

COBHAM HALL

LONDON BUS MUSEUM MAGAZINE



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

Issue 17

Autumn 2015

£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
The Museum's postal address is:
London Bus Museum
Cobham Hall
Brooklands Road
WEYBRIDGE KT13 0QN
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

Charity number: 1053383
Co. Reg: 1061762

Trustees & Officers of the London Bus Preservation Trust Ltd:
Honorary Positions
Hon Vice-President: Sir Peter Hendy, CBE
Chairman, Network Rail
Hon Vice-President: Leon Daniels
Managing Director, Surface Transport, Transport for London
Hon Vice President: Guy Marriott
Museum Mentor: Gary Wragg
former Curator, Milestones Living History Museum

Trustees & Directors (Members of the Council of Management)
Chairman: Chris Heaps
Bus Operations Director: Peter Brown
Human Resources Director: Steve Edmonds
Operations Director: Gerry Job
Rolling Stock Director: Roger Stagg
Treasurer: Peter Osborn
Non-executive Directors: Hugh Chappell, Simon Douglas Lane, Richard Rees-Pulley and Graham Smith
Hon Secretary (Member of the Council of Management): Peter Larkham

Officers
Bus Operations Co-ordinator: Peter Brown
Commercial Manager: John Cattermole
Displays Maintenance: Tony Lewis
Education Officer: Bob Bailey
Engineering Manager: Andy Baxter
E-News Editor: Ian Jackson
Events Committee Chairman: Gerry Job
Events Manager: Deryck Fill
Finance Officer: Mike Dolton
Fundraisers (Donated Items): Melvin Phillips & Bob Bailey
Horse Buses co-ordinator: David Kinnear
Information Officer: Graham Smith
IT Manager: Giffard Hazle
Learning and Development Manager: Graham Pycock
Magazine Editor: Michael Baker
Membership Manager: Debbie Morris
Members' Trips Organiser: Adrian Palmer
Publicity Distribution Officer: Colin Read
Talks Co-ordinator: John Sullivan
Transport Managers: Bob Ansell & Alan Eggleton
Treasurer: Peter Osborn
Web-site & Social Networking Manager: Ian Jackson
Workshop Manager: Owen Wright

London Bus Museum Ltd
Managing Director: Gerry Job
Directors: Stephen Bigg (non-executive), Richard Jones (shop manager)
Company Secretary: Peter Larkham
Treasurer: Peter Osborn

The Registered Office of both companies is:
Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QN

Contents

From the Editor	2
Q83 Celebrates its 80th Birthday	3-4
What a coincidence!	5
From the Workshop	6
Working at the London Bus Museum	7
Some thoughts from a newbie conductor	8
London Weekend at the National Tramway Museum, Crich, 13th-14th June 2015	9-12
RF19 - Recent Progress and a few numbers	13
Francis West	14
The man who put the L in RML and his father	15-16
Letters	17
Membership Renewals	18
Timing of Direct Debit payments	18

FRONT COVER PICTURE

For the first time in 63 years an STL motor bus and an EI tram are seen at work together during the London Weekend at the National Tramway Museum, Crich, on 14th June 2015.

(Peter Zabek)



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

ITEMS FOR THE MAGAZINE

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

LAST COPY DATE FOR THE
WINTER 2015 EDITION
15th NOVEMBER 2015

From the Editor

We were racking our editorial brains as to when a passenger carrying London tram and a passenger carrying STL were last seen together. It surely has to be 5th July 1952, the official last day of the original tram system, although strictly speaking it was not until the early morning of the following day, the 6th, the very last tram, E3 No.1931, entered Penhall Road, or 'Charlton Tramatorium' to give the scrap yard its unofficial name, at 3.35am to be precise. STLs were still at work on a number of passengers routes in both the Central and Country areas; indeed 48 STLs were allocated to two of the tram replacement routes scheduled for New Cross garage - it had once been London's largest tram depot - the 163 and 182, although because New Cross was not yet ready they actually worked from Rye Lane, Camberwell and Peckham garages.

Therefore the weekend of 13-14th June was a milestone in the history of London Transport preservation when, for the first time in 63 years, an STL, No.2377 to be precise from the collection of the London Bus Preservation Trust, conveyed passengers at the National Tramway Museum at Crich and could be seen alongside E1 type tram No.1622, representing a type which worked until the very end of the original London tram system. Now in the interests of historical accuracy it must be recorded that STL2377, which was taken out of service by London Transport from Hornchurch garage in December 1953, is very unlikely to have met tram No.1622, certainly not in July 1952 for the latter was withdrawn in 1940, although not disposed of until 1946. In addition, No.1622 was restored as one of the 154 cars rehabilitated in the 1930s and none of these was still working on 5/6th July 1952 although other examples of



Two open-toppers together.

(MHCB)

the E1 type were, notably the Walthamstow, East Ham and West Ham Corporations' cars.

Of course, as can be seen in the pictures here and further inside this magazine, the presence of other London trams, motor buses and a trolleybus made this unique weekend at Crich as notable in its way as the assembly of eight London trolleybuses at the East Anglia Transport Museum in May 2012, alongside HR2 tram No.1858 and various RT and other London motor buses, or the assembly of 48 motor buses and one trolleybus in Regent Street on 22nd June 2014.

Michael H C Baker

In a rare burst of sunshine STL2377 poses for its portrait, in front of the former Derby Assembly Rooms. (MHCB)



Q83 Celebrates its 80th Birthday

By Brian A L Jones

Chameleon is perhaps the perfect word to describe the Museum's prize exhibit, representing a London Transport (LT) class that marked a significant change in bus design. During its long active life the bus wore coats of many colours and provided several different transportation functions.

Q83 was donated to the London Bus Preservation Trust by Bill Cottrell on 1st January 2003 and has been a popular exhibit and performer at Cobham and now Brooklands ever since. While Bill sadly died some years ago, one of his close working partners and former owner of the bus, Mike Beamish, intends to follow this article up with his own reminiscences of the restoration and operation of Q83 in preservation.

Before looking in detail at Q83 and its history, it is probably useful to consider the important place the Q design has taken in the development of the modern bus.

The instigator of the original project was George (John) Rackham, employed at the time as Chief Engineer of AEC, already the provider of most of London's buses. John Rackham had commenced his career with the London General Omnibus Company (LGOC) in 1912, then after military service, moved to Yellow Bus in the USA before returning to England as Chief Engineer of Leyland in 1926. The American experience provided him with insights into alternative design paths for bus development, particularly those advanced by the Twin Coach Company regarding engine placement and lowering of chassis height to provide a more stable ride.

After successfully launching the Titan and Tiger lines for Leyland, Rackham moved to AEC in 1928 and introduced the Regent and Regal in direct competition. The creation of the Q, then a popular term for secret, viz Q ships and police Q cars, was for Rackham the icing on the cake. LGOC was a very willing partner and, as AEC did not produce their own bodies, took Rackham's chassis with its side-mounted engine and clothed it with a Chiswick built body that reflected Rackham's concept. This provided the London company with the opportunity to launch the prototype into experimental service on route 11e on 5th September 1932 between Liverpool Street and Shepherd's Bush.

