus' by Transport for London ('TfL'), this year there are seemingly countless opportunities to 'get up close' to London's buses.

The afore-mentioned bus garages were three of the six chosen to host this year's open days, and LBPT attended all three.

Catford Garage's Open Day was held on 10th May 2014, just one day short of its centenary date, and Stagecoach London provided a great welcome to all who attended. The garage was owned originally by the London General Omnibus Co. ('LGOC') but, in January 1915, it was closed for bus use and requisitioned by the War Office. It returned to civilian duties in October 1920 when it was transferred to Thomas Tilling, an independent company, for operation of its fleet of Tilling-Stevens petrol-electric buses (London's first hybrids) on routes in south-east London. Our ST922 was due to

attend the Open Day as it is the only survivor of a batch of Tilling STs which replaced the petrol-electrics in 1930 but, despite receiving much attention from our clever engineering colleagues, it was passed unfit for service and Utility Guy G351, some 15 years younger, provided an able and interesting substitute even if none of this type ever operated in south-east London. Also making the journey from Brooklands was the last RML - 2760 - on loan from Stagecoach, which met up with



An unusual sight on route 54, Ensignbus's RLH61 outside Catford garage. (Graham Smith)

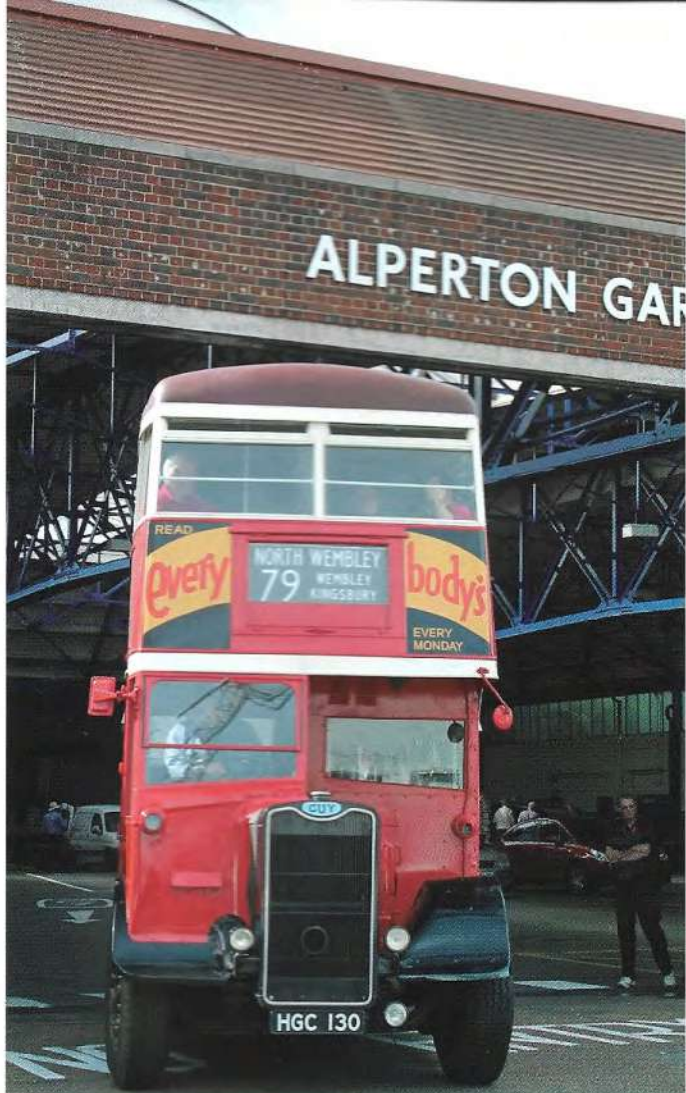
RMI and various other buses, including a New Routemaster, in the display area. Due to another bus misbehaving, the RML was commandeered for operation on the special 54 service from Catford to Elmers End, along with RLH61 of Ensignbus. The day's many visitors - 'locals' and enthusiasts alike - were given the opportunity to look behind the scenes at the garage's engineering facilities and at a special display of how CCTV footage assists in making bus journeys safer. A variety of sales-stands and refreshment stalls plus a very informative programme at £2 ensured an interesting day out for visitors to Catford Garage.

