

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

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

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

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FRONT COVER PICTURE

RLH48 parked outside the site of the factory at **Addlestone**, where its body was built by **Weymanns** in 1952, on **Sunday 19th April** on the day the lowbridge **AEC Regent** was officially handed over to the Trust by **Richard and Judy Proctor**, its owners for over 30 years.

(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 michaellhbaker@londonbusmuseum.com, or by post to the Museum at the address opposite.

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From the Editor

I was thumbing through Ken Blacker's magnificent history of the ST class (Capital Transport) and reflected that of all the London Transport classes I grew up with in the 1940s the ST was the least favoured. Ken obviously feels the same for he writes, 'I had comparatively few memorable trips on STs, partly, I suspect, because I may have avoided them in favour of more favoured classes such as STLs, LTs and Guys'. Precisely. Living in Thornton Heath I had little dealings with Guys, although plenty with Daimlers - my classmate, Hicks, who lived in Wallington copped all 281 - but STs were our bread and butter or, rather, margarine and no sliced bread, and therefore off to a bad start anyway.

cream. I later discovered that this had been demoted from Inter-Station duties.

Country Area green STs also worked into Croydon, from Godstone, Reigate and Leatherhead garages, but it says something about my disdain for the type that I have absolutely no recollection of these. Looking back to those long-gone days I feel obliged to offer an apology to a type of bus which served London and its suburbs faithfully and unspectacularly for all but twenty years, rather more if we count the lowbridge variety.

As we know just two survive, the Trust's own ST922, which, although I don't remember it, would have been a regular sight in Croydon pre-1939 and London Transport Museum's ST821, which is almost one of the once despised standards, but not quite for, although on preservation it was repainted in Central Area red, this caused a great many red faces as it had spent its days in the Country Area. It now wears an appropriate green livery. There is one other, much modified ST in a museum in Israel. As Ken Blacker's book illustrates another, ST309, lasted as a shed in Cambridgeshire into the 1960s but I guess the likelihood of finding the decaying remains of one anywhere on this planet, or any other, must be very remote. So I raise my glass of dandelion and burdock flavoured Corona, belatedly, to the two precious survivors.

Michael H C Baker



Above: A Thomas Tilling ST working from Croydon garage (TC) on route 59 c.1932. (Collection)

Croydon garage had a monopoly of two of the three routes which passed the top of our road, the 59 and the 59B, and being a former Thomas Tilling establishment had operated them with Tilling STs until 1939. On their withdrawal at the outbreak of war, they had been replaced mostly by ex-General STs and after Croydon garage had been bombed and most of its vehicles destroyed, being a petrol only garage a motley collection of elderly STLs but mostly ex-General STs was drafted in.

The third route which passed our road was the 59A and this sported modern STLs, some of the top of the range roof box variety, whilst up in Croydon, the borough to which Thornton Heath belonged, there were lots of the ST's big brother, the LT. To my eyes STs all looked the same whilst the LT came in many variations and also had no less than six wheels which made it far more noteworthy. That STs were all the same is not quite true for I was once confronted outside Croydon's handsome Victorian Town Hall by an apparition, an ST decked out in an outrageous livery of blue and

Below: A Standard ST1 of London General origin working from Croydon garage c.1946. (Collection)



Message from the Chairman

I feel honoured to have been invited by the trustees of the London Bus Preservation Trust Limited to be the Chairman of the Council of Management of the London Bus Museum in succession to Guy Marriott who is now spending much of his time abroad.

Although I have not previously been a trustee, I have been a member of LBM for at least twelve years, having joined shortly after my appointment as the Traffic Commissioner for the South Eastern & Metropolitan Traffic Area in 2000. Previously, I had been the TC in the Western Traffic Area, after over 30 years practising as a solicitor in Gray's Inn and the City of London. My appointment as a TC could not have been a more appropriate finish to my career, not only because I had been involved with discipline as the Law Society Council member responsible for the Solicitors' Complaints Bureau but also because I have had a lifelong interest in transport, and particularly in buses, coaches and trains. So far as London buses are concerned, I am very pleased to have discovered recently one of my photographs, not so far published, taken on a box camera of RM2 at Tattenham Corner during the brief period when it operated in green on Route 406!

It may be significant that I was born in Helston in Cornwall, a town that should be known to many bus enthusiasts as the location of the starting point of the first railway-operated motor bus service in Great Britain introduced by the Great Western Railway thence to The Lizard in 1903. Helston station also marked the most southerly point reached by the railway system in Great Britain, and I published in 2012 a book on the history of the Helston branch on which my great-great grandfather travelled on the first train in 1887 and I had the more dubious pleasure of riding on the last train in 1962. I have also written four other railway books, the first one of which (albeit not about buses) was about the London Underground.