Q1 differed from the rest of the LT Q fleet that followed by having a petrol engine, the other 232 single deck vehicles had AEC A170 7.7litre oil (diesel) engines producing 95bhp(1). Those engines, while sharing design similarities with engines in other contemporary classes, were non-interchangeable, as the crankshaft rotated in the opposite direction.

London Transport gave AEC the largest single order for the Q type chassis, when 100 were purchased for the Country Bus division to replace a motley selection of makes and types that had been inherited with the formation of the London Passenger Transport Board. The chassis were bodied by Birmingham Railway Carriage & Wagon Co. Ltd. and numbered Q6B to Q105B and coded 4Q4, two other being added later as Q186B and Q187B. Further orders were also placed with Park Royal for two

different designs of single deck Qs, one a bus with an open entrance forward of the front axle, the other as a Green Line coach.

Q83 with chassis No.0762136 was registered on 1st November 1935 and delivered to Dorking Garage in Country Bus livery. Its appearance would then have been identical to Q7B illustrated below in LT publicity photos taken at Chiswick Works.



London Transport photo shows Q7B (B for bus as opposed to coach) in the original Country Bus configuration at Chiswick Works. (London Transport photo No. 017698)



Above: A rear view of Q7B.

(London Transport photo No.017696)



Left: A front view of Q7B reveals the clean lines of the design, with no chassis members visible.

(London Transport photo)

The Museum archive contains a file, compiled initially by Richard Hussey, with a number of original documents and photographs which give details of



The layout of a Q Country Bus interior as originally delivered.
(London Transport photo No.U17692)

Q83's history.

Q83 entered service at Dorking Garage as a country bus with 37 passenger seats. However, the front two seats to the left of the driver were removed in August 1936, as they obstructed the driver's sideways vision, and a bulkhead with central door was provided to create a separate cab. On 1st October 1936, Q83 was delicensed and converted to a Green Line coach, involving the fitting of luggage racks, interior heaters and brackets for external destination boards. One of 27 thus converted, Q83 joined the small fleet operated by Northfleet, Amersham, Staines and Leatherhead Garages on routes A1, A2, J, L and T until 1938 when they were converted back to buses. Q83 ran on route L from Leatherhead and was converted on 1st September 1938.

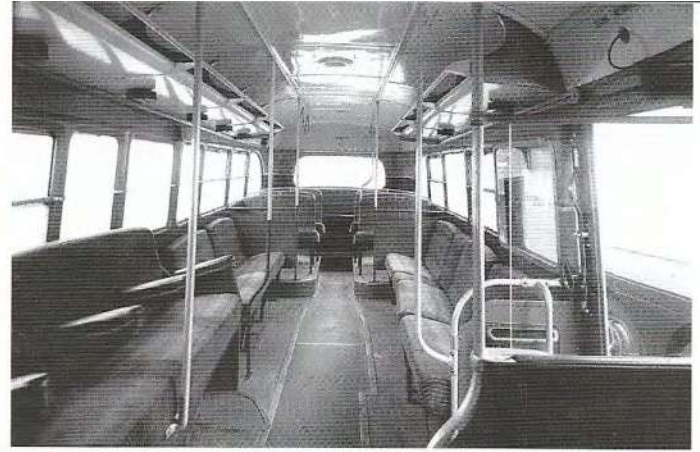


A photograph by Mike Beamish shows Q83C in June 1977 attending a rally at Peckham Rye, its livery accurately reflecting its short pre-WWII Green Line service. Note the front grilles which were added during the 1930s. The small black board under the front offside window reads '1d FARES ON THIS COACH' - a concession extended for short journeys on sections of routes which were not duplicated by other bus services.

While nine of the class were painted grey when allocated to Addlestone Garage during WWII to operate services to Vickers' Weybridge (Brooklands) Works, Q83 was not among them. However, in August 1942, the internal layout was reorganised on Q83 to provide perimeter seating with room for 20 standing passengers. That arrangement was reverted in December 1945. Wartime damage was sustained by the roof, with original aluminium panels being replaced in steel.

From 1948 nearly twenty 4Q4s were transferred to the Central Area, some retaining their green livery. Most, however, were repainted in red for their services and the final one was withdrawn at Sidcup Garage in March 1953.

While Q83 currently appears in Central Buses red
Autumn 2015



The wartime perimeter seating layout for a 4Q4. Note that the luggage racks from Green Line service were retained.

(London Transport photo No.U33613)

livery, it remained in Country Bus service, finally operating from Northfleet until withdrawn on 18th May 1953 and sold on 14th January then registered on 1st March 1954 to Dr. J R Preston of the Old People's Welfare Committee, Council House, Sutton Coldfield, Warwicks.

As most of the Q class were either scrapped or sold abroad, Q83 was probably saved by this change of use, being maintained mechanically by Midland Red. Substantial changes were incorporated into the vehicle, however, to provide a rear wheelchair entrance, washbasin and toilet, some of the luggage racks were also removed to allow adjustments for stretcher fixings.

The second buff logbook for Q83 records its sale on 22nd October 1961 to a local man, Harold Arthur (Harry) Pick. He had the intention of preserving it and kept it at the AEC Service Depot, West Bromwich, where he was Manager.

Q83's story after it was sold by Harold Pick and returned to South East England will be the subject of an article by Mike Beamish that will appear in a future issue of this magazine.

Notes

1) The AECA170 engines were initially indirect injection but, to resolve overheating problems, all were converted to direct injection at an early stage in the operation of the Q class.

References

Q Here, Then and Now - Bill Cottrell - London Bus Magazine No 22 Autumn 1977

The Vehicles of London Transport and Its Predecessors The Q Class - publication LT.2 (LOTS?) February 1961.

The Best of British Buses No.2 The AEC Q Family - Alan Townsin - Transport Publishing Company - 1981

London Bus File 1933-39 Single Deckers - Ken Glazier - Capital Transport 2002.



Q83 in the Sutton Coldfield livery before serious restoration commenced.

(Alan Cross photograph, dated 6th November 1966)

What a coincidence!

By Graham Smith

12:30 hrs on Saturday 1st August 2015 and two green RFs meet at Victoria. RF280 recreating route 704 (Windsor to Tunbridge Wells) was nearing the Buckingham Palace Road stop when, by chance, RF679 on the 703 (Wrotham to Amersham) was spotted in traffic on Eccleston Bridge. Of course they had to meet up and be photographed together. Both had left their starting points almost two hours earlier and battled through heavy traffic, each taking about half an hour longer than the equivalent timetabled journeys in the 1950s. Amazingly, the two route recreations were totally independent of each other and, even if they had known beforehand, it would have been nigh impossible to ensure they arrived at Victoria together.

