

COBHAM HALL

LONDON BUS MUSEUM MAGAZINE



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

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£4 to non-Members

Contacting the Museum

Telephone

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

Email

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

Post

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Brooklands Road
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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

Facebook: www.facebook.com/LondonBusMuseum

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FRONT COVER PICTURE

Members will have noticed the appearance of a wonderful diorama as you enter our museum. It is the work of Roger Shaw and is based on Upton Park garage and the surrounding district, although, as Roger has pointed out the latter is not area specific, rather a typical street scene of the 1930s. It took Roger two years to complete and we hope to feature an interview with him and more examples of his work in later editions. (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.

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From the Editor

A few weeks ago I had the unique experience of travelling on a bus through London which I had witnessed under construction some two months earlier. The New Bus for London is being built by WrightBus in Ballymena and on 1st December last I was lucky enough to have a tour of the factory and to meet that remarkable man, 86 year old Dr. William Wright, who was awarded the CBE in 2011 for services to bus manufacturing in Northern Ireland. The firm was founded by his father, Robert, beginning with a Co-op delivery van in 1946. After studying at Ballymena Technical College, William joined his father. The first buses were for school's transport on Bedford, Commer and Leyland chassis in the mid-1950s, and, by 1978 the firm was building specialist buses on Leyland Cub and Bedford VAS chassis for Scottish and northern English customers. The breakthrough into London was made in 1981 when the DW class of Dennis Darts fitted with 30 seat Handybus bodies entered service. 1993 saw Wrights supplying bodies for London's first low floor single deckers, on Scania and Dart chassis. In 2002 the firm entered the double deck market with the highly successful Gemini on the Volvo DB250LF chassis and with the arrival of the New Routemaster this Northern Irish firm will for ever be associated with this London icon.

Many regret the the UK's decline as a manufacturing nation but in a very changed world from the days when AEC and Leyland vehicles, whilst establishing an almost complete monopoly in London, could also be seen all over the globe, it is nothing short of astonishing that a firm from a town in Northern Ireland is proudly flying the flag for the United Kingdom in many countries.

Whilst on the topic of foreign parts, Clive Gillham has sent us some pictures as a reminder of the days when British-built buses were a familiar sight on the other side of the world in Australia. Members of the RT family were the first to find a ready second hand market in large numbers abroad, followed by the Routemaster, and many are now preserved in museums in far flung parts of the world, whilst others have returned. In our collection we have an example from an earlier generation, T357 not yet restored, which was sent to mainland Europe at the end



Dr. William Wright CBE.

(WrightBus)

of the Second World War. Then there is, of course, our RTL139, often seen out and about, particularly last year, which lived in Holland for many years. RT2657, the restoration of which, as Roger Stagg records, is proceeding apace, still bears evidence of its years in La Belle Francem - well a former Paris bus garage. RT2775, if never a resident abroad, enjoyed an extended holiday in the USA and Canada when new, whilst RLH 53 spent very much longer before returning home from the USA. Finally, and perhaps most importantly, we have RT1, which purrs with just the hint of a Transatlantic accent it acquired when living across the water. Those of us old enough to remember the ST in service, a type which performed valiant service in the capital for over 20 years without ever attracting the affection lavished on its six wheel LT counterpart or the later STL, can be grateful that the London Transport collection has an example of the Country Area version, whilst we, thanks to the late and much missed Prince Marshall, have the sole surviving Thomas Tilling variation. There is still in existence a much modified London General ST in a museum in Israel, and who knows what might yet be discovered lurking in some far flung foreign, or even UK, field?

Michael H C Baker



The recent Australia Day in Sydney was marked by the appearance on the city streets of RML2353 and these two former city buses, a Leyland Titan and an AEC Regent.

(Clive Gillam)

Hello. Goodbye and Hello to Guy Marriott

Last month's magazine made a brief reference to Guy Marriott's departure from the Chairman's role. I have been asked to expand on that and am happy to be able to do so.

Guy had contacted me with his expressed interest in doing something at the fledgling London Bus Museum. We agreed that front of house stewarding was a good way to provide him insight into the visitor perspective and how things worked generally.

He soon joined the stewarding team and quickly warmed to the task, attending regularly, contributing his comprehensive knowledge of London Buses and helping out if we were short staffed. He was open, supportive, friendly towards all and joined in Museum banter with a sharp wit. He quickly earned the respect of all.

He was able to enjoy a reasonably uneventful introduction to things until Peter Duplock retired after six challenging and busy years as chairman. The Trustees believed that Guy possessed the qualities and skills required to take on the chairman role and lead the Trust in consolidating its position after the upheaval of the move from Redhill Road.

Guy was duly invited to observe a Board meeting to



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 177, email: melvinphillips@.com or Bob Bailey on 01483 006, email: bailey.bunch16@.com?

get the measure of his future Trustee colleagues and the role on offer. He appeared somewhat disquieted by what he saw and heard and must have thought long and hard before saying 'yes' to the job. Having accepted, he approached the job with some trepidation but soon found out what he had got himself into. It is very much to his credit that he did not falter in giving it everything.

He proved himself to be intellectually sharp, systematic and, above all, consistently accessible to all. He was brave in the face of some difficult issues and did not shy away from making hard choices. Those who were there will remember his skilful and wise chairing of his first AGM, the first one for a while without any confrontation or conflict. His colleagues will fondly recall his generosity with time and finances.

His contacts in the heritage bus world were valuable and he recruited our two Vice Presidents to their positions. I will always remember his dedication in burning the midnight oil at home to compile and submit a Gift Aid application to HMRC just before the deadline. We have much to thank Guy for and we wish him the very best for the future as he divides his time between the Cote d'Azur and the UK.

We are delighted that he accepted our invitation to become our third Vice President. The adage 'Cometh the day, Cometh the man' aptly sums up Guy's significant contribution to the Trust and we look forward to more of his wise counsel as we enter the next phase of our Museum's development.

Steve Edmonds

Members' Trips

Dates for your diaries

Sunday 3rd May

HCVS London to Brighton run RMCI461.

£15 per head, including a programme.

We plan to join the run at Crawley. Depart 08.45.

Sunday 17th May

Isle of Wight running day. RMCI461.

Sunday 7th June

Southdown 100th Anniversary Rally at Southsea.

Saturday 26th & Sunday 27th September

East Anglia Transport Museum trolleybus weekend.

On any trip the vehicle may be joined at Weybridge station. In addition the Wythall/Roger Burdett trip can be joined at Hillingdon tube station and the East Anglia visit at Upminster tube station, if required.

Details for the Isle of Wight and subsequent trips will be announced in due course.

Booking forms for all trips are available from

Adrian Palmer at:

Heathside, Weybridge, KT13 9YL (07774 859871)



ADDITIONAL OPPORTUNITIES FOR MEMBERS TO TRAVEL ON LBM BUSES

Whenever a bus is going to an event and is taxed and insured as a PSV, there will be an opportunity for members to travel to the event with the bus, provided the member is prepared to travel to LBM for the appropriate start time. Members will be asked to pay a modest fare, ranging from £5 to £15, dependent on the distance travelled, as a contribution to the fuel costs. All suitable events will be notified to those members with email addresses.

Regular volunteers are invited to travel free of charge on these trips, as a 'thank you' for the much appreciated time and effort that they put into the Museum.