Four weeks later and the focus switched from south-east to north-west London for Alpertown Garage's Open Day, held exactly 75 years after its first day of operation on 7th June 1939. G351 again featured but this time it was a highly appropriate vehicle as Alpertown had operated an earlier batch of Park Royal-bodied Utility Guys from 1943 until 1952, although these were more austere and fitted with wooden slatted seats. They were none too popular with their passengers which included your author's father. Our RTL139, also, attended and shared duties with its wider cousin, Ensignbus's RTW335, on a special circular route 18B via Sudbury and Harrow-



Craven RT 1513 stands in line with three other RTs outside Catford Garage, October 1955. (Collection)





G351 at Alpertons.

(Graham Smith)

on-the-Hill. Alpertons operated RTLs and RTWs in 1949-51 before the garage became an AEC stronghold with all of its routes operated by RT buses. A few RMs arrived at Alpertons in 1964 but the last of its RTs were not withdrawn until 1975 by which time most of the garage's routes were operated by the DMS class of one-person-operation double-deckers. Following the privatisation of



RTW335 at Harrow.

(Graham Smith)

London's bus operations, First Group acquired the CentreWest company which included Alpertons and other garages in north-west London. A further change in June 2013 saw five garages including Alpertons acquired by Metroline. The Open Day attracted many visitors and an interesting array of vehicles including the London Transport Museum's ('LTM') NS1995, dating from 1926. A second special route - the 79A - was operated by an RML and a New Routemaster between Alpertons and Metroline's bus garage and 'state-of-the-art' engineering facilities at West Perivale, adding further variety to the day. Entry to the garage was by a £2 programme, with all proceeds donated to a local hospice. Many visitors and visiting buses had been delayed in arriving due to a large articulated truck overturning at the Hanger Lane Gyratory in the early hours and depositing its load of rubbish all over the road, creating gridlock over a wide area. Despite this, the day was most enjoyable and visitors were made to feel most welcome by Metroline's staff.

From north-west to south-west London and from a compact, purpose-built, 75 years-old motorbus garage to a huge, 112 years-old former tram then trolleybus depot which has housed motorbuses only since 1962 - welcome to Fulwell Garage! With an Open Day on 28th June it would be reasonable to expect a sunny summer's day. How wrong could one be? The day started fine and dry but, by mid-morning, the heavens opened and everyone ran for cover, if they could find any. Unfortunately this garage Open Day lacked what Catford and Alpertons had provided, namely an open garage. Fulwell has an amazingly large forecourt area which is ideal for displaying vehicles and, if it's dry, for housing sales-stands but if it rains, that's another matter. Sad to say that a number of the stallholders had to pack up their soaked wares and head for home. Fortunately for those visitors who



Fulwell open day panorama.

(Graham Smith)



L3s at Fulwell Depot, 26th October 1961.

(MHCB)



Metrobus M68 & Q1 trolleybus 1768 at Fulwell.

(Graham Smith)

stayed there was a rich variety of vehicles on display to see and, if invited, to board. These ranged from the recently restored 1914 LGOC B-type and the three-axled single-deck LT1076 dating from 1931, both part of the LTM collection, to LBM's Metrobus M6, new in service at Fulwell in 1978, and another LT - LT150, a silver-liveried New Routemaster. LTM's FRM1 and LBM's Green Line RF226 plus a few RTs and RMs completed the line-up of motorbuses but there was another vehicle in attendance, an all-electric one, namely LTM's handsome Q1 trolleybus no. 1768, built in 1948 and once in regular service from Fulwell Depot. Six days previously it had made history as the first trolleybus ever to be seen in London's Regent Street, during the spectacular Year of the Bus Cavalcade event. However, these days it needs diesel haulage to enable it to travel from its home at LTM's Acton Depot but its appearance is guaranteed to

generate considerable interest and amazement. Unlike Catford and Alperton, there was no printed programme available for the Fulwell event although there was a free 667 bus service running between Twickenham Station and Hampton Court, operated by Simon Douglas Lane's RT3491, an RML and a 'Green Line' Titan T961 plus, for those tempted to brave the elements, an open-top Olympian.