RF280 left first and made its way through SE London to Bromley Garage where Stagecoach London had kindly agreed the coach could park to enable the crew, LBPT members John & Gill Hinson, and their invited passengers to have a meal break. Suitably refreshed, the nostalgic

journey continued with a brief stop opposite the site of Dunton Green Garage - alas DG is no more - and then onwards to Tunbridge Wells through some stunning Kentish scenery. The original terminus at the coach station is no more so a stop was made at the southern end of town. A 17:00 hrs departure with Peter Osborn at the wheel and with much lighter traffic than the outward journey plus the added benefit of bus lanes saw arrival at Victoria virtually matching the 1950s timing of two hours. Mind you, we didn't have to stop to pick up or set down passengers.

All in all it was a superb day and thanks are extended especially to John & Gill, also to Peter for sharing the driving, and to TW resident and LBPT member, Mike Scott, for having the initial idea to recreate Green Line route 704. We heard later that RF679 had reached Amersham safely and had taken part in the following day's Chesham Running Day.

Green Lines meet at Victoria - RF679 on the 703 and RF280 on the 704.
(Graham Smith)



An almost new RF60 in the forecourt of Reigate garage with a CR and an Inter-Station Cub in the background.

(Grenville Williams)



From the Workshop

By Roger Stagg

Workshop activity remains hectic but with the introduction of a compressed air system at least trailing electric leads are now a past problem.

RT2657 is now running and GS34 now features a working braking system. TAI has caused many headaches, its complex computer operating systems mean that our mechanical boffins are having to lean heavily upon Rod Lucas to get problems sorted although we are getting there slowly.

Noticeable progress continues on RF19 (see Brian Greenfield's report on page 13) and the Canteen Trailer but summer breaks mean less bodies working at this time of year. NS174 now has a staircase, tested by Sharon Burton but the real test will be when I walk up it!

Installation of (non working) overhead commences at the end of August pending having a trolleybus on display at Transportfest.

We shall shortly be undertaking a major move of storage items in the Museum and volunteers on a Wednesday to assist in moving boxes etc around will be most welcome, no previous experience required. Additionally in the coming months there will be some minor changes to the Museum displays (vehicles) and I seek some assistance from willing members for works that will be undertaken between 5pm and 9pm on odd days.

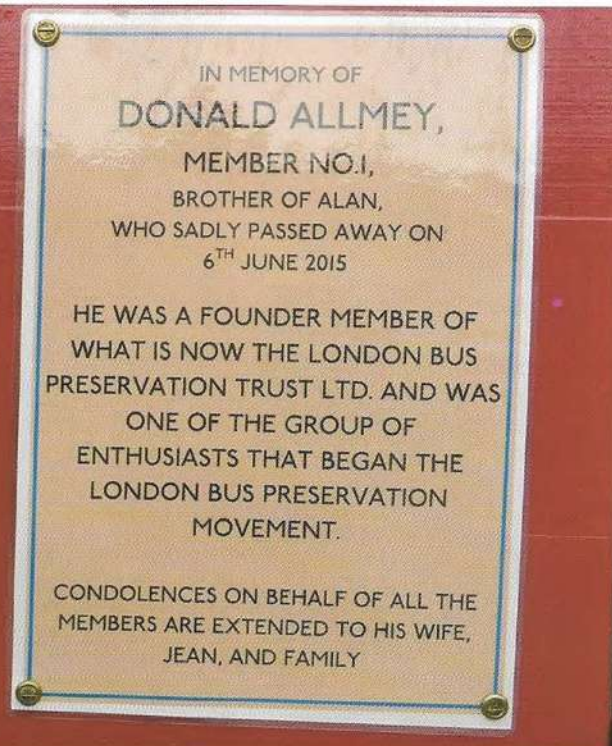
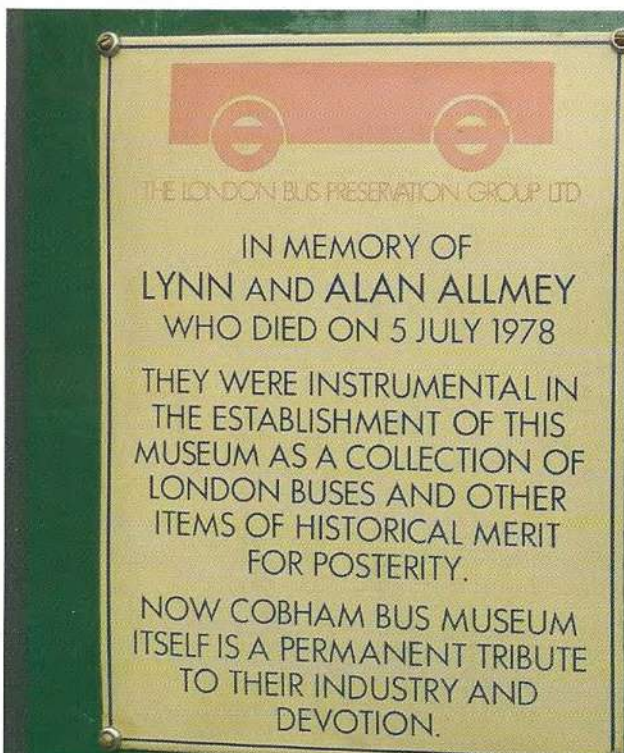
A number of Bell Punch machines have been successfully repaired in the past quarter but several have been missing most of their internal parts having been dismantled and the parts 'lost'. I am trying to obtain a box of spares, so far without success. Several A types (quite

crude compared with the standard Bell Punch) have passed through. These are difficult to repair and spares are like hens teeth. These seal with a key lock and whilst many will open with a generic key others do not. Forced entry normally results in the lock being broken, therefore I avoid dealing with A types without a key.



Above: Samantha Adams sings from the 'Pirate' Dennis during the 70s Summer gathering on 28th June. (Colin Read)

Below: A tribute to Donald Allmey will appear in the next issue of the magazine. (MHCB)



Working at the London Bus Museum

By Sharon Burton

“You’re doing what?” is the reaction I get frequently since starting work here.

For some years, people who know me have been quite used to my enthusiasm for steam locomotives. However for several of them this new interest is confirmation that I’ve lost the plot!

Buses never really gripped my attention despite the fact that I lived in London as a student. For a couple of years I used to take the number 9 to get from Mortlake to Hammersmith.

Now I hate to shock people but the truth is that I liked the open-platform, but otherwise it was just A BUS!

It got me from A to B and that was as far as my interest went. I do not even have any recollection of friends referring to bus types. I didn’t know a Routemaster from an RT.

So how on earth have I ended up volunteering in a bus museum?

We moved to Guildford in 2002 and soon discovered the wonders of Brooklands Museum. As members we came quite often, but life became busy and we let our membership expire.

A couple of years ago I returned for my 50th birthday having heard that there was now a bus museum here as well. I enjoyed that visit very much and came again a few months later with friends.