For those of you without an email address, we can only suggest that you keep an eye on the events programme and, if you notice an event, to which you might like to travel, then contact Adrian Palmer on 07774 871, about a week beforehand. From time to time, details of events will be posted on the notice board in the canteen.

Adrian Palmer, Members' Trips Organiser

Up, Up and Away



A number of members have spoken to me recently asking if we can do something more exciting than just going on a bus trip. As such I am making the following suggestion to gauge interest.

In Malaga on the Costa del Sol there is a recently opened Motor Museum displaying the private collection of a Portuguese Billionaire. The collection is large and includes vehicles from the end of the 19th century through to the mid 1990's. The display is housed in a restored Art Deco building, originally a tobacco factory. In addition to the cars and associated memorabilia are fashions and art associated with each vehicle. Interest for the ladies too!! The cars are not kept in glass cases and most are right in a touchy feely location.

A day visit is possible with an early morning flight from Gatwick returning in the evening. The trip would involve bus transfer to Gatwick from LBM (if required) air transport by British Airways to Malaga, coach transfer to the Museum, lunch and a guided tour of Malaga old town and Moorish Fort (or shopping if so desired). Coach transfer back to the airport, return BA flight and bus back to LBM.

Yes, it's something really different and the inclusive cost per person including lunch and flights will be in the region of £200, less than a current 'on the day' train fare to Birmingham!! The proposed date would be a Sunday mid October when the holiday makers and half termers have departed but the weather remains warm.

Obviously I cannot firm anything up until I know how many may be interested in doing something very different. If successful, we could begin to look at other Transport Museums in Europe, some would be accessible by coach or train. The success of the recent Film Evening at the Museum shows there is interest in developing the social side of membership as well as the working relationships. If you are interested please drop me a line c/o the Museum or by email to rrs@.co.uk

Roger Stagg

John Ruby's Story

By Brian A L Jones

Relatives of Ted Shepherd, a former London busman based at Bow Garage, generously donated to LBM an enormous amount of transport related material that Ted had accumulated during a long lifetime. His niece, Denise, informed us that Ted had died last August and sent pictures, see one below, of a wreath displayed at his funeral.



More recently, when sorting through some of the donated material, I came across a hand-written account that Ted had made, obviously based on his personal discussions with an early London motorbus driver. I have reproduced that account, without amendment, as follows and I believe that it well illustrates the challenges of bus work in Edwardian London:-

John Ruby, 494, Green Street, Upton Park, E13, joined the London Road Car Co.(LRCC) on June 2nd 1908, after paying £5 for four week's tuition and learning running repairs.

He worked from Upton Park Garage and drove one of the 6 Straker Squire2 buses allocated to that garage, it being very small.

The Company's registered offices were at 8, Grosvenor Road, Westminster and the General Manager was Mr D Duff.

Mr Ruby drove at first between Bow Bridge and Putney Common and was paid 7s/6d per day on completion of the day's shift. This was paid out of the conductor's takings, but could be reduced if something like a mechanical breakdown caused the bus to lose mileage, and therefore traffic.

"We carried all our own tools", says driver Ruby, "and a water can which we filled at Aldgate Pump."

"We worked to schedule and had to stop anywhere at a given signal, but on arriving at a main stop both driver and the conductor had to call out the place, or places, that the bus was bound for." "On showing up for the day's work one need be only three minutes late to be told by the Foreman, a Mr Clark, to go home for a week and finish your sleep out."

"Upton Park garage was very small, having a parting wall down the centre, with a ballast hole at the back filled with water." "The buses were blue, with Union Jack as the fleet name, and had garden seats on both decks, a canopy over the driver carrying a little pole with the Union Jack flying from it." "There was no horn, but a push bell." "A little tank of water was carried on the



Ted Shepherd stands alongside a Route 40 bus.

nearside of the driver's seat, and a box with two carbon discs in for the vehicle's lights." "We put these in the water and plugged in two pipes, the water soaking through the bottom of these discs to cause the gas to come through for the vehicle's two interior lights."

"The buses had four forward speeds (four levers) and one for reverse, with a "crash" gearbox, clutch, foot brake and push on handbrake."

"The day's work consisted of 16 hours."

Mr Ruby says that after a few years the Company was taken over by the LGOC, but, it would seem, it was a much shorter period, since the amalgamation of the two companies with the London Motor Omnibus Co. (Vanguard) took effect on July 1st 1908. It may have been some time before the crews were affected, and this was in the form of orders from the manager one Sunday night, to take the buses to Farm Lane Garage (Walham Green), being told on arrival to "show up for work here from now on."

The LGOC then took over the Grosvenor Road offices of LRCC, with a Mr Schmidt in charge. Part of the cost of a blameworthy accident had to be paid for out of the takings of the crew involved. Overcoats were later issued to drivers, for which 1/- per week was deducted from pay.

"My original Scotland Yard licence," says driver Ruby, "held good for 12 different types of engine." "In those days bus work was bus work and you had to do the job or finish up." "In the early days we used to receive a bonus, based on receipts, 6d in the pound for drivers, 3d conductors (all over £3), payable every quarter."

Notes

1 The London Road Car Company traded under the popular name "Union Jack". That name was painted on the lower side panels of their buses. An additional feature of the company's livery was the incorporation of crossed union flags as a jibe against the French origins of the London General Omnibus Company. Presumably those emblems rapidly disappeared following the July 1st amalgamation in 1908 with the latter company!

2 At the time of the amalgamation in 1908 Straker-Squire buses were the most numerous in the London operators'



A Great Eastern Straker-Squire. (Collection)

fleet of 1,066 motor buses (horse buses were still also operating then). A breakdown of the most popular makes was as follows:- Straker-Squire 356, Milnes-Daimler 312, De Dion 165 and Wolseley 75. Of the grand total petrol engined buses numbered 1,015, steam 35, battery electric 15 and, finally, 1 was petrol-electric.

References

The Early Motor Bus - Charles Lee (1962) British Transport Commission
 London Bus Magazine Issue 120 (2002) - article by Malcolm E Papes



A Union Jack Straker-Squire. (LT collection)

Finance and Membership Matters

First, I must extend thanks to all those members who have completed new direct debit forms, following the problems that we had in previous years, and especially those who made a donation in lieu of arrears of membership. I'm pleased to say that the vast majority of members - over 550 - are now successfully paying their membership by direct debit. This is the preferred method as it is the easiest to administer, so if you are not yet doing so, we hope to hear from you.

A number of members still pay by the old method of standing order. In this case, only the member can change the amount, and you should be aware that single membership is now £33 - please either contact your bank to update your standing order, or better still, cancel it and complete a direct debit form.

Thanks also to all those members who have provided Gift Aid declarations. These enable us to claim an extra quarter of your subscriptions from HM Revenue & Customs at no cost to you. Direct debit and Gift Aid forms are available on the Museum

website or from me.

We are planning to have the membership system online in the not-too-distant future, enabling those with internet access to sign up to direct debit, declare Gift Aid and change their membership details. Meanwhile, if you are on email but not receiving our e-Newsletter, please get in touch with your email address and we will gladly sign you up. But we recognise that some members prefer the traditional methods, and we will always provide those alongside the newer technology.