So, three garage Open Days, held at quite different premises and with a variety of different vehicles and attractions for visitors to sample. Even with the heavy rain falling at Fulwell there can be no doubt that all three of the Open Days were enjoyed by many people as they made their way legally around the garages and forecourts - no 'bunking' needed now! With thanks to all those involved in whatever way in making the Open Days so enjoyable.

One garage open day Graham was not able to attend was Stockwell, the only architecturally listed bus garage in the UK, on 21st June.

Right: RMs and RTs outside the garage c.1971. (MHCB)

Below: A line up on 21st June. From left to right: RTL1163, RTL1076, RTL139, RTL453, RT1702 and STL 2377. (Peter Zabek)



B2737 & LT150 at Fulwell.

(Graham Smith)



Cycling to Watford

By Brian Bunker

It was late July, 1948, a few days after school had broken up, and my friend Ian and I decided to carry out our GREAT PROJECT, to cycle to Watford. We had talked of it all winter for we had understood through the grapevine that a number of rare bus types were in operation there. Authorisation had been granted by our respective mothers although I doubt whether they realised just how far Watford was from Kingston where we lived. The great day dawned, beautifully sunny, and we set off complete with sandwiches and water bottles which we knew could be filled from the numerous fountains we were bound to encounter. Ian was riding his Hercules whilst I was the proud owner of my 12th birthday present, a brand new BSA.



Remarkably, shortly before Kingston bus station/garage was being demolished, this pre-1933 sign was discovered.

(MHCB)

The route had been planned using the just published 1948 bus map. Turning right at the top of Tudor Drive on to the 65 route to Richmond, worked at that time by Turnham Green's (V) petrol engine STLs and STs, and a handful of oil engine STLs from Kingston (K), whilst at weekends V sent out RTs taking a weekend break from the 91, together with the solitary RTL 501. At Richmond we got our first sight of the RT family, 2RT2s on the 37 from Putney, Chelverton Road (AF). Just over Richmond Bridge was Twickenham Garage (AB) which provided STLs on the 90, 90B and 27, a route where Holloway (J) had the biggest allocation. We knew that at the Wakefield Road bus station we would encounter Mortlake (M) and Tottenham (AR) LTs, but no time for them today for we had to press on, over Kew Bridge and under the trolley wires on the 657 and 667 routes, worked by Isleworth and Fulwell CIs. They, of course, in those days carried no codes.

On toward Ealing, waiting at traffic lights for a Turnham Green ST to cross our path, more trolley wires, used by



LTs at Richmond Bus station, c.1948.

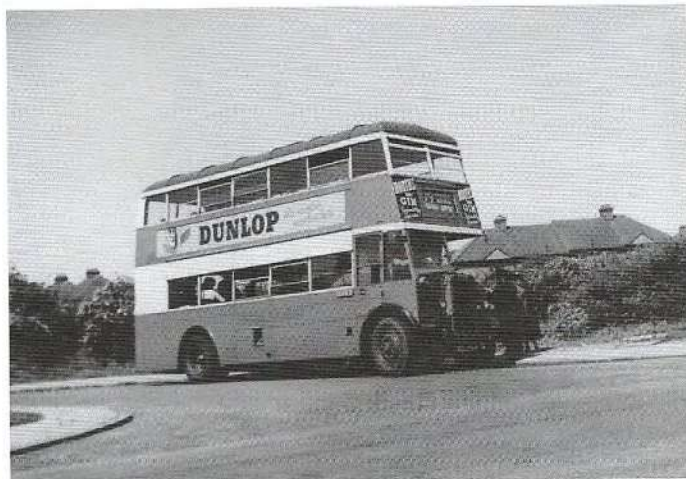
(Collection)



A Hanwell F1 sets off on the long journey down the Uxbridge Road from Shepherd's Bush in July 1960.