After which, an idea that began as a joke began to seem a good idea to come and volunteer on a regular basis. But I didn’t want to be a Steward: I wanted to clean those beautifully restored vehicles.

It seemed to me that if people had put in hundreds of hours restoring these wonderful buses to pristine condition then the vehicles should look their best as

often as possible.

Many of the Stewards sweep the buses out, pick up any litter and remove sticky fingermarks. But, having one person who can dedicate one day a week to all that and more is clearly a help.

Reactions by the public can be varied when they see me with a bucket and cloth. Some say they are glad to see a female volunteer anywhere on site. I am always quick to point out that there are others, but we all work different days (Nina and Belinda probably get the same comment!).

Others have said, “Oh typical stereotyping then: women do the cleaning?” Again I am quick to point out it’s what I want to do. No-one suggested it.

One slight drawback is that being 5ft 4in. tall I am limited (even with a set of steps) as to how far up the outside of a bus I can reach. If I had a pound for every joke about not cleaning the roof or upper windows I’d be doing really well.

If the jokes ever become too tedious I have only to remind the chaps that I’m the one up a set of steps holding a bucket of dirty water...!

I have a lot of fun working here and have never worked anywhere where I laughed so much.

By the way, on Wednesdays I wear a different hat, as I am with the Curatorial team and also help with display notices.

If you are thinking of joining us as a volunteer then please put thoughts into action and hopefully you’ll find it as rewarding as I do!



Human Resources

We have embarked on year five at Cobham Hall and the challenges continue to arrive thick and fast. Membership levels are being maintained and we continue to receive interest from new volunteers. The workshop has done particularly well on this front as new recruits have been pressed into action on RF19 and the Canteen Trailer restorations with noticeable results.

We are continually under pressure to ensure adequate staffing levels front of house and we have been hand to mouth on a number of days in the summer months. August has been pretty much secured but there is some way to go in September; fingers crossed.

September will also see some real

progress on securing remote access to membership records kept on the Customer Relations Management (CRM) held on LBM's central server. The Membership manager, Treasurer, Finance Officer and I will be able to get direct access to accurate and bang up to date information. We will be trained how to access and update the database with a view to streamlining the membership process.

We plan to print address labels for sending out the magazine and AGM papers etc and are considering printing membership cards likewise. Future CRM applications will impact other areas of the LBM operation in due course. My thanks go to Peter Osborn and Giffard Hazle for their patience and hard work in getting this

show on the road.

I shall continue to publish details of the role descriptions and vacancies in the monthly E News, available on line to those members with access. A hard copy of this publication is available in the staff canteen at Cobham Hall for visiting members who are not on line. As always, should you be interested in volunteering in any capacity please contact me at the Museum.

Note for your 2016 diary. The annual New Year lunch for LBPT members, their families and friends is booked for Sunday 24th January at the Inn on the Lake, Silvermere. Provisional cost £24.95 for adults and half price for children. Full details to be published in due course.

Steve Edmonds

Some thoughts from a newbie conductor

By Derek Hanlon

I recently answered the call to train as a conductor and on 9th June this year completed the training from Mike Scott and Rod Lucas with RML2760 being used for the on-road section.

Within a few days I started my first call of duty on the Brooklands Rides, once again using RML2760. Armed with a Gibson ticket machine and a bag with cash float I was preparing to board for the first time for real. Nina Cron saw me and took pity on what must have been an ashen face and scared look, so kindly offered to 'hold my hand' - but not literally - for the first run with Rod Lucas being 'MY' driver. Thanks again Nina and to Rod for not throwing me about whilst I gained my moving balance. This seemed to go OK and from then on I was on my own with more blood flow to my face. The rest of the day passed with the only nail biting part of having to change a ticket machine paper roll on the move.

This was followed by a couple more Brooklands Ride days and an afternoon with RT3491 at the John Surtees event at MBWorld with Simon Douglas Lane.

My next outing was when I was accepted as a volunteer to help during the recent underground tube strike. Three of our buses - RTL139, RMC1461 and RML2760 - helped fill the requirement for approximately 200 (according to the press) buses. I was paired with driver Brian Jordan on 'my' RML2760. After the run from the Museum, we started our duty for Wednesday afternoon's rush hour at Liverpool Street station and from a sea of bodies took on our first load who could not believe their luck that a proper bus was running in London again. This was it, my start in the slow lane. From the accents heard it seemed the whole world could have been represented on our bus. The compliments continued with how nice it was to have the open platform and, something I did not know, being able to breath fresh air because the current crop (I suppose eventual museum exhibits) of buses do not have opening windows so at times the temperature inside them gets unbearable until they open the doors and get out. The traffic was mostly at a standstill and passing through Bethnal Green Road a lady said she remembers years ago on the proper buses conductors would sing songs. As she was getting off she said she was disappointed that I did not sing her a song. I replied that as she had not requested a particular song, I did not know what to sing. I added that it would have been difficult to do any song justice as I had left my organ at home - it seemed to go down well. We terminated at Bow Church and turned round in Bow Garage for the return journey to Liverpool Street. The run to Liverpool Street saw the bus gradually filling up again and we joined the traffic jam. Normally I would expect when driving a car to be happy to get out of any jams, so it seemed an odd thing to have turned round to go and do it again and again and again until time to finish. We took the buses for their overnight parking at West Ham garage and were collected in a car for the return to Brooklands. We arrived about 22:00hrs and I got home (near Portsmouth) at 23:00hrs. On my run home, I noticed that

Autumn 2015



RTL139, RMC1461 and RML2760 ready for duty.
(Derek Hanlon)

the A3 was closed northbound with overnight roadworks approaching the Hindhead tunnel that could mean a possible long detour in the morning. I think I did not sleep at all and was up again at 02:00hrs in case I was late for the agreed 04:00hrs pick up on Thursday. In the event, a shorter diversion was in place and I arrived at Brooklands with plenty of time to spare. We collected the buses at 06:00hrs and started all over again. This was pretty much the same as Wednesday with the addition of school runs. We stopped for a six hour layover at Ash Grove Garage and chatted over our grub for some time in the staff canteen where some sort of union meeting was going on. Even though the canteen is small, the union rep. must have thought he was addressing a large outdoor crowd with bellowing voice and equally loud replies from around a dozen or so members. With the noise in the canteen I also thought I could feel vibration through the floor from machinery in the workshop. This feeling continued when outside next to our bus and I realised I was still counteracting the bus movement even though the ground was not moving. I imagine it was some sort of sea sickness symptom even though I have never suffered from sea sickness - or was I just tired? This all went when we resumed working but I still felt the symptoms when I got home. After a good night's sleep, all was back to normal. The afternoon was a repeat of the other shifts and we eventually finished and returned to Brooklands. I arrived home again just before 23:00hrs.

My main memories are of constantly chatting with the many happy smiling faces mostly with happy memories of 'our' type of buses. This was even though their daily routines had been upset by the strike. I have also never seen so many cameras, with some people wandering outside the bus with plenty of time to compose their shots. I was asked on a number of occasions for permission to photograph the inside.