Financially, your Museum is in good health, although there is always a queue of projects that we would like to undertake when funds are available, including completing the Museum, extending the collection, and providing a wider range of displays. The current appeal for the acquisition of green RLH48 is progressing well at the time of writing (early February), with a good number of members already having made very generous donations. Updates will be provided in the e-Newsletter; meanwhile, please keep those donations coming!

Peter Osborn



RLH48 ahead of RT3491 at Walton on Thames. (P J Larkham)

Behind the Workshop Doors in Early 2015

By Roger Stagg

It can be a touch chilly in the workshop at this time of year but it does not seem to have slowed down the efforts of those working on the vehicles.

The engine is now back into RT2657 and a number of refurbished seats have now been obtained. Rewiring is well advanced and shortly the cab bodywork will be reassembled.

As one engine goes in, another comes out and that from RT3491 is having the block raised to deal with a failed seal on the main oil gallery. Once that is out of the way it will be time for STL2377 to come in and be made 'oil tight'. It's been suffering for many years but the leak is on the inaccessible offside of the engine itself.

The Canteen trailer has changed its appearance with near side panelling now back on and preparation for some of the windows to be reinstalled. Internally the missing partition has been made and test fitted. The refurbished ceiling now sports an undercoat finish.

Panels for the offside of RF19 are imminent, with all the associated body repairs along that side now completed. Internally the rotted timber fillets that support the cant rail gutter and roof edge have been replaced and new plywood panels are being fitted to the internal ceiling. Primer and undercoat will soon become the order of the day for the roof after which the windows can start to be reassembled.

NS174 continues to be a centre of interest to our visitors and various finishing off operations are now underway to ready the sides for panelling. The platform is now in place and the drawings for the steel plate staircase strings are now with the fabricator. Once these are in place it will be possible to put the second layer of boards down on the upper deck. The radiator from the NS is currently on loan to S454 whilst a replacement is being manufactured for that. With the cylinder head water branch now 'pattern made' and cast, being able to complete the top of the engine and join it to the radiator is in sight.

It is intended to undertake a cosmetic repaint of part of RLH53 in the near future as well as sectionalising part of the body to show the visitors what is hidden beneath the skin. Volunteers are sought to carry out some minor hand rubbing down and follow it up with paint. No coach painting experience required. Contact me or any Duty Manager if you are interested.

A couple of Gremlins crept in last issue. Those of you seeking 8BS screws from the Bell Punch Article should try 8BA. Lloyd Bryan of Bryan & Son, specialist radiator repairers, assures me he has NOT changed his name to Lloyd Barnes, but if your radiator needs attention he will answer to any name!

Now back to the overalls!



Above: You can never have too much advice!

Right: RT2657 and its engine.



Horse-bus Material from the TfL Archive

By Colin Read



Left: Graham Burnell, Roger Shaw and John Hutchinson, the team behind the restoration and re-creation of the bodywork of the NS, to drawings and research by Roger Stagg.

Above: Bending ash for the NS.



Above and below: Work proceeding on RF19. (All photos MHCB)



Some time ago, I came across some interesting material in the archive on the Andrews Star Omnibus Co., examples of whose horse-buses we, of course, have at the Museum.

In 1895, they were operating eight routes in London, as follows:

Route letters	Route	Through fare
AR	Gower St. Stn to Edgware Rd. station*	2d
AS	Elephant to Angel, Islington	2d
AT	Camberwell to Liverpool Street	2d
AU	Elephant to Victoria	1½d
AW	Elephant to Earls Court	4d
AX	Camberwell to Earls Court	3d
AY	Camberwell to Clapham	2d
AZ	Walham Green to Wandsworth	1d

* Metropolitan (now Hammersmith & City)/Inner Circle

Quite separately, a remarkable document came to my attention recently in the form of a sort of scrapbook containing some fascinating material on horse-bus operation and, in particular, the last LGOC horse-bus, which, as we know from our backdrops in the Museum, ran on service 32 on 25th October 1911.

The conductor apparently would keep a list of the numbers of passengers carried (shades of our Museum bus rides?), the system being wide open to abuse.

The Road Car Co. and possibly others had already introduced tickets and when the LGOC did so in June 1891, it sparked off a strike amongst crews! There was also a list and directory of London horse-bus operations in the mid-1850s.

The fact that LGOC horse-bus operation had ceased in the capital was well-covered in the press of the day, bearing in mind this was before radio and television. The book contains cuttings from *The Times*, *Daily Mail*, *Morning Leader*, *Evening Times*, *Sphere*, *Sheffield Evening Telegraph*, *Newcastle Journal*, and even further afield, *L'Aero* (in French) and remarkably *The New York Evening Post*.

I feel honoured in being able to handle such a remarkable survival. What we did not know was the identity of the bus, its crew and timings etc. Until now, that is. The driver was one Frederick William Baggott, badge No. 17625 but the name of his conductor was illegible. His bus, No. 2511, which may refer to its Metropolitan Stage Carriage plate, carried the letters 'PFO' on the side which, I believe, was an early form of depot code, for want of a better term. The last working left London Bridge station at 7.48 pm and arrived Moorgate (Street) tram terminus at 8.4pm. It was taken thence to the LGOC yard at Hoxton and to the yard of the Associated Omnibus Co., seemingly for further service. Regular horse-bus operation in London was not to cease until August 1914.

The 'Total Way Bill' takes the form of a large printed sheet divided into two main columns. Top left was headed '1st JOURNEY' and top right '2nd JOURNEY' with ruled-off boxes for appropriate totals to be inserted underneath each. '3rd JOURNEY' appears beneath the 1st JOURNEY with the 4th under the 2nd and so on down the page.

The total takings for the crews' last shift were £1.16.4d (£1.82), representing 436 1d tickets (I checked the maths!) There was a page of specimen Bell Punch LGOC 1d, 2d and 3d horse-bus tickets, taken off a roll, each one being consecutively numbered. If fares in excess of 3d were required, a combination of tickets had to be issued. As an aside, fare collection in the early (horse) days seems to have been fairly haphazard.

TD95 & RF395 on Parade in Central London

By Graham Smith

London's first New Year's Day Parade - or The Lord Mayor of Westminster's Big Parade as it was called originally - was held in 1987. It was a modest affair compared to later years, and featured some 2,000 performers, mostly marching bands, who entertained an estimated 100,000 spectators along a route from Berkeley Street to Portland Place via Piccadilly and Regent Street. History doesn't relate as to whether any buses were included but, twenty-eight years later, indeed they were, with London Bus Museum playing a prominent role.



Waiting to join the parade are some Pearly Queens and Kings, alongside a traditional Austin 12/4 London taxi. (Graham Smith)

Since 1994, the Parade has been a London-wide event, with all thirty-three boroughs invited to participate, together with many marching bands and cheerleaders from the USA, and a wide variety of other entertainers and attractions. The theme for this year's Parade was 'London on the Move' and, accordingly, Transport for London ('TfL') assisted the organisers. Through the good offices of one of our Vice-Presidents - Leon Daniels, TfL's Managing Director, Surface Transport - we were invited to enter two of our single-deckers, TD95 and RF395. This was good news for the Trust and, particularly, for our Rolling Stock Director, Roger Stagg, and your author, as our attempts in past years for the Trust to be included had been unsuccessful. The pair of us volunteered to crew the TD, with Peter Osborn and Kevin Hibbs offering to take charge of the RF. Andy Baxter was invited to join us to provide his technical skills just in case the buses misbehaved...but neither of them did.