Since retiring as a TC, I have maintained an interest in the bus industry by being a director of the UK Bus Driver

of the Year Association, a trustee of the Transport Trust and as a member of judging panels for the UK Bus Awards and the RouteOne Bus Awards.

I join the Council of Management at an exciting time when the success of LBM's new building at Brooklands is receiving increasing recognition not only amongst enthusiasts but also by the general public. I would like to express my gratitude to former and current trustees whose hard work and dedication have been invaluable in achieving this success. The tasks carried out by the management team are many and various, as well as being very time consuming, and many members probably do not appreciate, as I did not appreciate, how much we are indebted to them..

Chris Heaps



Chris Heaps (right) at the handover of RLH48, 19th April.
(MHCb)

Corrections

Mike Sutcliffe points out that the captions on page 6 of the last issue are incorrect.

The top one is not of a Straker-Squire but of a Dennis, the only one Great Eastern possessed. Neither is the lower one a Straker-Squire but rather a Milnes-Daimler, ex-Vanguard and that the caption provided by the London Transport Museum is wrong.

Whilst on the subject of corrections, can we remind contributors that if you are submitting a Word document, we cannot use any pictures embedded within the text as the resolution will not be suitable for reproduction. Please send pictures separately as jpg or tif files.

Malaga Motor Museum visit update

As detailed in the last magazine I will be finalising this visit during the coming month.

Costings look to be nearer £115 per person than that quoted and a visit to the rarely open Malaga Flight Museum is also planned.

If you have not already contacted me to express interest then please do so before the end of June latest. Roger Staggs rrs@rollingstock.co.uk

Roger Staggs
Rolling Stock Director and Trustee

From the Workshop

By Roger Stagg

There is never a dull moment in the workshop although there is a noticeable subdued feeling in the air following the untimely departure of Peter Smith, Manager of our Canteen Trailer Project. It's a fact that many of us have reached an age whereby the "won't see you next week, have a hospital appointment" is a common form of farewell at the end of the day.

Nevertheless each week sees noticeable progress on both the Canteen Trailer and RF19 - there is light at the end of the tunnel. More on the progress on these two vehicles in the next edition.

Outside in the main hall subtle changes are happening on NS174. The staircase has commenced!! It is a complex fabrication of steel and timber, and despite the detailed drawings produced, making it fit has not been an easy task. Like everything else on the NS there are no original drawings except a 'general arrangement (GA)' which gave us overall width and overall length. All of the dozens of drawings produced for the bodywork have had to originate from the GA, from what is left of a few remains of the original body, and measurements from what little is relevant on LTM's NS1995, a significantly different body type. Once the basic stair flight is in place then the second layer of boarding can go on to the upper deck, clearing the way for the top deck side screens.



Graham Burnell and John Hutchinson working on the tricky job of constructing an NS staircase. (MHCb)

The front half of the workshop has been no less busy with a broken stud at the rear of the cylinder block having to be replaced on RT3491 only to have it blow a head gasket a few weeks later. At this time of year MoT's fall due on most of the Class 6 fleet and whilst there is no longer a legal requirement for an MoT on most of these because of their age we take our responsibilities very seriously and all of the permanent C6 fleet gets its DVSA test annually. This takes up a lot of time, an inspection followed by a chassis wash, a brake test and then a further inspection before going off to the test station.

As you will be aware RLH48 joined us as of Spring Gathering and along with UMP and 738J went on the HCVS London to Brighton Run on 3rd May accompanied by recently repainted RMC1461 as a members' trip. The weather had turned cold, windy and very wet by the time the first three vehicles left for Crystal Palace before 7am but 738J decided to be temperamental at Morden with a minor fuel blockage. However, a limp to nearby Merton Garage where the owner of RM1000 was on duty soon removed the problem with an air line. Departure from The Palace was thus delayed awaiting the J and our arrival at Pease Pottage to meet up with RMC1461 left its passengers with some time on their hands. In addition, a fan belt broke on entering the service area and the other two slipped one pulley at the alternator end. Arrival of the Breakdown Tender 738J put Ian Barrett underneath with an audience of onlookers but the convoy was soon on its way, only to meet up entering the pre-Brighton traffic jam with a steam roller and living van (4mph max speed) just when overtaking was no longer possible. The sun came out, we all viewed a remarkable collection of vehicles, fish and chips were consumed and all concerned had an uneventful and scenic cross-country ride home.