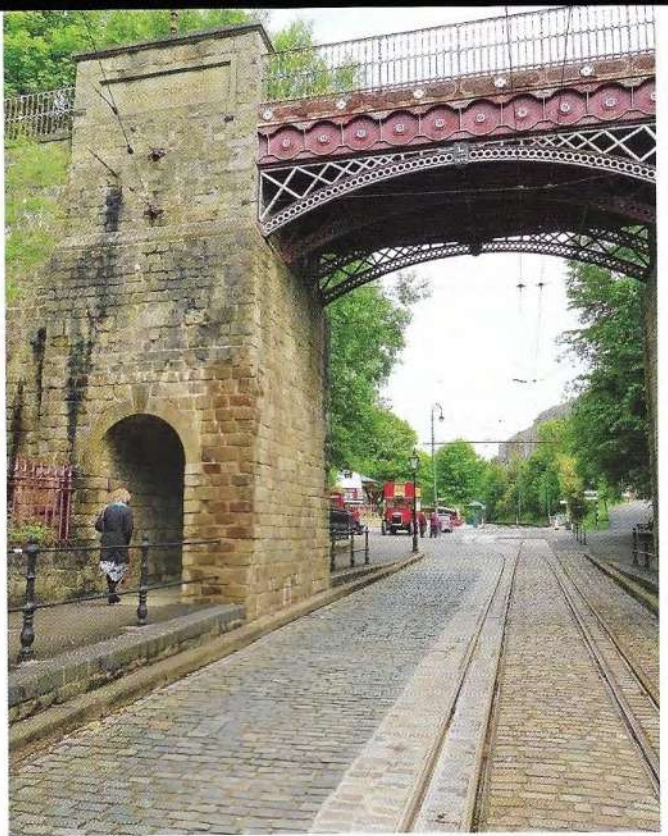
All in all, a very memorable experience. I have great admiration for the original conductors who also had to collect money in what would have been less time between stops than we had without collecting money.

I would like to thank Brian Jordan for the way he handled the bus, particularly when at one time we were held up for about 15-20 minutes by two cars just parked in the middle of the road whilst exchanging photographs and details after their accident.

London Weekend at the National Tramway Museum, Crich, 13th -14th June 2015

Left to right: 'Pirate' Dennis D142, STL2377, rehabilitated E1No.1622, and in the distance prototype Feltham No.331 and RTLI 163. Just about visible behind the inspector is LCC 4-wheeler No.106. (MHCB)





Top left: It's early morning on 14th June, the sun is out and the drivers of STL2377 and D142 prepare to start the day.

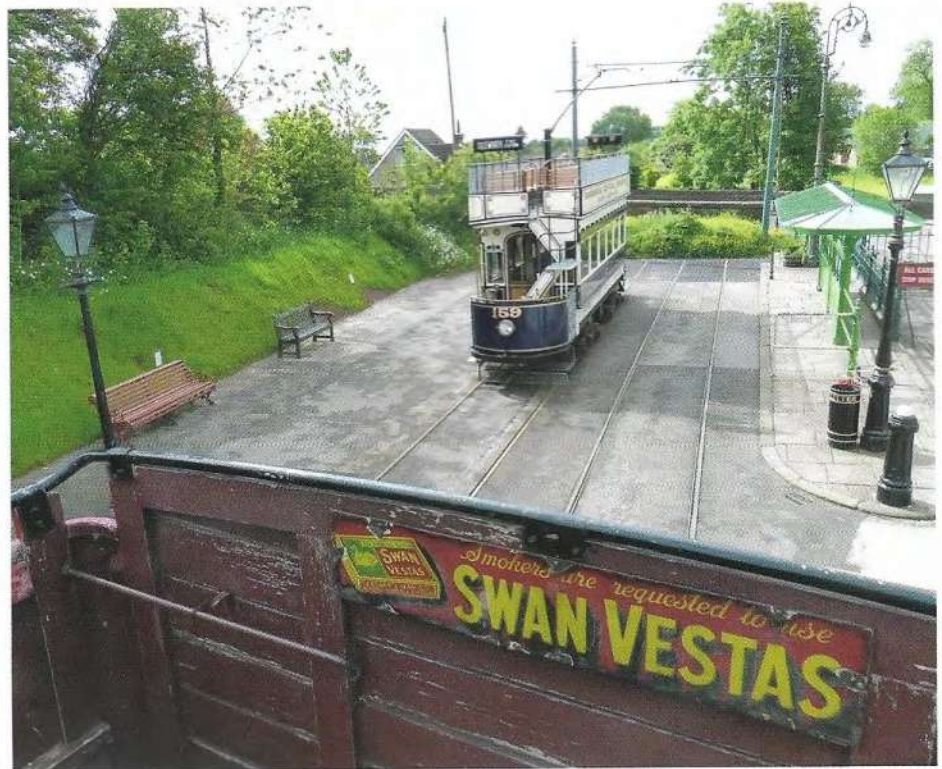
Above: The Bowes-Lyon bridge, rescued from an estate in Stagenhoe Park in Hertfordshire.

Left: A view which once would have been familiar to upper deck passengers on D142.

Bottom left: Another electrically powered visitor, although obviously not actually working, was 1938 vintage K2 trolleybus No.1348.

Below: LUT bogie tram No.159 of 1902 seen from the upper deck of D142.

(All photographs by MHC B unless otherwise shown)





Top left: A view from the top deck of STL2377 as two elderly open toppers sit companionably side-by-side at Town End.

Top right: Ancient and Modern. LUT No.159 loads up whilst the prototype central-entrance Feltham No.331 of 1930, which was sold to Sunderland in 1937, thus ensuring its eventual preservation, waits its turn, and D142.

Above: An FX3 London taxi of 1957 and STL2377 in front of what were once the Assembly Rooms at Derby.

Above right: LCC four-wheel car B type No.106 of 1903. Converted to a snow broom in 1926 it lasted until the end of the original London tram system in 1952 and was then painstakingly restored to its original condition.

Below: A fascinating collection with, from left to right, D142, RM613, RTL1163 and STL2377. (Graham Smith)

Right: No.1, the LCC prototype of 1932 of a fleet which never materialised, undergoing stripping prior to being refurbished and put back in service.



RF19 - Recent progress and a few numbers

By Brian Greenfield

RF 19 has been in the workshop now for around two years. Although much work had been done in the intervening period, progress was only apparent to anyone taking a keen interest. Most of the work had been dismantling and dealing with the considerable corrosion and decay that was unearthed. Now, however, we are firmly into the reconstruction phase and progress is becoming more evident week by week. There have been a number of major steps forward, some more obvious than others. These have included a first coat of paint on the roof, refurbishment of the wheel arches, replacement and painting of the ceiling, a start to rexining the window surrounds, external repaneling and a number of smaller but no less important tasks.