As most readers will know, TDs and red RFs did not operate on routes in the very heart of the capital but spent their days in suburbia and the outer reaches of the red bus empire. I don't like seeing our buses running with 'Private' blinds as that loses important

features which people may wish to see, namely a route number and destination/via point details. On occasions, though, 'Private' may be needed so as not to confuse *bona fide* passengers waiting for ordinary service buses. So, which routes should we show to the estimated half a million spectators? It was no contest as far as I was concerned for the TD - route 211 with an Ealing Haven Green destination, the appropriate via points for its journey from Ruislip, and HW garage plates in memory of past members Bill Cottrell and David Bosher, both of whom were involved with TD95 in the early, pre-Cobham, days of bus preservation. The 211 was one of their local routes and I hope they would have been delighted looking down from that great bus garage in the sky to see their TD show-casing in Central London. Peter Larkham kindly undertook to find and fit said blinds and, also, made a 211 stencil for above the entrance - many thanks, Peter. North London won the



Some 64 years separate LBM's TD95 and New Routemaster LT60 in its recently acquired London General livery. (Graham Smith)

day for RF395 which displayed route 210 blinds. As instructed, we arrived at our designated assembly point in Piccadilly by 11:00hrs. Other buses in the display were LTM's gold RT4712 (driven by Alan Eggleton 'on hire' to LTM!) and RM2; an open-topper from Ensign transporting the Red Hat Society, a group of ladies, all of a certain age and all wearing...well...you've guessed...plus, of course, more than just a red hat; London Bus Company's Supercar, that amazing amalgam of DMS bus, Tube car and train; New Routemasters LT60 and LT150, both in special liveries; Abellio's brand-new E40D 2471; Arriva's all-electric EMCI and a few RMs. Other forms of transport were London taxis, some



All ready for action. Left to right: Graham Smith, Roger Stagg, Peter Osborn and Kevin Hibbs. (Liz Calvert Smith)



Supercar is seen in Piccadilly awaiting its turn to join the parade. Constructed by LT apprentices from parts of DMS1515, a 1973 Tube car and a class 321 Networker unit, it is now owned by the London Bus Company. (Graham Smith)



Crowds watching TD95 and RF395 in Cockspur Street. (Liz Calvert Smith)

vintage bicycles and tricycles, and, inevitably, some Boris bikes.

The Parade was started promptly at midday by Leon Daniels waving off the first participants. We began moving about half an hour later and edged slowly along in first gear towards Piccadilly Circus. The spectators, all packed in behind barriers, were noisily enthusiastic and in good spirits. We made frequent stops whilst the various bands and dancing girls ahead of us performed their routines for the onlookers, during which we handed out LBM publicity leaflets. It was amazing just how many people, of all ages and nationalities, had turned out to stand in the cold weather to watch the Parade snaking past.



Yet more of the crowds who turned out to watch the parade pass by Trafalgar Square. (Liz Calvert Smith)

Leaving a packed Piccadilly Circus, we had the strange experience of driving the wrong way down (Lower) Regent Street before turning left into Pall Mall and then along to Trafalgar Square which was absolutely packed with people. Ahead of us we could see some of the marching and dancing bands making their final performances to the crowds in Whitehall and, then, it was



Instead of the Queen's Life Guards and their horses, it's our two single-deckers which are receiving the attention of the crowds in Whitehall on 1st January 2015. (Graham Smith)

our chance to travel sedately down, stopping from time to time as requested by the marshalls. A video-cameraman asked to board the TD for a couple of minutes and he filmed as we travelled along. Imagine my surprise to receive an email that evening from Peter Wall, one of LBM's volunteer members and a previous owner of RF395, to say he'd seen footage of the Parade on BBC TV London news and TD95 was the only bus featured.

Some two hours after we'd started, we reached the end of the Parade route at Parliament Square where there were crowds of people waving and shouting 'Happy New Year'. Then, all of a sudden, it was over and time to take the buses back home. Was it worth it? We certainly think so. Would we do it again next year? We certainly hope so. Were there any problems? None, really, it was a thoroughly enjoyable experience. Perhaps, though, there was one disadvantage in being participants rather than spectators inasmuch as we, the crew, accompanied by our long-suffering but ever loyal wives, saw little of the rest of the Parade and the 8,500 other participants. On reflection, though, perhaps the sight of all that exposed female flesh would have been just too much of a distraction for the TD's 'senior' crew...



Graham Smith takes the appreciation of the Trafalgar Square crowds in his stride from TD95. (Liz Calvert Smith)



Nearing the end of the parade at Parliament Square, Conductor Smith waves his ticket rack at crowds patiently waiting for a 211 bus. (Liz Calvert Smith)

London Buses in Thailand

By Keith Jones

Our annual visit to Thailand to see family and friends would not be complete without a visit to the Jesadatechnik Museum. There have been many additions since we set out from our hotel near Bangkok in January 2009, along the highways, turning off through country roads lined with paddy fields, banana and coconut trees, to see RML2707 looking most out of place.

Returning in January 2010 we watched the Cummins engine being removed from RML2707 for overhaul. Standing outside the Museum looking pristine was RML2622. Apart from a repaint and Thai registration plates, an air conditioning system had been fitted. Sitting where the offside bench seat would have been was a large diesel engine of Chinese origin running the a/c compressor. Both saloons had vents and ducts both sides with doors blocking off the stairs and platform. There was also a large housing outside on the roof. The installation was so professional that it looked as if it was there when the bus left Park Royal.

But there was one surprise to come. Like many museums, Jesadatechnik has off site storage not open to the public. We were taken to a very large barn that seemed to go on forever. This was full of old cars, motor bikes and bubble cars in various states of repair. Standing near the doorway, lit by the hazy sun through the dust, was the complete frame of a half cab bus, still on its wheels but held together by strips of dexion. Apart from the outline, the red indicator knob in the cab confirmed it to be an RT. A pile of body panels, seats and the engine identified it as green RT4511. The bus was transported from California to Thailand at the end of 2006 and since our visit progress has been slow.

A return in November 2013 revealed RML2717 had been added to the collection, still in Great Yarmouth blue/cream livery. The museum is now home to many French and English buses including an ex-Southend Leyland half cab, converted to open top, painted in London red, and carrying registration NML622E from RML2622.

A phone call before our visit in November 2014 confirmed we could catch up on RT4511. On arriving

Below and below right: RT4511 at Jesadatechnik Museum in November 2014.
(Keith Jones)



Above: Removing an engine, Thai style in January 2010.
(Keith Jones)

RML2707 was standing in the entrance looking very clean after a recent repaint. A short ride to a locked compound revealed RT4511. Much progress has been made with a lot of the frame repaired, some with non standard metal. The most obvious change is the replacement of the AEC engine and driveline with a Mercedes engine and manual gearbox. This has required major changes in the cab area including a clutch pedal and operating mechanism. The standard of the engineering is excellent. This is very much work in progress and we look forward to catching up in 2015.