Safety is always on our minds in the workshop and



NS1995 preserved in the London Transport collection in the condition in which it was withdrawn in 1937 at the British Transport Commission at Clapham in 1970. The young gentleman is a pupil of Trinity School, Croydon, where your editor was teaching at the time. (MHCb)

many of the practices that we seemed to turn a blind eye to at Redhill Road are just no longer acceptable. In retrospect how we managed for so long without an accident is a miracle. We now have aluminium towers to access above head height and a high pressure air system is in the course of installation allowing the use of air tools. There have been many changes and additions, jacks

that do not comply and unsafe moving staircases have gone to make tin cans. We are not there yet but we are well on the way.

For my part it is a pleasure and indeed a privilege to work alongside such a competent and dedicated crew on all fronts. Without them and their support this job would just not be possible



HCVS London to Brighton Run, 3rd May 2015.

Above: RLH48, 738J converted from 1933 vintage STL169, and RMC1461 at a rather damp Pease Pottage.

(Graham Smith)

Right: Ian Barrett beneath RMC1461.

(Roger Stagg)

Below: As the day wore on the weather relented and UMP227 and RMC 1461 head home through the glorious West Sussex countryside near Chanctonbury Ring.

(Graham Smith)



Spring Gathering 2015

By Rev. Simon Douglas Lane, Event Organiser

First my thanks to all who worked so hard behind the scenes both before and on the day, and without that help, the event would be a chore rather than an enduring pleasure! Now the statistics: 3,300 visitors and a surplus on the event of £18.3k (including stalls income of £2.3k): separately accounted, the shop income was £7.1k. On vehicle entries we received 68 completed forms and another 30+ buses arrived without entry forms sent in: this may seem a small point but on the restricted site that we now have, and trying to stream vehicles by operator

and age and also hoping to please our many photographers, it would be of great benefit in the future if we could increase the percentage of bus owners who tell us they are coming. It's easy: download the entry form from the website and email it to LBM. There were some flies in the ointment: first I take full responsibility for failing to alert John Norman who produced a wonderful programme that it needed to go to the printers: I thought he knew! If anybody wants a copy of it I have it on my documents folder in full colour so if you want a copy you can email me on simonsdl14@gmail.com. Second, catering: it is not acceptable and Brooklands is aware of our concerns and what we had on 19th April we cannot have again. We are also looking at more sensible locations for various aspects of the day, not least where stalls are concerned and also the activities for children.

I want to welcome Deryck Fill, not only to the Events Committee chaired by Gerry Job, but also to thank him for taking on the role of Events Organiser which in one way or another

Left: MD60 of 1975, the survivor of a class of 164 Metro-Cammell bodied Scania's which paved the way for the much more numerous M types of 1978-88. (MHCB)

Below: Vice-Presidents Sir Peter Hendy and Leon Daniels with their RTW 467. (Graham Smith)





Left: A most interesting visitor was this Crosville Leyland Cub undergoing restoration. (MHCb)

Below: This picture shows what it will look like when completed. (Anon)



I have done for over 15 years! The 70's Summer event in June will be the transition event and Transportfest will be the event at which he spreads his wings! I have said I will continue to cover the vehicle entry brief. So fellow members, I hope that you enjoyed our

season opening event, and that we all look forward to an exciting and rewarding year ahead: last year the Year of the Bus and all that went with it, and next year the anniversary of Harrington's and Weymann's which we will celebrate at Spring Gathering 2016 on 17th



A very popular vehicle with the younger visitors was this half size B type replica. (MHCb)



Above: Craven RTs worked in both the Central and Country Areas. RT1499 was originally red, being delivered to Gillingham Street (GM) garage in November 1949. The five window design gave it a certain old fashioned look although the rear, as can be seen, was much less upright than on the standard RT. (MHCb)

April. This year we can catch our breath!

And finally the day was not the same without dear Graham Burgess and Peter Smith, both of whom left us long before their time: this issue contains the tribute delivered at Graham's funeral on 20th April: arrangements for the interment of his ashes outside LBM will be notified when known.

With my best wishes to you all.

Below left: It is not often that you see the two surviving Cravens RTs, 1431 and 1499, together but here they are. Fitted with far from standard bodies when London Transport was desperate to replace worn out STs, LTs and STLs, Cravens of Sheffield were given an order for 120 bodies. They began to arrive in 1948, and were completed by April, 1950. All were withdrawn from London service by May 1957 but were eagerly snapped up by other operators and lasted for many more years. (MHCb)

Below: Craven bodied RT1474 passing St Pauls, c.1949. (Collection)



RLH48 joins the LBM Collection

The highlight of the Spring Gathering on Sunday 19th April was the handing over of RLH48 to the Trust by Richard and Judy Proctor, its owners for over 30 years. As Richard explained, 'I bought it because I used to travel to school on RLH48 on route 336 when it was based at Amersham.' It was delivered there in October 1952. The bus is a well known participant on the rally circuit, particularly on running days at Amersham and the Trust is delighted to add it to our collection. Richard and Judy lived for many years at Chertsey where RLHs were a familiar sight.