The roof had many coats of paint applied over the years, 63 years in fact. A lot of the paint was crazed or peeling and needed to be largely removed and sanded to give an acceptable base for any new paint. Once the roof had been cleaned up many dents became apparent, mainly small but some were fairly significant. These were filled and smoothed and then a coat of primer/undercoat applied. The roof is now grey again for the first time since about 1955.

The wheel arches are rather less glamorous and don't usually get noticed, but this is where most of the corrosion was found. The lower sections of each arch were particularly badly corroded with much of the metal completely missing. Fortunately these are removable and they were sent to a specialist to have new sections of steel plate welded in place. The upper part of the wheel arches were generally in much better condition. The nearside front one however, which probably suffered more than the others from water splashing up from puddles, had a very corroded and largely missing section of steel angle which should have joined the semi-circular arch to the sloping side. The shape of this piece of angle is impossible to describe and was almost impossible to make, but it was eventually achieved. The wheel arches are now in good condition and all the silver paint is now on solid metal rather than on layers of dried mud and corroded metal as previously!

The ceiling consists of three sections of 4mm plywood. It had evidently been painted many times over the years. Parts of some of the layers must have peeled off at various times and been painted over without any attempt to smooth off the edges of the peeled areas. In addition, parts of the plywood were showing signs of delamination and rippling near the edges. Any attempt

to try to achieve a decent surface to repaint, while the ceiling remained in place, seemed doomed to failure, so the decision was made to remove the plywood completely and replace it with new. This process was fairly straightforward but it did involve drilling out and replacing over 250 rivets.

A start has also been made on retrimming the interior window surrounds. These were covered in rexine which, over the years, had been painted a number of times and was generally crazed and tatty. Rexine is no longer available but the modern equivalent is vinyl. After obtaining samples from a number of manufacturers, two colours were identified which are a good match for the original putty and green colours which were used in the private hire coaches. Trials showed that fixing the new material to the window surrounds was rather more difficult than rexine, as it is slightly thicker and more resistant to being folded over the edges. However there are over 80 pieces to cover, plus a number of internal panels, so we should be competent by the time we are finished!

Almost all the external panels were removed either because of dents, corrosion or crazing of the paint. A start has been made on replacing these and the strapping that holds them in place. Around 1000 rivets later all the panels will be back in place.

With these jobs out of the way we can look forward to new lino, refitting the seats and the final coat of paint.

The team carrying out this work has included Peter Wall, Phill Cruise, Peter Goodfellow, Ted Isaac, Steve Hook, Chris Plested and David Montgomery.



Peter Goodfellow and Peter Wall at work on RF19.

(MHCb)

Francis West

By Tony Beard

I was very interested to read John Lines' account of how he came to own G351. I remember a discussion at one of the weekly meetings of the 2RT2 Preservation Group where it was announced that our Honorary Treasurer (Francis) had been in contact with John regarding the bus. Francis later recorded in his 'Subsequent Disposals' column in the PSV Circle's *Metropolitan News* sheet that HGC 130 came into John's possession in July 1967.

Francis was one of the four founders of a group established in November 1962 to purchase a 2RT2 from London Transport. I first met him in 1965, when I became an associate member, and gradually our friendship flourished. He was a great transport enthusiast (trams, trolleybuses, buses and railways) and a devotee of Judy Garland. He loved parodying popular songs, for instance the Garland/Astaire number which contains the line: 'In your Easter bonnet, with all the frills upon it' became 'In your bright red bonnet, with STL upon it'. His greatest friend

was Norman Rayfield and many a Sunday would find them using Red Rover tickets to travel the length and breadth of the capital in search of London buses that had found new homes. Francis would be following up on a report, which he had received through the PSV Circle, and Norman would be there with his trusty camera to record whatever they found. Norman's detailed photograph register lists all the vehicles they discovered; for instance on 18th March 1956 they visited the London Gun Club at Ruislip where STL1590 was situated, while a couple of weeks later, on 2nd April, STL1613, STL2283, STL1472 and STL1613 were observed with showmen at Wanstead Fair. Francis died in 1973 and Norman in October, last year.

I remember, too, an outing on the Guy soon after it had been acquired when we took a party to visit RT113, which the Group was in the process of reframing in Eastern National's Canvey Depot (now the Castle Point Transport Museum). On the way we visited the Basildon Salvage Company

to which concern STL1871 had been sold earlier in the year. Perhaps there was some hope that the vehicle might still exist whereupon a rescue mission might have been put in place; unfortunately, John Bell's tunnel STL was no more.

Another trip on the Guy was to the LOTS Rally held at Greenford on 22nd September 1968. I recall a rather amusing incident, which occurred on the way to the site, when the Guy was stopped at a red traffic signal for what seemed an overlong period. Brian Moore, also of the 2RT2 group, decided that the best course of action was for some pressure to be applied to the rubber pad in the road surface that caused the lights to change. But the Guy was the only vehicle waiting at the lights and the pad was a few car lengths behind. Nevertheless, Brian walked back to the pad but had no sooner stepped on the device, than the lights changed causing John to drive off and turn left leaving Brian behind. We let the bus (with Brian in hot pursuit) travel a few yards before ringing it to a stop!



Taken on 6th May 1962 aboard trolleybus 1516, this view shows Francis West (left) and Norman Rayfield enjoying one last ride on what remains of the London trolleybus system before its final closure in the early hours of 9th May 1962.

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?

The man who put the L in RML and his father

By Brian A L Jones

The Archive Section were recently sent the photograph reproduced below of a Dennis 'pirate' bus operated in the 1920s by the Victor company.



Resplendent in a red and white livery, the Victor Dennis was licensed on 20th June 1924. It is suggested that Victor Mountney is pictured in the driving seat. The photograph is believed to have been taken at the Wembley Exhibition in 1925.

David Williams contacted the donor, Geoff Latham, to try and establish further details of the scene portrayed. As a result of Geoff's helpful reply, we suggested an informal meeting at Cobham Hall.

Geoff proved to be a hearty 80 plus bus enthusiast and he related how he and his father had been involved in bus and coach operations in London.

Geoff's father, Albert William (Bill) Latham, was born in 1903 and commenced an apprenticeship with Commer Cars in Barlby Road, West London, in 1917, where his own father was a foreman.

Bill was only 20 and thus too young to obtain a PSV licence when he initially partnered Victor James Mountney to purchase a 4 ton Dennis bus, registration



Bill's son Geoff Latham proudly wears his AEC tie on the mezzanine at Cobham Hall.

XT8841, chassis no 40157, with a Strachan (pronounced strawn) and Brown body. In November 1924 he obtained his licence and the company continued to operate the single bus until 1927 when it was sold to Premier¹. Bill later recalled that the business was the most profitable he had ever owned with takings of up to £5 per day, a considerable sum at the time. Geoff noted that he eventually met Victor Mountney in the 1950s, by which time he was licensee of a public house in Notting Hill.