All Because of a Telephone Call

By Revd. John Lines

Life is a funny old thing, just when you think you have got it sorted, everything changes! Sometimes something from the past comes back and hits you! In the 1940s, whilst out on a cycle ride, I had acquired a Guy Motors Indian's Head mascot from an Ever Ready lorry in a scrap yard. I recall taking it home and telling my father that one day I would have a vehicle to put the mascot on! Sometimes dreams do come true and a set of circumstances presents you with just the opportunity to realise them.

That was just how it was for me back in the 1960s. I was on the telephone to a very dear friend who lived in the Wood Green area of London. Francis West was his name; sadly he departed this mortal coil many years ago. However, Francis at that time was a member of the 2RT2 Preservation Group, who were restoring former London Transport RT113, and also the London Transport vehicle disposals expert for the PSV Circle. We were chatting away about old vehicles when Francis suddenly said, "John, you love old buses why don't you buy an old London example?". To this very day, I recall my reply, "Francis" said I, "I don't want an AEC or a Leyland, I would like something different, especially one of the wartime Guys". In all honesty, I thought that would end the conversation because I had the feeling that they had all either been scrapped or re-bodied. Well, you could have knocked me down with a feather when Francis replied that Burton upon Trent was still running some London Guys. Confession time, being a non-drinker I had never heard of Burton and didn't even know where it was. However, once Francis had rung off, I got on to directory enquiries (free in those days) and found the

number of Burton upon Trent Corporation Transport. With some trepidation I rang the number and was put through to the General Manager, one W.T.H. Marshall Esq.

I should perhaps mention at this point that Burton was a fairly small fleet, running just over 40 buses at that time, the majority of them Guys. In answer to my question as to whether they still had any London Guys, he replied that they had one, now their number 70, and it was for sale for £50.00. Although that was a lot of money in those days, I said that I would have it. "But hold on a minute" he said, "It doesn't have an engine, its engine has been put into one of the other vehicles in the fleet". Now it shows you how naive I was, I still said I would have it, thinking that a Gardner 5LW engine would be easy to acquire. I started writing letters to various operators and scrap yards asking for the said engine and was offered a wonderful array of complete vehicles, for instance Bristols, Daimlers, a Foden and even more Guys. What a great collection I would have had today if I had purchased them all!

Finally I found a gentleman named Mr. Kaye at North's Passenger Vehicles of Sherburn in Elmet in Yorkshire, who both sold and broke up old buses, and yes, they did have a Gardner 5LW. The engine had come out of a Western SMT vehicle that had recently been broken; incidentally it could well have been an old London engine as they had purchased a number of the London Guys. The engine was mine for another £50.00 and how thrilled I was but then a thought struck me, I lived in Croydon, the bus was in Burton upon Trent and the engine in Yorkshire! Once again I showed how naive I was by suggesting to one of

my work colleagues, John Christie, that I would like him to accompany me to Yorkshire to pick up a Gardner 5LW diesel engine. His first question was "How did I intend to collect it?" When I informed him that I was going to put into the back of a series IIA Land Rover I thought he was going to have a heart attack as he rolled around laughing. Did I know what a bus engine weighed was another question? "Well, no not really", said I and clearly had not realised that the Land Rover would either tip up or collapse when the engine was put on the back. So it was back to the drawing board.

Mr. Kaye came to my rescue again and agreed to transport the engine to Burton for me for another £5.00 when one of his men was going that way to pick up an old bus for scrapping. Great,

G351 in service at Burton on Trent.
(Collection)



now the next thing was to put the engine into the bus at Burton. Could John and I do it in the workshops? No, the Union would not allow it, but if I was prepared to pay two fitters overtime one Saturday they would fit for me at a cost of £16.00. Things looked good, I would soon have a Guy bus, running for around an outlay of £121.00, which, in honesty with a young family, was a King's ransom for me at that time. Sadly, however, this was not to be the end of my financial outlay. Jack Ingledew, the Chief Engineer at Burton, rang me and asked what was I going to do about tyres. Now how was I to know that bus companies rent their tyres and do not own them? I started ringing around, only to find that 900x20 tyres were, to say the least, a trifle expensive and well beyond my meagre funds. I had to ring Mr. Ingledew and ask if the bus could stay there until I had saved up enough money to buy eight

tyres, that would be six on the bus and one spare front and rear wheel, the dish on Guy wheels is different on the front and rear axles. Somehow or the other, he did not appear to like the idea of garaging my bus for ages and, after ringing around, rang me back to say that he had managed to get me eight 'slave' tyres at £1.00 each, so another £8.00 of expenditure! Mind you, it was a good job that the tyre regulations were not in then because the tyres were really bald. Despite the poor state of the tyres, it was all systems go; I could get my Guy back to London!

John Christie had a Commer minibus at that time, so it was agreed that it would be the tender vehicle for the recovery of the Guy, hopefully on a Saturday as it would probably be easier for he and I to get time off from the police garage where we were both stationed. Two seemed to be a low number to collect a 56 seater bus, so I asked some of the other traffic patrols if they wanted to share in a piece of history with a result that in the end seven of us went for a Burton. (Bus number 70 that was!) So there I was a bus owner, but of course a very special bus owner for it was a GUY Arab II, chassis number FD 28104, ex-London Transport G 351.

I have written, in other magazines, articles about the epic trip back to London with the Arab so it must suffice to say that I played some amazing tunes on the gearbox when it became my turn to drive the bus. I really do think that any composer would have been proud of my overture in Guy Arab gearbox - top of the pops if anything could be! For a few months the Guy was kept in my father's farmyard at Burwash Common before, thanks to Mike Hebard, another friend in the Metropolitan Police, I got permission to 'stable' the bus in Crystal Palace Low Level Railway Station off Anerley Road, just below the Crystal Palace Parade. Over the next few months, John Christie, Mike and I, with the help of various other folk, spent all our spare time restoring the vehicle to its original London Transport livery as G 351, an Upton



G351 in the Crystal Palace yard, 1968.

(MHCB)

Park (U) garage vehicle, which, because the garage offices were overhead, would have had its fleet number on the rear dome as well. I stress that it was all done in the open air, as many bus restorations were in those days. Our first official outing was to the HCVG (as it was then) London to Brighton Rally in either 1967 or 1968, age wearies my mind or I cannot quite recall which one.

By this time I had been gripped by a serious, and unknown to medical science previously, illness called GUYITUS! Very serious it was as well, because I decided that I was going to add to my Guy fleet. Very quickly two Great Yarmouth Arab IIs joined my little fleet, followed by a Guy Arab III from Burton on Trent (FA 9750/Burton I I. Chassis number FD 70121). I especially wanted the Burton Arab as a way of thanking the town and its Transport Department for all the help they gave me with the ex-London Guy. Together with John Christie, his wife Jenny and others we had some fantastic trips around the country in the Guys, some of the most memorable being the Manchester to Harrogate, the Crich Transport Extravaganza and the Hull to Scarborough events. In a way I was goaded into those because some of the Northern bus enthusiasts, mainly in the shape of Tony Blackman and Keith Jenkinson, kept complaining that us Southerners never supported their area events. So London owners rose to the challenge and we invaded the North with a sea of red and green liveried London vehicles! I still think that those days were the best, great company, wonderful vehicles, scenery to kill for and the chance to see some of the wonderful restoration work that was being done with very limited means in the most unlikely of places. Remember this was really before the advent of nice dry bus museums and barns etc to keep our buses in. The more I reflect on today's wonderful restorations, the more I wonder at the distance we vehicle enthusiasts have come.