(MHCB)

the Hanwell F1s. Up Hanger Lane hill we came to the first garage where we had scheduled ourselves a stop, Alperton, full, rather unusually for west London, of utility Guys. There were also a few STs for the 187. Round the corner outside the Underground station we found the 46 terminus. This was a Willesden (AC) route, worked by RTs. Next came the Sunbury terminus of the 662, worked by Colindale's C2 trolleys. High above us was Harrow on the Hill. A toilet stop hereabouts, - public toilets were more common then than now - and then north to Harrow Weald garage, host to a fleet of standard and rare, lowbridge utility STLs for the 230. Also at rest was an 11T11, off the 221.



An Alpertons G68 at Preston Road, Wembley c.1949.

(Collection)

Much encouraged by a sign at the crossroads for 'Bushey and Watford,' with our destination almost in sight, we encountered a garage code new to us, EVW, on an STL working the 142 to Kilburn. A railway bridge straddled the road, we swept under and were met by a sight which certainly made our epic journey worthwhile. In a large yard was row upon row of buses including types we had never seen before. There were the post-war, very provincial looking Weymann bodied 18STL20s, tired looking Bluebird STs, small brothers of the LTs we were familiar with at Richmond, Tilling STLs in unfamiliar green as well as standard Chiswick designed versions.



A newly delivered Hemel Hempstead Mann Egerton bodied 15T13T769 of 1948. (Collection)



Watford (WA) Bluebird ST1074 and roofbox STL2077 c.1945. (Collection)

We sat back on our saddles and goggled, but we hardly had time to catch our breath before a handsome, roofbox RT 604 blinded for the '302 Watford Heath' and with a HH Hemel Hempstead code, hove into view, the first green RT we had ever seen.



Short Bros lowbridge ST136, c.1947.

(Collection)

A friendly conductor came down from the main garage, WA. across the road, and said to us, 'Go down to the Clarendon Hotel in the centre of town, there are new single deckers running.' And there were Mann Egerton bodied 15T13s, which the Ian Allan ABC referred to as 'the single deck version of the RT,' operating both from HH and the other Watford Garage at Leavesden Road (WT). This latter also operated a large fleet of BRCCW bodied 4Q4s. We stopped there the whole afternoon, filling our notebooks, not forgetting to include red STLs on the 158 from Harrow Weald and the 143 from Edgware.

We arrived home, triumphant if not a little saddle sore, around 7pm to be greeted by my mother with the words, 'Never Again.' Whether that turned out to be our fate will be revealed at a later date.



Garston RT618 still with original roofbox body, at Watford, 1959. (MHCB)

CLEARING OUT YOUR UNWANTED TRANSPORT ITEMS?

WHY NOT DONATE THEM TO THE MUSEUM?

London Bus Museum is a Registered Charity and our fundraisers can turn your gifted items into cash that keeps the Museum running. Our fundraising stall attends all our special events, as well as other functions, and raises several thousand pounds each year.

We would welcome your donation of your unwanted transport items and will always consider first what might benefit the Museum's own Collection before putting anything up for sale. We are interested in receiving:

- bus badges, bus stops, enamel signs and plates
- tickets and ticket machines
- transport uniforms, cap badges etc
- maps and timetables
- destination blinds
- bus posters and notices
- bus models
- transport books
- bus photos, negatives and slides

We can also accept other transport-related items. If you are having a clear-out, why not call Melvin Phillips on 01342 315177, email: melvinphillips@btinternet.com or Bob Bailey on 01483 824006, email: bailey.bunch16@ntlworld.com

RTI Anniversary Volunteer Outing

By Peter Osborn

The RT era commenced at 7.31am on 9th August 1939, when RT1 set out from Putney Chelverton Road Garage as duty AF11 on route 22. The anniversary was marked exactly 75 years and 2½ hours later, when a run over route 22 departed with a group of museum volunteers - a chance to say thank you to those who put in the hours, both 'front of house' and behind the scenes.



First stop was the terminus at Putney Common, The original terminus of the 22 was on the forecourt of The Cricketers, on the other side of Lower Richmond Road, with the change to the present turning circle by The Spencer Arms (now The Spencer) being made in 1937, soon after the change from NS to STL operation. With Putney Bridge currently closed, we shared the stand with a modern 270 rather than the present day 22s.

Diverting via Wandsworth Bridge, we re-joined the 22 at Eel Brook Common and paused by the imposing clock at 600 King's Road. King's Road carries both routes 11 (operated by New Routemasters) and 22 (operated by WVL class Volvos), both routes being involved in marking the anniversary.