Latham Senior then moved in 1929 to Highway, a coach company with bases in Tottenham and Paignton, where he was stationed, before founding Enterprise Coaches based at Kenton, Middlesex in 1937. The initial fleet of four coaches, then garaged at Burnt Oak, which included a Guy and a Leyland, operated until the outbreak of war when most the vehicles were requisitioned by the War Department. Bill moved to AEC where he was concerned with engine testing and reports. He later worked as Foreman for Engines Reconditioned in Harrow. A normal control Daimler coach was purchased and garaged in the Company's yard, now located in North Harrow, and was re-engined with a petrol engine from a Gilford to form the initial member of the post-war fleet. That fleet was expanded to include two AEC Regals and a Maudslay Marathon III which were hired by London Transport during the acute vehicle shortage period from 1947 to 1949 when private operators' coaches were used to supplement peak time services on routes across London. At Harrow Weald Garage, Enterprise operated on routes 114, 140, 158 and 230 between 18th May 1948 and 27th May 1949. Enterprise's commitment at Hendon Garage was far shorter, from 23rd October 1947 to November



Bill Latham is seen to the left of the Dennis, which operated on Route 6D. Note his conductor's Bell Punch ticket cancelling machine.



A photograph taken in 1949 outside Kenton Church in Middlesex. Showing three of Enterprise's coaches, two Santus of Wigan bodied Maudslay Marathons flank an AEC Regal III. The latter had a body by Whitson of West Drayton which broke up and needed to be replaced after only eighteen months use. Bill Latham is on the right of the group.

1947 operating on routes 13, 113 and 183.

During the 1950s the fleet reached a maximum of 16 coaches, mostly AEC but including a Bedford VAL, removed after 18 months due to brake problems.

Although he had previously been employed on aspects of maintenance of the Enterprise fleet, Geoff formally started his career in 1950 when he joined AEC as an indentured apprentice. In 1955 he entered National Service with REME and returned to AEC, taking a position in the drawing office in 1957. In liaison with Park Royal Coachworks and Colin Curtis for LT, Geoff produced the drawings for extending the Routemaster from 27ft 6 in. to 30ft, thus providing an upseating from 64 to 72 passengers. In addition to two extra small windows and body panelling, extensions to electrical cables and brake pipes and a Cardan shaft were needed. Other AEC design /draughting projects included the Swift/Merlin chassis and the V8 Mandator truck, at that time the UK's fastest.

Geoff then moved to LT's Aldenham Works as Leyland's site representative after that company absorbed AEC, where he remained until 1982. (Geoff had been pleased to see LTM's displayed Aldenham Works sign and the AEC War Memorial tablets, which, he noted, were only seen by office staff at Southall.)

Before he departed after our chat, Geoff announced that he would be joining LBM,

as he had been extremely impressed by our activities and the friendly attitudes displayed by everyone he had met. I am pleased to report that he subsequently returned a couple of weeks later and has elected to join the Archive Section and carefully examine and record our large collection of vehicle drawings.

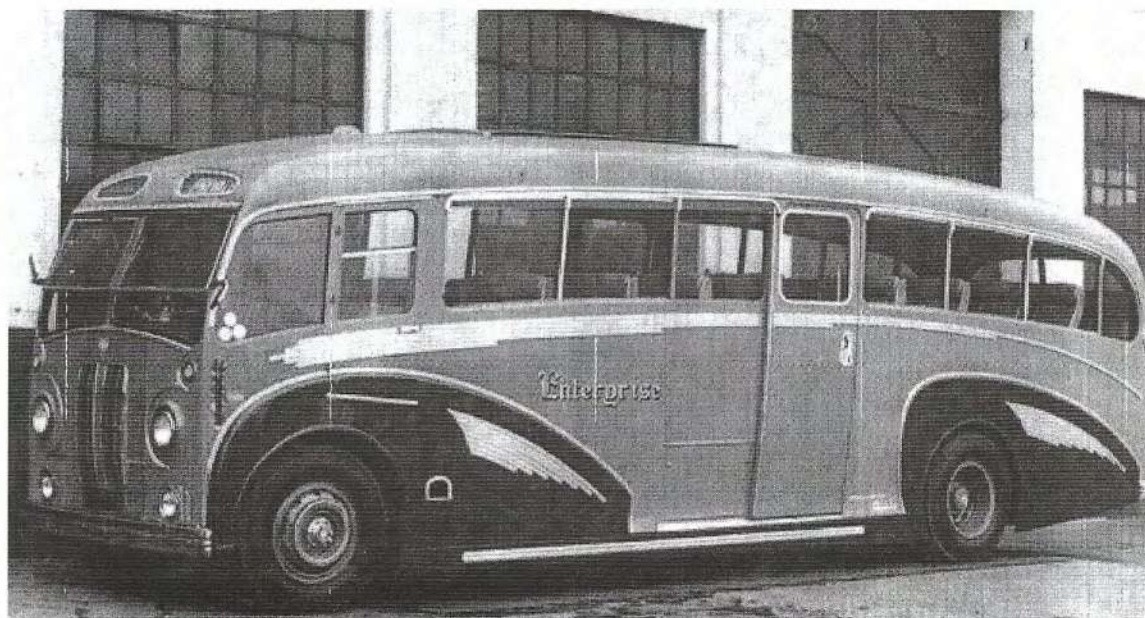
Notes

1. The Dennis was based at Barnsdale Yard, Paddington, which after WWII was covered with housing. Victor's business office was originally located at 9 Albion Mews, Hyde Park and later was relocated to 118 Sutherland Avenue, Maida Vale.
2. The writer used to regularly pass the Enterprise depot at 333, Pinner Road, North Harrow, Middlesex, in the 1950s on his way to school in Harrow, when using the 183 route.
3. All the black & white photographs were supplied by Geoff Latham.

References

- Enterprise Coaches - an article by Geoff Latham, published in the AEC Bulletin
 London's Buses Volume 1 - Blacker, Lunn and Westgate (1977)
 H-J Publications
 London Transport Coach Hires 1947-49 - David Ruddom and Ken Glazier (2000) Capital Transport.

An AEC Regal III stands outside Strachan and Brown's Acton Works after receiving a new full-fronted body. The central sliding entrance door, opening windscreen and the 1950s polished alloy or chromium decorations are noteworthy.



Letters

Like many other members I bought a 2015 LBM Calendar and have been enjoying the excellent photos month by month.

One particularly good shot is for the month of June, with T792 'turning at the crossroad in a rural Essex scene'. I wondered where this lovely old village might be.

A check of an old Country Area bus map showed the 371A (on the bus blind) as serving the less-than-scenic parts of south Essex between Purfleet and Tilbury. A Google search of 'Royal Oak' pubs in the county failed to produce the required location.

The caption writer was clearly put off by the bus blind because further investigation (with the aid of a magnifying glass) reveals the location to be not in Essex at all but Chipperfield, in Hertfordshire!

Also, I came across something of interest in the TfL Archive last week, which they are happy for me to publish. It never ceases to amaze how many hitherto little-known aspects there were to London Transport, and this may be one of them.