Anyway, back to my thoughts. I had always liked the London Transport GS Eastern Coachworks bodied Guy

Specials and I was given the chance to acquire one, GS 64 /MXX 364 with a seized Perkins P6 engine from Tillingbourne Valley. I duly acquired this little gem and it was towed back to the railway yard to join all the other vehicles that were now in residence there. By this time, thanks to the help of Howard Jones and the late Brian Speller, I had parking places in Thomton Heath (TH) and Grays (GY) London Transport Garages so I was able to keep some of the Arabs under cover and alternate them around, as and when I needed a particular vehicle. I will recall picking up G 351 from Grays one Saturday where, with the help of one of the garage hands, I had tow started it with my Land Rover. For those not in the know, it had a 5LW Gardner engine, mentioned earlier, and a twelve volt ignition system. As a result it was rather a pig to start when really cold, thus I hoped that the batteries had taken a good charge by the time I got to the Woolwich Ferry to take the vehicle across the Thames. I was happily sitting on the ferry with the engine ticking over when one of the crew told me to turn the engine off. Despite my worries that it would not start, he insisted, and you can guess the outcome! When we

reached the south side the brute just would not start. I then spent five journeys back and forward across the Thames until a lorry came on and gave me a quick snatch tow and the engine was roaring away again.

It was probably around this time, that the aforementioned Mike Hebard suggested to me that I ought to seriously think about becoming the owner of an AEC. The idea was that I would swap my little GS 64 and some cash with a firm called Chuckie Chickens of Craven Arms in Shropshire, for their former London Transport Eastern Coachworks bodied AEC Regal IV RFW 6/ LUC 381. (They actually already had GS 54 and wanted another one for their staff transport.) So this total Guy enthusiast also became an AEC owner. What a lovely vehicle the RFW was, although sadly it had seen better days and needed a great deal of tender loving care to return it to its former glory.

To my pleasure, G 351 is still extant at the London Bus Museum; GS 64 is part of the London Transport Collection and RFW 6 is being restored by a group of the Museum members. So, in sitting back on my laurels, I think that I have done my bit for bus preservation.

Obituary - Peter Alan Smith

Peter, who was Project Manager for UMP227's restoration and more recently for the canteen trailer, passed away after a short illness on 11th February aged 73. He had taken what was expected to be a short absence in mid-November but whilst undergoing treatment the specialist found that he was suffering from several forms of incurable cancer. Peter was a highly experienced electronics engineer, gaining his degree at Battersea College of Advanced Technology in 1962. He then went on to work on TV cameras at the BBC until he took early retirement over 20 years ago. Always active, he took up service to the community in Twyford where he lived with his wife, Jean, and two sons, Andrew and Simon. Subsequently he added two daughters-in-law and then grandchildren upon whom he doted.

In 1998 he joined LBPT and soon became involved in restoring our vehicles, starting on G351 and RT2775. As the Museum developed we expanded the activities we could undertake and Peter joined the crew as assistant project manager, restoring STL441. Upon its completion he then became project manager for UMP227, a difficult and long term project, but one that was completed to an award winning standard. Many of the by then

non-existent parts Peter made himself, including the formers for the vacuum formed 'cathedral' interior lights.

Anxious for a new challenge Peter elected to take on the project management to restore the mobile canteen trailer for which no drawings and few photographs existed. It was not an easy project but his enthusiasm and leadership soon built a crew around him, making steady progress. Much blood, sweat and tears were spent over the step arrangements to access the vehicle but his perseverance paid off and fortunately he was able to 'test them out' before being taken ill. His colleagues on the project as well as many others will miss his advice and leadership, but his requirements for alignment of screw head slots will be maintained and continue to be measured with a stretched piece of cord!

Peter will certainly be missed in the canteen at lunchtimes but the echoes of Goon Show voices, raucous laughter, and a hand thumping the table may still be heard.

The memorial service was held at Easthampstead Park Crematorium at noon on 21st February. Twenty-six of his colleagues and friends from the Museum attended, many traveling to

the service in UMP as a fitting mark of respect for all he had achieved. A tribute to Peter on behalf of the London Bus Museum was read. We are all saddened at the loss of a good friend, an excellent craftsman and, as so many described him 'a real gentleman'.



My Earliest Bus Journeys

By Peter Carter

My first journey unaccompanied by an adult was in 1948 at the age of seven when, in a moment of madness, a girl in my class at Hampton Hill Primary School and I decided to go for a bus ride after school. We walked to the High Street and caught the 667 trolleybus and travelled to Twickenham. Why we did it I shall never know (we must have had the money for the fare) and the walk home seemed endless (we couldn't have had the fare!) and the proverbial hit the fan when we arrived home with all four parents having a go at us.

Perhaps the explanation lies in my love of buses (and trains) since my earliest years. After my father returned home from the War in 1946 he used to take me on Sunday afternoons for rides on the 667 to Hammersmith and back. Sitting upstairs in the front I used to love watching the conductor unlock the destination blind box and roll the blind to show HAMPTON COURT instead of HAMMERSMITH.

On my mother's shopping trips to Kingston we took the 667 to its other terminus at Hampton Court, changing there to the 604.



Morden on 17th February 1950 with STL1733 and D104.

(Alan Cross)

Later in 1948 when we moved to Hanworth I commuted, aged eight, twice daily (home for lunch) to the same primary school, on the 201, operated by a mix of single deck, LTs, Ts and brand new TDs as they entered service, including TD95 now in our Museum. Once I forgot the (old) penny for the fare but, seeing me in a panic rushing to get off the bus, the conductor asked me where I was going and, on hearing my problem, let me travel free: a small act of kindness I still remember.

The 201 operated via Park Road in Hampton Hill which meant I had a walk between the school and the nearest bus stop. In those years there were the infamous London smogs, so thick that public transport would sometimes stop running. So I had some anxious times waiting to see if the bus would eventually turn up or whether a long walk home would be required. Imagine what would happen today if an 8-10 year old were faced with such circumstances!

Just as I was leaving primary school in July 1951 the 201 was replaced between Hampton Court and Feltham by the 152 and, in Hampton Hill ran via Windmill Road instead of Park Road, which would have saved me the walk. The 152 was initially operated with Ds, soon replaced by RTs, from Merton Garage.

From home in Hanworth to my grammar school in Twickenham, aged 11 in 1951, when not on my bike I used the the 90B operated by SRTs from Twickenham Garage. I don't recall seeing SRTs on any routes other than the 90, 90B and the Sundays only 90A.

When accompanying my mother to her still favourite shopping centre in Kingston we took the 152 to Teddington and changed there to the 601 trolleybus. By then the 8ft wide Q1 trolleybuses served all the routes from Fulwell Depot.

Who could forget these almost noiseless, pollution-free vehicles?



Q1 trolleybus No.1781, Kingston Bridge, 12th March 1959. (MHCB)



TD38 at Kingston in July 1955. (MHCB)

Membership and Volunteers

Further to my writings in the winter issue, I can confirm that the recruitment exercise to fill our three Trustee vacancies was approved by the Council of Management and is now under way.

Three charity recruitment web sites based in the South East area are promoting our vacant posts. They have published details of the Museum exhibits, our organisation and the relevant job requirements and role descriptions. I have already received one expression of interest in the Curatorial post from a full time Museum professional.