Left: The handing over ceremony led by Graham Smith. (MHC B)

Right: The distinctive, if not very informative rear view of RLH48. The bus is parked near where the Proctors lived in Chertsey. (MHC B)

Below: Richard Proctor at the wheel. (Graham Smith)



Above: Mike Sheppy, the regular conductor for many years, performs his duties on 19th April. (MHC B)

Right: The very last route to be worked by RLHs was the 178 from Dalston Garage. RLH49 is seen a few days before withdrawal in April, 1971. (MHC B)



Right: Country Area RLHs were a familiar sight in the Weybridge and Chertsey area. RLH36 is seen here working route 461 from Addlestone garage sometime in the 1960s. (Collection)

Tribute to Graham Burgess

Given at his funeral by Rev. Simon Douglas Lane

A one-off was our Graham, with a distinctive walk (you knew who it was miles away), a distinctive use of the English Language, a very distinctive laugh that lingered and an attention to detail personified by his immaculate appearance and his encyclopaedic knowledge of ticketing: how the children loved to hear the ting of the bell as he punched a ticket for them and, yes, as he goes to the Bus Station in the sky, you will be pleased to know that he is correctly attired in London Transport Country Area uniform: he really will be going all the way!

Graham was born, an only child in 1945, in Hammersmith. From an early age he was drawn to public transport. He enjoyed the varied stock on the Underground, the diesel buses of the standardised RT/RF/RM families and the joy of joys, Trolleybuses: would I have been smuggled under the seats of Q class trolleys into Fulwell Depot at the age of 5 today? The innocence of loitering outside bus garages today, taking numbers, would bring down the whole panoply of Health and Safety and Child Protection: how glad that we lived in those times, in an era which allowed us all to start and endure in our love of Bus Preservation.

In the late 1970's Graham met his beloved Teresa in Kingston Council where he worked in the Legal Department, and they married at St Mary's Walton-on-Thames in 1981, moving to Berrylands in 1983 which remained their family home. John & Teresa had 3 children, John, Lucie & Michael.

Back in the 1970's if you were rash enough to buy a bus, it was odds on that you would finish up in the Continental Pioneer Yard in Cedar Terrace Richmond and

thus it was on the 28th September 1973 I took delivery of RT3491. By then Graham already owned GS33, GS70, RTL 1163 and RF222. Without realising it we met and all those years later when Graham became the regular conductor on Evadne, we could go back over 40 years. How the time has flown! Graham was an assiduous conductor with an endearing habit of talking the hind leg off a donkey from the back platform and sometimes our dwell time (that's the modern phrase) was so long that I thought passengers had conceived their children and brought them to birth: the solution was to put the bus into gear and imperceptibly creep forward and, lo and behold, the bell would ring! Wonderful! He was with me on the 353's when I was flashed by a speed camera at Chalfont St Giles doing 34 miles an hour in a 30mph area (it was 34 honest!).



When not involved with buses, Graham was active with the Air Training Corps. In 1974 through a friend of his, Mike Rawlinson, Graham visited 114ATC Richmond Squadron and has been there ever since. It really is a family affair. Graham's son John is now Officer Commanding.

I am Squadron Padre at Staines and Egham 398ATC and Middlesex Wing Padre so when Graham and I were on the road there were other areas of conversation over and above buses, thank goodness.

Our last outing was to the SE Bus Festival at Detling in rather unpleasant weather. As always we had an enjoyable day.

We learn that the thread of life is very fragile.

The day before Graham's funeral we had our season opening Spring Gathering at Brooklands, an event Graham had been looking forward to. It really wasn't the same without him.

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?

A very special model

Members will surely have noted and admired the superb 1:12 scale model of T162, one of the original Green Line Regals, in its showcase on the upper floor of the Museum. The wealth of detail, as these pictures show, is extraordinary. It was built by Ted Reynolds who worked for many years at Garston garage and built the model mostly from offcuts. T162 ran out of Watford (WT) garage from 1930 to 1939. Ted donated the model to our Museum on 24th February 2012. He is seen here with his daughter at Members' Day on 15th March this year. (MHCB)



Life on the back of a London Bus (1945-1952)

By Rose Fisher (formerly Hunt) N60488

In 1942 I was directed to war work and was trained at a Government Training Centre to be a machine operator. At the end of the course I was sent to a Shadow Factory at South Kenton, Middlesex that was run by the de Havilland Aircraft Company.