Continuing via Sloane Square, Hyde Park Corner and Piccadilly Circus, we continued along the original 22 (as operated at RT75) via Holborn and St Paul's. A city cycle event caused a diversion via London Wall (and congestion at Liverpool Street), with the first section finishing at Hackney Stn, the description on the blinds for Clapton Garage.

Arriva had kindly arranged a garage tour and lunch and made us very welcome. The garage tour showed some of the black-painted New Routemasters being prepared with the all-over vinyls advertising Adidas. Beneath them,



the garage floor still showed some signs of the tram tracks, and outside an ornate cast iron bracket that had held the tram overhead was pointed out.

At the time when RT1 first ran past the door on route 22, the garage was known as Hackney Depot and was in the midst of changing over from tram to trolleybus operation, still running trams on route 77 (soon to become the 677) alongside new trolleybuses on the 581. A picture spotted by Peter Wall in one of Ken Blacker's trolleybus books shows some of the rails inside the depot being lifted, with new unlicensed trolleybuses on one side and trams on the other.

Refreshed, and having toasted RT1 with tea and cake, the group departed along the remainder of route 22 to the original terminus at Homerton Clapton Park Tavern. The offside stand by the pub was used, the building now housing an Italian restaurant; local people stopped by, curious to find out about this fine machine.



The return run along the full route (cycle diversion excepted) as far as New King's Road - with a substantial delay from traffic congestion in Piccadilly - before returning to the Museum. All agreed that it had been a great day out, with especial thanks to Arriva for such a splendid reception at Clapton.

News from behind the workshop doors

By Roger Stagg

With the very successful London Bus Cavalcade having taken place in June that will be heading up the priority for space in this issue, thus I'll try to be brief.

To say it's been an interesting quarter in the workshop is an understatement. Work continues apace on RF19 and the Canteen trailer and a visit by the BBC ended with the stars of the show helping to pop rivet one of the panels onto RF 19 and attach a few screws into NS 174!

Dismantling of RT 2657 revealed at last the chassis crack that caused its withdrawal from LT service. This was welded up by Andy Baxter, and extensive cleaning and front axle removal by Owen Wright and his team has opened the way for a front chassis paint and reassembly. Hopefully in the forthcoming two years we can see the bus into Class 6 to supplement RTL 139 on the bus rides services.

The cause of the overheating problems with UMP was eventually found to be the top of the radiator core being full of 'gunge' requiring a core replacement. Once dismantled, however, it was discovered that the inside of the header tank had been badly corroded and in the past filled with Plastic Padding or similar (during its latter AEC days?). This had amalgamated into a hard sponge and its removal showed the aluminium to be porous. The top tank being a one off and dissimilar to an RF or standard Regal 4 tank is requiring the tank to be rebuilt.

Rebuilding of the Canteen Trailer having moved rearwards disclosed an interesting arrangement whereby the twin rear wheels are carried in totally separate hubs

and that a puncture on the inner wheel not only requires the removal of the outer wheel but then the hub carrier before getting access to the inner wheel nuts, no less than 24 wheel nuts being required to be removed to replace the inner wheel itself. Lesson one, do not get a rear inside wheel puncture!

Timber for the upper deck covering of NS174 is now on order, perhaps not surprisingly obtaining suitable knot free timber is no longer easy (or cheap). Drawings for the staircase structure are now in hand so the call for "one more on top" is the light at the end of the tunnel.

As you will have read elsewhere following the Banfield Auction both the Tilling-Stevens TS3 and the LGOC S type will be going on display at the Museum, courtesy of Des Maybury of Big Bus Ltd the successful bidder for both. Some troubles akin to UMP have identified themselves in the test runs and the Museum has loaned the rebuilt radiator from NS 174 to the S to see if that can isolate the problem. Should that be the case then the radiator will remain on the S whilst its radiator has a new core manufactured.

All routine maintenance has been undertaken to the fleet including running repairs in a year when a wholly unprecedented level of bus activity has taken place. However RF 226 has decided that its reverse gear is dead so, at the time of writing, a gearbox change or overhaul is on the cards. Just when you thought it was safe to go back in the sea!