On page 6 of this issue, Peter Osborn writes about progress on the remedial action we had to take to put the membership subscriptions back on course. I cannot give him enough praise for his efforts in taking on this monumental task of sorting out two hundred unactioned Direct Debit authorisations. It was something

which I could not possibly have coped with on my own. I have more than enough on my plate keeping the Museum staffed and open to the public, recruiting and training volunteers etc.

I am delighted that we are now seeing the end of the tunnel. We shall undoubtedly lose some of our members in the short term. But we shall be better equipped to deal with membership matters more efficiently once the records are straight and the IT system is up and running. My thanks also go to Debbie Morris, Giffard Hazle and Ian Jackson for their efforts in supporting Peter in this important initiative.

Those of you with access to the Members' area of the London Bus Museum web site will know that I am penning a series for LBM's 'E News' about what we all do at the Museum. I intend to work my way through the many roles which your Trustees,

Managers, Officers and Volunteer staff undertake.

I think it is important that LBPT members are aware of the sheer amount of time and money that is invested by our army of volunteers. They are all heroes in my eyes and I pay tribute to them and what they have achieved. I shall as always be requesting help from new blood to spread the load which some of us bear, in some cases doing two, three or more jobs. No reasonable offer of help will be refused.

If you are not able to come into the Museum on a regular basis you could offer to help out at our three annual events. Spring Gathering is on the horizon and we need well over a hundred volunteers to staff it effectively. If you haven't done it before, it is an enjoyable and rewarding experience and you don't have to work the whole day!

Steve Edmonds

Membership Renewals

For the benefit of Members who do not pay by Direct Debit/Standing Orders this is a reminder if your renewal month is between January - June 2015. The membership cards are now sent out early to allow you entry into the Museum this means it is vital that you let me know as soon as possible if you wish to cancel your membership.

The following subscriptions were due January - March 2015. If payment is not received by April 2015 then it will be presumed that you do not wish to renew your membership and this will be your final magazine but many thanks for your support over the years

4	January	Norman Ansbomb	983	January	Kenneth Healey	1238	March	Michael Selby
1598F	December	John Barrington	883	February	Brian Jeffreyes	1526	March	David Shillitoe
16	March	John Bedford	1813	March	R Neal	1805C	February	Terry Southall
1402	January	David Edwards	1116	January	Edward Price	1491	January	Terry Torch
52	March	John Gray	26	March	Colin Prince	989	January	Tony Wild
						1127	March	Terry Woodroff

The following subscriptions are due between April - June 2015

1906	May	David Aldridge	203	April	Geoffrey Heasman	1693	June	David Rowbotham
1217	May	Steven Carr	1690	May	Keith Hales	1346	April	Brian Rutland
1826C	April	John Carver	292	May	Christopher Hart	849	April	James Smith
1440	April	Brian Chaplin	1746	April	Mark Jameson	1696	June	Cyril Theobald
20	April	Alan Charman	1642C	June	William Jones	676	April	Allan Thompson
1827C	April	Jonathan Coller	956	April	Anne Letch	1074	June	Alan Thompson
1147	June	Peter Comfort	101	April	John Lines	1748	April	David Thrower
96	April	Peter Cousens	792	May	David Lindsell	1552	April	Christopher Watts
1765	June	David de Wilde	1549	April	Grahame Lockyer	850G	April	James Whiting
98	April	Anthony Evans	905	May	Steve May	1220	June	Donald Whiting
1829F	May	David & Lindsey Glenister	1834	May	David Munkenbeck	325	April	Robert Williamson
1831C	May	Simon Greatwood	1218	May	Ewen Pring	1749F	April	B Withers

My apologies if you have renewed and please ignore these reminders.

Completing a direct debit will save both you and us considerable time. The form can be downloaded from the website under 'join us' or you can write to me and I will send you one. If you wish to pay by cheque, please make it out to LBPT Ltd and send to the Museum.

NB for those members who pay by standing order please remember to change your standing order

Membership Rates: 1 October 2014

Individual - £33

Couple - £50

Family - £65 (2 adults and 3 children under 16)

Any queries then please write to me c/o London Bus Museum.

For those members who pay by Direct debit or Standing Order between April-June then your 2015 card should be with this magazine if not then please contact me.

Please check the envelope - it's a small card in a large envelope.

If you want your membership card early then please send a SAE marked for my attention and I will send you your card.

Debbie Morris, Membership Manager

LBM Drivers' Procedures - February 2015

The above is now redundant as records of Driving Licences, Type Training and Assessments at the Museum are kept in the Office.

To all drivers of LBM vehicles

The Drivers' Guide Booklet and Vehicle Driving Authority Card are no longer issued. The authority to drive LBM vehicles is now recorded and filed in the Office as follows: Copies of current licences, signed by Type Trainers, currently Kevin Hibbs, Rod Lucas and Tony Lewis.

Type Training Records signed by Type Trainers.

Records of Assessments by the Chief Assessor currently Bill Ackroyd.

The following information from the Drivers' Guide is still relevant and is detailed below:-

How to find things at LBM and buy fuel.

Engine oil - by the main Workshop Door.

Coolant - use Anti-freeze/water mixture all the year to prevent corrosion.

Fuel Dip-stick in the cupboard by Workshop Door. One division is about five gallons or 23 litres.

Oil Dip-sticks also in cupboard. Pre war buses and RP 90 have oil dip sticks near the oil filler; the RF's are under the oil filler cap. Post war double decker RT's and RM's need the oil dip stick in the cupboard.

Battery Booster kept at entry to Museum from the Workshop.

Buying Fuel - Cards for purchasing fuel are in the Office. Cards must be signed for and returned. Remember which fuel to buy (diesel or petrol) and be careful of Filling Station canopy heights.

Checks to be made on vehicles:-

Each LBM vehicle will have a Vehicle Information Sheet in the cupboard, showing the location of the dip stick/coolant check/isolator switch.

Drivers are responsible for checking fuel level, oil level, coolant level, working of lights/horn/wipers/ etc, and that tyres are suitably inflated and in good condition before taking the vehicle on the road.

Observe the proper starting procedure for the vehicle and check the operation of the brakes before moving off.

Adjustment of mirrors and seat (where possible) are also the responsibility of the driver.

LBM cannot absolve a driver who uses a vehicle in an unroadworthy condition - legally the responsibility rests with the driver.

The inside of a bus should always be checked for loose items before use.

A strap for hanging across the platform of a vehicle when not in use should be in place.

Fire extinguishers and First Aid kits must be checked.

Paperwork for Vehicle Use

LBM has a legal obligation to be able to state who was driving a vehicle at any time so we must have this basic information.

Record your name, No. of vehicle, time, day and date (TDD) when vehicle out, and

reason, TDD on return and driver name if different (PRINTED) in blue file in Canteen. Fill in Daily Vehicle Condition Log in Bus and then top copy to Canteen.

For a Class VI, complete a tachograph disc and insert into tachograph. At end of duty complete and return it to box in Canteen.

If you take a vehicle over during an event complete the Vehicle Condition Sheet in the cab. Last driver of the day place it in the box in the Canteen.

You must carry your driving licence with you when in charge of an LBM vehicle, and DQC Card and spare glasses if appropriate.