During 1943 and 1944 twelve-hour day and night shifts were commonplace. Come 1945 with the end of the war, the factory closed and I was made redundant. So it was off to the local Employment Exchange. I was living in Westminster and suitable employment was limited, not to mention salaries were very low and I had been used to earning as much as £18 a week at the factory, a veritable fortune in those days. London Transport was recruiting and that seemed to be the best opportunity, so I went for an interview and was accepted for training as a bus conductress.

My training was to be at the North West Divisional Office at Dollis Hill (next to Cricklewood Garage). I spent two weeks learning the intricacies of tickets, fare stages, where to punch the ticket, filling in the Waybill and the paying-in procedure, along with all the other problems that may be encountered on the back of a bus.

Once training was completed, I was posted to Victoria (GM) garage. Like all new conductors I was put with an experienced conductor to gain first-hand experience and knowledge of collecting fares and putting my training into practice. I was teamed with a conductress on route 52, who was not particularly friendly; her manner and attitude were inclined to be offhand. The reason for this was that, with the end of the war, there was an influx of younger woman joining LT as conductresses and there seemed to be some resentment from the wartime staff toward younger women.

After two weeks of bus training, I was on my own at the bottom of the spare list. I had to work routes that I did

not particularly like and, after being loaned to garages such as Camberwell (Q), Chalk Farm (CF), and Middle Row (X), I found I preferred GM. In 1946, I was placed on service on route 52. This pleased me because in addition to being my learning route and being comfortable with it, it was also a very pleasant route, so I got what I had hoped for since joining GM.

I enjoyed the six years that I spent on Route 52. Between Victoria Station and Notting Hill Gate there was a cross-section of passengers that, when the opportunity arose, were interesting to talk to. At times I saw familiar faces that I could not put a name to. To or from Victoria the request was "HARRODS please". When I told the passenger "We do not pass Harrods" there was always surprise - and this often brought on a chat. The shop describes themselves as Harrods of Knightsbridge when in fact it is in Brompton Road; this can be misleading to visitors.

Visitors always wanted to know about the places the bus passed. Conductors were expected to be a mine of information about their route and the nearby area. Route 52 passed the Iranian Embassy in Princes Gate, that was long before the siege and the famous SAS rescue. Then passed the Royal Albert Hall, always a place of interest for visitors, and on to Kensington High Street famous for its shops. Then a right turn into winding Kensington Church Street to Notting Hill Gate. The next alighting point was Elgin Crescent for Portobello Road and its world famous market.

The route took you through Ladbroke Grove. Willesden, Neasden, Kingsbury, Burnt Oak, to the terminus at Apex Corner Mill Hill. During the morning and evening peak period the route was extended to the Elstree Arms, Borehamwood, which was a pick up and drop point for staff from the Borehamwood Film Studios.



A scene Rose will remember well: Far left RT4301 on route 52, RT427 on the 38, RT4431 on route 16, RTL965 on route 52 and RT1807 on route 25, at Victoria in April 1956. (MHCB)

During the war, my younger sister had been an Admin Officer with the British Red Cross and had a full uniform. When her office closed and she was stood down, she gave me one of her uniforms. My elder sister, who was a dressmaker, got to work on the 'suit' and removed the buttons, badges and epaulettes, made a few minor alterations and it was ready for wear. In 1950, the women's LT uniform was drab: a heavy overcoat for winter and a grey duster coat for summer, so when I walked into the output on a Monday morning in 1950 there was astonishment. "Where did you get that uniform from?" was the immediate reaction. A couple of women were very insistent in their questioning, and as I could not reveal the source of the uniform, I just said "I got it at Gamages". This was a department store in Holborn that was famous for the sale of surplus goods and was a bit of a treasure trove in those days. I am afraid that those ladies had a fruitless journey. At least they had their bus passes! Sadly, that shop is no longer there.

The surprise that uniform created in 1950 was to have a wider audience at a large upcoming public event. More about that later.

During the 1948 London Olympics Wembley Stadium was an Olympic venue, and it was quite normal to pick up a full bus at Victoria Station with most going to Blackbird Cross (Neasden). When the day's events were over then it was a full bus back to Victoria. In those days passengers from sporting events were usually a cheery crowd with a lot of banter going on.

One day, out from Victoria at the Hyde Park Corner stop, a gentleman boarded my bus and asked in a soft American accent if the bus went to Elgin Crescent. I told him "yes", and looked at him closely, I asked him if he was Joseph Calleia (a well-known Hollywood actor of the time). He said he was and asked if I was interested in films. Of course I was, having been obsessed with Hollywood from a young age! I was lucky enough to be able to talk to him about films and Hollywood. Mr Calleia was a gentleman, so different from the roles he usually played in films. Another actor on my bus was Richard Todd.