At one time there was a Ticket Machine Service (no doubt operated by the Central Distribution Service with some of its fleet of Service Vehicles) numbered between 74 and 78 operating overnight and supplying bus garages with ticket machines, either replacements or whatever, leaving Effra Road (Brixton) late evening and returning early morning.

Route 74, for example - late 1950s early 1960s - was 84.5 miles in length and served 23 south-east Central Area and some Country Area garages starting at SW, WL, Q, RL and PM, finishing with TH, AK, N and BN.

Swanley, Dartford and Chelsham were also on the list.

Route 75 was 86.5 miles and covered east and north-east London out as far as Epping.

Fascinating. Colin Read

'In the late 1960's whilst living in Bexleyheath I was moved from the Euston office to the one at Woking. With the new office right next to the station I was able to get away by 5.25 and get the 5.31 direct to Waterloo. Whilst there were a number of the newer Mk2 CIG and VEP's working the line the 5.31 was a 'Nelson' or to some a 'Pompey', ex-Southern Railway 4 COR EMU's. These were much preferable to travel upon as long as you kept away from the corridor connections where you feared the swaying and banging might be a sign of imminent disaster.

A quick exit at Waterloo and a run up the access bridge onto Waterloo East would see you with a minute or so to spare to get the 6.04 ex-Charing Cross to Dartford via Bexleyheath the notorious Bulleid 8 car double deck EMU. To a young man there were some advantages especially if you were sat downstairs in the centre opposite the stairs and there was a pretty young lady in the centre upstairs, but invariably all the downstairs seats with the advantage of a drop light window source of ventilation were taken at Charing Cross,

especially in the summer months and upstairs was the only vacant seating.

These units featured windows that curved up into the roof line and were non openable turning that part of the accommodation into a greenhouse. On a hot day temperatures would reach levels that would cause a revolt today. Whilst I liked the 4DD units 4001 and 4002 for their quiriness they were rarely an enjoyable experience and their only advantage was that with a limited stop schedule from Waterloo East I could be home by 6.45 just one hour twenty minutes after leaving the Woking office, it now takes me longer than that to get from Victoria station to home.

I thought it was all in the past until yesterday when I boarded a New Routemaster on Route 73 Victoria to Oxford St. and the memories came flooding back of unbearable heat and no opening windows. Perhaps these were actually designed by Bulleid from his office in the sky or maybe he is just looking down and laughing that over 60 years on the lesson has still not been learned.'

Anon

As a very new member I am as yet unsure of things but wondered if you publish readers questions in the magazine? I live in a tiny hamlet called Ley Hill, near Chesham in Bucks and was amazed a few years ago to see some old photos of buses with Ley Hill set on the destination blind, I decided to do some research on why this was and compiled a booklet on the subject for our local records. Subsequent to this the attached photo was shown to me by a transport enthusiast and I would like to know if any members can shed light on where the photo might have been taken, it certainly doesn't seem to be anywhere I recognise in our village and is more than likely at the other end of whichever route the coach is on. It maybe in the Windsor or High Wycombe areas. Why was a Green Line coach on route to Ley Hill anyway, was it just on temporary cover?

Neil Lamond



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 July - September 2015.

If payment is not received by October 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.

1179	Norman Bennet	September	1785	Charles Irvine	September	1846	Evelyn Maher	August
1853	Geoffrey Cumbers	September	503	Thomas Jones	September	1844	Steven Morris	July
1775	Peter Esposito	July	1786C	John Kent	September	1698	Victor Rabaiotti	July
1778	Paul Furze	July	1852	Martin Lee	September			July

The following subscriptions are due between October - December 2015

521	Mike Baldry	October	918	Robin Dawson	December	1661	Laurence Mountjoy	October
1671	Brian Binns	December	1488	Andy Dean	October	1395	Mike Pope	December
1669F	Roger Birch	December	1665	David Handscombe	November	1788	Derek Roy	October
1721	Melvyn Bluck	October	1503	Malcolm Hart	November	625	Mike Scott	October
1403	John Brotherton	October	1857	Stephen Hill	October	1724	Robert Shaw	November
1656	Philip Brothwell	October	1611	David Lawrence	December	1668	Grahame Skey	December
1587	Patrick Collins	October	1590C	Derek Legge	November	1663F	John Stark	October
1862	Geoffrey Courtney	December	516	Gerald Mead	October	423	Allen Trenchard	November

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 the following members pay by Standing Order please remember to check your standing order has been changed to the current subscription rates - see below

747	Jack Flowers	616	Richard Jones	531	Mike Little
-----	--------------	-----	---------------	-----	-------------

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

Timing of Direct Debit payments

Members will be aware that the Direct Debit system has settled in and is now working properly. However, as a number of members have noted, the timing of subscription payments is often delayed until well after the start of the relevant membership year. This has arisen both because, in the early days of the system, details were loaded in batches not related to membership dates and more recently because members whose details were not loaded first

time round have again been commenced out of sync. In each case, members have received a benefit by virtue of their subscription payment being delayed, but as we automate the membership processes, it is now necessary to bring the timing into line. In a few cases, I have already manually adjusted dates to correct for this, but there now needs to be a full review.

Accordingly, with effect from this autumn, Direct Debit collection dates

will be rescheduled to take place on the 1st of the month following your membership expiry. You will receive an automated email (or letter, if not on email) to confirm the change made. As with all such exercises, there risks being oddities and anomalies; if you feel something isn't right, do please let me know, via peter@...co.uk or by letter to me at the Museum. As always, thanks for your support while we get things straight.

Peter Osborn
Treasurer



LONDON BUS MUSEUM
A LIVING HERITAGE



TRANSPORTFEST 2015

"ANNIVERSARIES"

Sunday 18th October - 10am to 5pm

Join us as we celebrate seven anniversaries in our vehicle fleet – the "Knifeboard" Horse bus is 140 years old, the Three Light "Garden Seat" Horse Bus and the Four Light "Garden Seat" Horse Bus are both 125.

Our Dennis D142 is 90, AEC Regent 1 ST922 is 85, AEC Q83 is 80 and Guy Arab II G351 is 70.

All other road transport vehicles are invited to attend especially if they are celebrating a special or remarkable anniversary

Trolleybus Q1 No 1812 will be welcomed to the London Bus Museum

Other attractions will include Horse Bus rides (extra charge), trade stalls, "Punch & Judy", Roundabout, rides on classic buses and much more.

Combined entry charges for Brooklands and London Bus Museum

Adult £11.00 : Senior Citizen/Student £10.00

Children (5-16) £6.00 : Children under 5 FREE

Family ticket £30.00 (2 Adults + up to 3 Children)

London Bus Museum and Brooklands Trust members have free admission

Vehicle entry form, traders' entry form and further information online at www.londonbusmuseum.com

London Bus Preservation Trust Limited, Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QS. Telephone 01932 837994

Registered Charity No. 10533383



Programme subject to change without prior notice