Tachographs

Fill in the disc correctly. If you drive more than one vehicle in a day use the space(s) on the rear of the disc to record the additional vehicles.

Set the clock correctly when starting the day. Note that tacho disc revolves once every twenty-four hours but the clock face every twelve hours.

Driver's hours rules do change periodically. Museum Policy is always use a tachograph disc if tachograph is fitted.

Buses with tachographs will have an arrangement whereby the tachograph still operates when battery isolator is off. When parking over-night turn tacho. off.

Insurance

Details of the policy for the vehicles are on a disc near the tax disc of the vehicle. Our insurer insists that you do not accept/admit liability to any other party at any incident.

Dress

Correct and smart attire is expected of crews, especially at events where vehicles are carrying passengers. Crews should carry hi-visibility jackets but these should not be worn in the vehicle.

Driver and Crew Behaviour

Smoking on a vehicle is prohibited and ideally should not be near the paint work either - if you do smoke please do so well away from a bus.

Leaving a Bus Unattended

If a vehicle is being left for any time turn off the main electricity isolator switch. This will both improve security of the vehicle, and help prevent a flat battery.

Shutting the cab door and ensuring windows on both decks are closed will improve safety and prevent rain or dust getting in. The same applies to passenger doors.

A strap should be hung across the platform without doors.

Parking Buses at the Museum

Care must be taken when manoeuvring. Use a banksman even when driving forwards.

Park buses outside the building.

Close all windows and turn off battery isolators, check inside bus for any items left in it.

Reversing

You should not reverse without assistance.

You should make use of your conductor or other crew member to advise you of things you cannot see and also to look out for pedestrians or obstructions. Always sound the horn twice before reversing.

Bell Codes and Doors

Codes 1 ring stop at next stop

2 rings move off when safe

3 rings move off when safe, bus full, do not stop to pick up passengers.

Multiple rings Emergency Stop Signal from Conductor or Passengers

Buses with Bell Push operate a buzzer telling the driver the conductor is upstairs and not on the platform.

The Driver must check that it is safe to move off even with buses with closed platform doors.

Rear Platform Doors

Vehicles with Platform Doors should be opened by the driver. The Conductor closes them before ringing the bus off.

Destination Blinds

All blinds must be properly set when the bus is in service.

A bus should not display blinds for a current route it is not operating. Running light should show "private" or equivalent.

Crews should take appropriate blinds to events.

Health and Safety

Health and safety measures must be observed at all times.

Reversing vehicles, use of fork lift trucks, and handling of chemicals all require care and proper attention.

The floor can be slippery, especially in wet weather and there may be objects in work areas that pose a risk of tripping. If you spill fluid and make the floor slippery, either clear it up - or if that isn't practicable warn others as appropriate.

Defects and Collisions

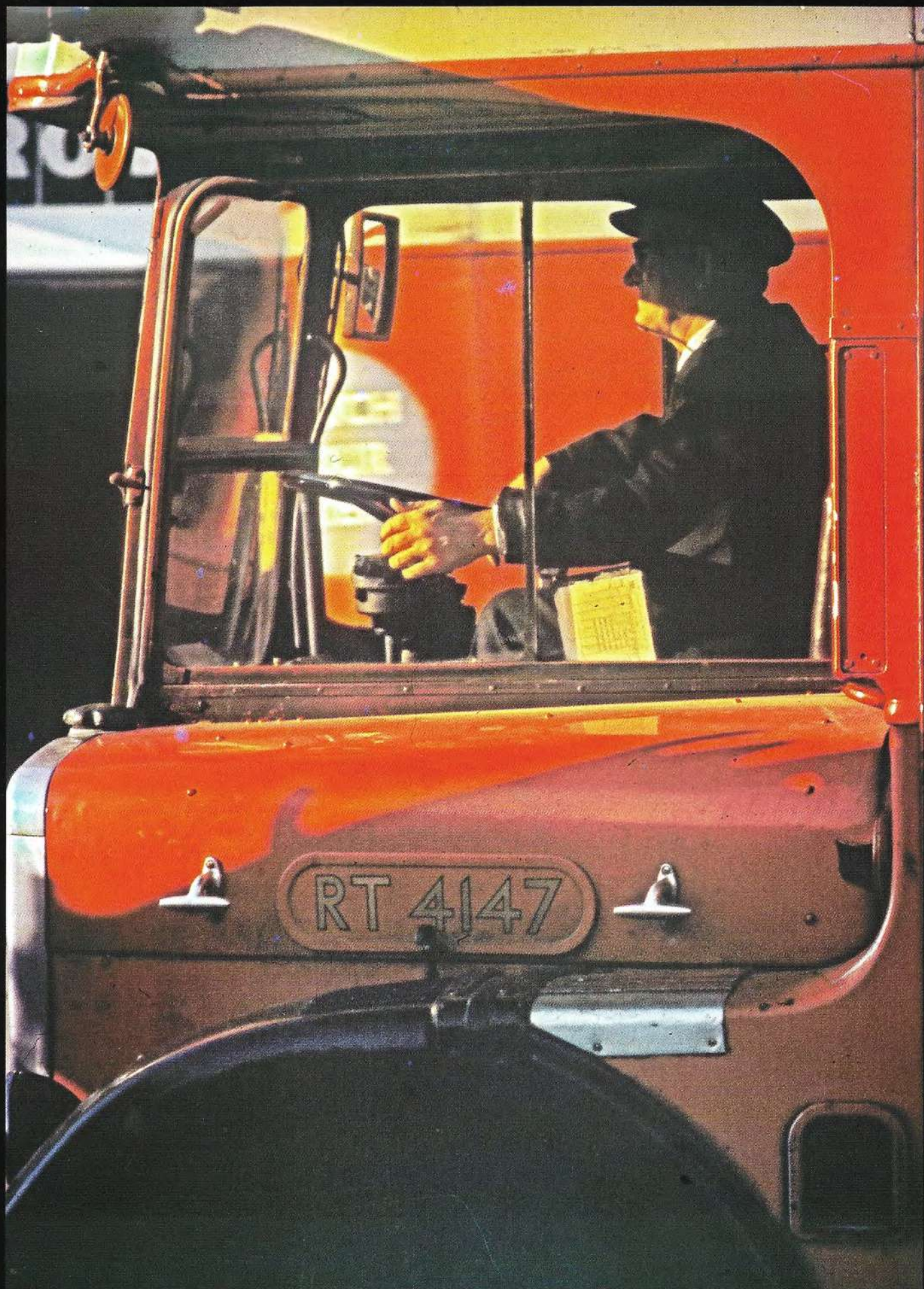
Any incident on the road must be reported immediately. Defects should be reported using the Vehicle Condition Sheet. If a vehicle breaks down contact the Engineering Manager.

We have very few accidents. If anyone is injured the priorities are dealing with the incident.

If a Museum vehicle is involved in an accident please ensure the Engineering Manager is informed immediately, as well as completing any practical legal procedures at the scene. If the vehicle is damaged and there are doubts about it continuing contact the Engineering Manager.

London Bus Museum, Contact Operations Manager at the Museum

The London Bus Preservation Trust Ltd. Cobham Hall, Brooklands KT13 0QN. Tel No. 01932 837994



The driver of RT4147 of Elmers End garage waits patiently for the lights, George Street, Croydon, 1972. (MHCB)