The uniform: and the event being planned! Running into Victoria Terminus one day in early 1951, I was approached by an Inspector who asked if I would mind having my photograph taken on the platform. A photographer was there who took a number of poses of myself on the platform. I had no idea of why this was done and was not told.

Later in the year, a full sized photograph of myself appeared at The 1951 Festival of Britain Exhibition that was held on London's South Bank. I never did get to see that photograph, but many people did and quite a few passengers recognised me afterwards. Had I known, I would have gone to take a look. However, I like to think it was used as a model for a new uniform that was later issued to London clippies. I hope that this copy of the only photographs that were given to me will be suitable for reproduction. Sadly, I have misplaced the best photograph, but hopefully I will discover its whereabouts one day!

I thoroughly enjoyed the six years that I spent on the 'back of a London Bus'. I met so many interesting people and had so much fun that at times it really wasn't like Summer 2015



work! When it was a slack period, that was the opportunity that I was able to talk to my passengers, so many visitors preferred the bus to the Underground, particularly when the weather was fine. Of course, the traffic was better in those days, too!

A comfortable day's work depended mainly on the driver's ability to give a smooth ride. During my time as a conductor I had five drivers; three left for other jobs, the last one was the best of them. I 'acquired' Charlie by way of a driver exchange. When Charlie was driving, I could walk along the top deck with a cup of tea and not spill a drop. Many passengers complimented him on his skill. As for two of the others, some remarks were unprintable!

One day in 1947 a driver got on my bus at Victoria Station and told me he was here to learn the route. In the course of the journey to Mill Hill and back, some idle chatter took place, and the outcome was that in 1952 we were married. We worked together once as a crew, that was on the day in November 1948 that Lieutenant Philip Mountbatten married the Princess Elizabeth, now the Queen. My husband says that I still ring the bell. I think my son and daughter would agree with him!

If it were possible I would like to do it all over again. Conductors belong to a gentler and kinder age. Oyster Cards and cashless travel have rendered us redundant. I would like to think that former conductors and conductresses enjoyed their work as much as I did and had their own enjoyable experiences.

Goodbye To a Bygone Age.

Grenada driving

By Roger Stagg

Getting away from buses for a change I thought that the words below may put a bit of sunshine into members' days. I spent much of my early working years in the Caribbean and South America, very different places from the idyllic holiday destinations that they now are. Dawn and I still maintain a presence in the small island of Grenada – the Spice Island – which lies south of the more well-known and celebrity filled island of Barbados. Grenada is still well behind the Mayfair in the sun of Barbados and the following reprint from the Grenadian magazine 'Lime & Dine' may explain part of the Grenada culture:

'The Spice Isles, like everywhere else in the world have moved into the 21st century ... albeit reluctantly.

This will seem crazy to you in our day and age, but one of the biggest changes we have now is how many 'girlz' are now behind the wheel on the islands' roads. And yes we all throw our hands up in the air and say 'women drivers', - but then that's a global phenomenon isn't it?

We're hoping you will do some driving around our beautiful home, so let us share some insider information.

All, and we mean ALL, Grenadians

know how to direct traffic. It's completely true and it's not limited to any age group or gender - it's just a natural aptitude for Spice Islanders. It's totally superfluous whether an individual actually does drive; the fact is we know the best way to do it, and we love to share ...

You will often see a myriad of rotating, flapping and waving gestures. Don't get confused. We're using them to tell you how to turn your wheels, how to park, to move your car forwards or backwards and to say, "c'mon man you have room to pass". Amazingly everyone knows the exact size of your vehicle and how and where you can make the manoeuvre we desire of you, so we can all get on with our journey!

Sometimes we do stop to talk to an acquaintance on the road, even if they're driving in the opposite direction, but it's always on some vitally important matter. We are tacitly asking every car behind us, on both sides, to just wait patiently while we take care of this important business at hand!

Pedestrian crossings? Honestly? Circumventing pot holes is a higher priority; they have huge implications

for tyres, suspension etc. But of course we stop for red traffic lights, mainly, so do not worry.

Indicators? The use of these can be somewhat spasmodic. Truthfully, it's just that we're sometimes so focused that we have already made the turn or stopped before remembering about them. Please forgive us, we're working on it.

The main beams in oncoming traffic are naughty though, so feel free to give us a gentle reminder to lower them by putting your lights on main beam too. We want all drivers to be comfortable.

When do we drive slowly? Yup, the arrival of the cell phone means the need to talk, drive and text simultaneously! Sshhh - let's keep that our little secret.

So that's it. Key up the ignition and be ready to roll. Smile, take your time and enjoy. Laugh with us as we do at ourselves, you'd be amazed what a great de-stresser that is! Hang on there, just one caution - no throwing up hands at women drivers only. Be fair, throw them up at all!