David Kinnear steps down as Trustee and Curatorial Director

The CoM regrets that David Kinnear has decided to step down as a Trustee and Curator for a period of much needed rest and recuperation after three years of fighting cancer. Over the past ten or so years David has played a key part in the metamorphosis of the former Cobham Bus Museum at Redhill Road from what was essentially a bus preservation society, open only on an occasional basis to the public, into a fully functioning museum open seven days a week, year round.

Two years after becoming LBPT Ltd's Human Resources trustee, David was appointed to the new role of Curator in 2007. After much hard work, Provisional Accreditation from the Museum Libraries and Archives Council was awarded in 2009 and updated with a further award this year. As we moved to Brooklands in 2011, David helped develop the vision for our Museum, researching, writing and creating our TimeLine historic

displays in a unique story of the London bus designed to appeal not only to the general public but, also, the transport enthusiast, whilst raising much of the initial £130,000 needed to install the displays. In recent months he has set out a detailed action plan for our Museum's final application for Full Accreditation, which others are now taking forward, and which is due for submission to Arts Council England in mid-October.

The CoM offers its grateful thanks to David for his tireless work over many years and is pleased to note that he will continue to advise on the development of our horse buses, something for which he has a particular passion.

On behalf of all our members we



wish David the very best of health and happiness for the future - and hope that he and Patsy will call in at LBM whenever they have the time.

LONDON BUS MUSEUM

A LIVING HERITAGE



Transportfest 2014

Sunday 19th October 2014, from 10am to 5pm

1920s theme

Come and see the Tilling Stevens and the S-type from 1922, the Chocolate Express from 1924, our own Dennis from 1925 and the LT Museum's B type "battlebus" from 1910

Wear period dress too, if you want to, and make it an occasion!

Other attractions will include horse bus rides (extra charge), a jazz band, Punch & Judy, a roundabout, rides on vintage, classic and modern buses and much more

Adult £11.00 • Senior Citizen/Student £10.00
Children (5-16) £6.00 • Children under 5 FREE
Family ticket £30.00 (2 Adults + up to 3 Children)

London Bus Museum and Brooklands Museum Trust members free

London Bus Preservation Trust Limited
Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QN. Telephone 01932 837994
More information online at www.londonbusmuseum.com
Registered Charity No. 1053383

Programme subject to change without prior notice

Our 2015 events are: Spring Gathering 19th April,
70s Summer 28th June, Transportfest 18th October



MEMBERS' EXCURSION on RP90* SATURDAY 4th October 2014 to the Mike Sutcliffe Collection

This is a magnificent private collection of restored vehicles including early Leylands. Mike is the author of *The Leyland Man: The History, Rediscovery and Resurrection of the Early Leyland Omnibus*.

The excursion will start from the Museum with departure at 12.30 from outside the Vickers Bridge entrance. Please park in the Brooklands Museum public parking by the main Museum Visitor Entrance and wait at the 436 bus stop. We will also pick at Weybridge Railway Station (Stop C) at 12.40 (return at 18.20) if required by notifying when booking. Return to the Museum is scheduled for 18.30.

Attractions include:- Opportunity to view the private collection of Mike Sutcliffe. Tea and coffee provided.

Tickets cost £20 each

*Vehicle will run subject to availability and may be substituted in case of need.

Please contact Adrian Palmer, Heathside, WEYBRIDGE KT13 9YL. Email akpalmer@btinternet.com or, in extremis, call him on 01932 850624 or 07774 871.



Seen during the World War I commemorations at Brooklands on Sunday 3rd August.

Above: Nicola and Lynda Styman and London Central X2 Leyland of 1908. (MHCB)

Left: An aerial display by the Great War Display Team. The nearest plane is a replica of N500, a Sopwith Triplane prototype of 1916. (John Villers)

Below: John Cobb's Napier Railton Special which in 1935 achieved the fastest speed, 143.44mph, on the Outer Circuit at Brooklands and at the Bonneville Salt Flats a year later the 24hour endurance record. Started up from time to time at Brooklands it sounds not unlike a large explosion. (MHCB)