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Members Day, 15th March.

Left: UMP227, the Park Royal bodied AEC Regal IV prototype of 1949, enters the Brooklands site having conveyed members on a tour of the district.

Below left: A full load of members aboard UMP227.

Below: The day coincided with a Bentley Day at Brooklands and two 3 litre beauties dating from the late 1920s are seen here.

(all MHC B)



Book Reviews

Boris's Bus The Mayor's New Routemaster

(enlarged second edition) - Capital Transport - ISBN 9 781854 143839 - £30

Quality! Quality! That is the first impression gained on opening this book and quickly scanning its contents. Closer examination does not diminish that impression.

Seldom has a bus attracted such large scale public and media attention as the one which started off as a Boris Johnson 2008 manifesto promise for the then approaching London Mayoral elections. At that time, many bus industry professionals aligned themselves with Boris's political critics to doubt the prospect of the proposed bendy-bus replacement's success.

Nine specialist transport writers, including the publisher James Whiting, have contributed detailed and informatory accounts, accompanied by numerous well reproduced colour illustrations, to tell the story of the conception, gestation and introduction into service of the innovative hybrid vehicle.

That story is also enhanced by examination of the design competition set up to invite allcomers to outline their proposals for a new bus before Transport for London decided to adopt the guiding hand for the project. Development and tests of the prototypes, in-service successes and failures, accidents, overseas visits, bus sculptures and the Year of the Bus are also covered in some depth.

Overall a fascinating book, which surely raises the standards that others will now need to seek when preparing similar volumes. If only it had an index!

Brian A L Jones

Editor's note

This is the revised edition of the book, the first coming out less than two years ago, which says something about the interest and the popularity of the New Bus for London. Below is a postcard, bought by your editor a couple of weeks ago, which emphasises the extraordinary widespread public appeal, if not supplanting that of the original Routemaster, then certainly beginning to rival it. The photographer certainly knew what he was doing, ensuring that a second bus, moving away from the camera and thus displaying its iconic rear staircase, is featured, as is a London taxi, with, of course, Nelson commanding the scene.



Southdown at War

By Colin Druce, 220x285, 216 pages, 244 black and white illustrations, hardback, CapitalTransport Publishing Ltd. 117 Old Roar Road, St Leonards-on-Sea, TN37 7HD, email: sales@transport-of-delight.com ISBN 9 781854 143853, £30

Durling the year when the centenary of Southdown's foundation is celebrated, this book provides an excellent account of that Company's operations, just before, during, and

immediately after the Second World War.

In addition to detailing how the conflict placed severe restrictions on both its operational area and the fleet of 'cars' (as Southdown preferred to call its buses), the progression of the War and the consequent effect on the communities served are studied.

Initial evacuation of children from London, the perceived threat of poison gas attacks, blackouts, the introduction of gas powered buses, requisition of vehicles, buses loaned

by other operators, hit and run attacks by aircraft and much more are all addressed in some detail.

The possibility of an invasion of the South Coast led to close military control of the area and consequent restrictions on photography, which have posed difficulties for the author who has cast a wide net to gather many fascinating illustrations to support his text.

Altogether a very competently narrated account of an era, matched by superb production standards to provide a very satisfying read.

Brian A L Jones

Membership and Volunteering

As we head steadfastly towards the end of year four at Cobham Hall, the challenges relentlessly facing us seem to daily grow larger. Our progress has been nothing short of stellar and the question is whether this level of activity and growth can be sustained in year five and beyond. Our wonderful Museum will continue to be a huge responsibility for our splendid group of able, committed and enthusiastic volunteers who keep everything on track. As always, we shall be pleased to welcome new blood to the team.

LBPT membership currently stands at 773, down from the previous estimated 800 plus. This is the result largely of removing those who had opted not to continue their memberships following the problems through not processing Direct Debits (DDs) three years ago. New members steadily trickle in and any that join us on the day of a visit to the Museum can apply to have their entry fee refunded. The only proviso is that they complete a DD and attach their ticket to the application form. The Council of Management (CoM) has also approved the introduction of a new 'junior' category of membership for 16-21 year olds at a much reduced subscription rate of £15.

I am delighted to report that we

have welcomed new appointees Chris Heaps, Deryck Fill and Graham Pycock; Chairman of the Trust, Events Manager and Training and Development Manager respectively. However we still have three vacancies at Trustee level presently being 'covered' by serving members of CoM. I continue my search for suitable candidates for these posts.

Following the significant loss to the workshop team of Peter Smith in February, we have since seen the passing of Graham Burgess from the front of house team. Also Bernard Willis, a former Finance Director and Trustee, sadly lost his battle with brain cancer in April. They were all relatively young; taken from us far too soon. Please, no more funerals for a while.

Kevin Hibbs, our erstwhile Operations Manager, was recently hospitalised after a collapse at the Museum. This resulted in him not being permitted to drive Trust vehicles on medical advice. This decision was particularly hard for him to bear as his favourite duties were shunting vehicles in the Museum, refuelling and driving them for MoT inspections, film and photo shoots etc. Consequently and sadly, he has resigned both his LBPT membership and volunteer role. We are adjusting

to the loss of his contribution with the help of other drivers and the Duty Managers. I am sure that those of you who know Kevin would want to join me and my Trustee colleagues in wishing him a recovery to full health and the very best for the future.

I should like to take this opportunity to record my grateful thanks to those who volunteered to make Spring Gathering 2015 such a resounding success. Numbers attending and the revenue collected for Trust funds were both slightly down on 2014's RT75 event, understandably. But the weather was kind and we had over 100 visiting vehicles on display. Apart from the absence of the usual programme due to an organisational glitch, everything went smoothly.

Erratum: My piece about Guy Marriott's appointment as Vice President (VP) of the Trust in the last issue of the Magazine attracted a correction from Michael Wickham. He reminded me that it was former Trustees, Peter Duplock and himself who had nurtured the relationship with our first two VPs and successfully arranged their appointment, prior to Guy joining as Chairman. I have apologised to them for the oversight.

Steve Edmonds



Membership Renewals

For Members who pay by cheque/BACS this is a reminder that your subscription is due in the next 6 months, the month of your renewal has been included.

The following subscriptions are due between April - June 2015.

If payment is not received by July 2015 then it will be presumed that you do not wish to renew and this will be your final magazine but many thanks for your support.

1826C	John Carver	April	1745F	Paul Devereux & Alyson McCann	April	1218	Ewen Pring	May
20	Alan Charman	April	1829F	David & Lindsey Glenister	May	1693	David Rowbotham	June
1827C	Jonathan Collier	April	203	Geoffrey Heasman	April	1346	Brian Rutland	April
1147	Peter Comfort	June	1642C	William Jones	June	849	James Smith	April
1765	David de Wilde	June	792	David Lindsell	May	1220	Donald Whiting	June
			1834	David Munkenbeck	May			

The following subscriptions are due between July - September 2015

809	Alan Beard	August	1778	Paul Furze	July	1844	Steven Morris	July
1179	Norman Bennett	September	1841	John Hutchinson	July	903A	Ultan O'Sullivan	August
1573	Sydney Brown	July	1777F	Eric & Sandra Jones	July	1698	Victor Rabaiootti	July
1774	Hugh Chappell	July	503	Thomas Jones	September	1850	Richard Rees-Pulley	August
607	Michael Cheney	August	1786C	John Kent	September	1586	Roy Spurgeon	September
1853	Geoffrey Cumbers	September	1852	Martin Lee	September	1645	Mike Sutcliffe	July
1566	Stephen Dooley	July	1846	Evelyn Maher	August	962	Lawrence Weeks	July
1775	Peter Esposito	July	1780	Michael McCormack	August			

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

1466	Kenneth Allen	914	Tony Gower	2646	Edwin Knorn	1372	Ivor Seymour
1012	Christopher Archer	368	Geoffrey Green	602	Steve Lane	250	Richard Sparks
1268	Peter Brown	781	Dennis Hales	233	Colin Lawrence	489	Eric St.C Stobart
492	Ron Chalk	235	Roger Hawkins	859F	Nigel Mearing	949	Robert Sullivan
377	David Christian	1168	Michael Hayhoe	1472	Gordon Penfold	242	Richard Summers
950	Peter Dann	1165	John Hicks	915	Robert Ratt'ee	664	Richard Zarywacz
1153	Ian Davidge	370	Graham Hurrell	1022	Herbert Rogers		
938	Adam Gittings	237F	Ron Kitching	707	Roger Scott		

Membership Rates: wef 1st 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 members who pay by Direct Debit or Standing Order between July - September your 2016 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

Facing page left;

The Country Bus rallies are always good fun and that at East Grinstead on 12th April this year was no exception. TD95 was in attendance and although TDs never worked in the Country Area the 15T13s which had virtually identical Mann Egerton bodies did and actually worked into East Grinstead from Crawley garage.

Facing page right;

Peter Larkham supervises some eager East Grinstead passengers. (both MHCb)

Right: The 'Pirate' Dennis D142 has had, as shown here, a starring role in the enormously popular TV production, Downton Abbey. Graham Bartlett talks with one of the programmes 'extras'. (Robin Helliars-Symons)





Outside a very wet Bank of England, 25th April this year. A Timemedia Events Photo Charter.

(Peter Zabek)