

COBHAM HALL

# LONDON BUS MUSEUM MAGAZINE



The Journal of the London Bus Preservation Trust, Cobham Hall, Brooklands  
Issue 18

Winter 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:  
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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](http://www.londonbusmuseum.com)

Twitter: @londonbusmuseum

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### FRONT COVER PICTURE

An electrifying moment when Q1 trolleybus No.1812 arrives on loan from the Trolleybus Museum at Sandtoft.  
(Graham Smith)



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](mailto:michaelhcbaker@londonbusmuseum.com), or by post to the Museum at the address opposite.

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## From the Editor

How many of you remember Patrick P, P, P, P Patrick Campbell who became a celebrated TV star on account of his famous stutter? A wonderfully funny Irishman, he was actually Lord Glenavy but he tended to keep quiet about that. I was reading, re-reading actually, his autobiography and came across an account of how he used to attend the same speech therapist as that patronised by King George VI, portrayed in the film 'The King's Speech' by Geoffrey Rush, but with rather less success, which was probably just as well for it made him his fortune.

The point of all this is that Patrick was living at Weybridge and travelled up to Harley Street every weekend by Green Line coach. This would have been around 1931/2 and he must therefore have been an early patron of the original 7T7s, today represented by T219 in the London Transport collection and about which Ken Blacker tells everything we would ever want to know about that fascinating type, the T, in his wonderful new book of the same name (see review on page 17).

My only prolonged travel by Green Line was in the Autumn of 1963 when I began my teaching career at a comprehensive school just off the Edgware Road and would take one of the five Green Line routes which passed the top of our road in Thornton Heath. My chief memory is of making sure if I was sitting on an aisle seat to hang on tight as we rounded Marble Arch. I was not overweight and made sure I was not sitting next to someone who was; an RF was only 7ft 6in. wide and bottom room wise the seats were not over generous.



The preserved Green Line coach T219 taking part in the HCVS run to Brighton a few years ago. (MHCb)

I was never brave enough to actually contemplate living north of the River - few were and vice versa - but I had ventured up the Edgware Road some eighteen months earlier chasing the 645 and 666 trolleybus routes, the former terminating at Canons Park and the latter at Edgware itself. These were abandoned on Tuesday, 2nd January 1962, replaced by Routemasters. That day was



The last day of trolleybuses which served the Edgware Road, 2nd January 1962, featuring large amounts of slush on the forecourt of Stonebridge Depot, three NI trolleys and an RT. (MHCb)

memorable weatherwise for it had snowed heavily in London on New Year's Eve and most of the trolleybuses had to struggle through deep slush to complete their final day's service; which made for some spectacular photographic opportunities, not much appreciated by the passengers. Now we have, temporarily at any rate, our very own trolleybus at LBM, No.1812, a post-war Q1, which is on loan from Sandtoft Museum. By 1962 this had actually quit London Transport employment, being shipped to Spain, whence it came back in 1979.

Michael H C Baker

Following the recent acquisition of RLH48 in full working order the London Bus Preservation Trust is in a position to offer RLH53 for restoration to the private sector. Firstly the vehicle will be offered to members but if no sale ensues it will be offered publicly.

RLH53 was returned from the USA where it had been in the ideal climate of California for most of its ex-UK life. The bus is complete in mechanical working order and requires mainly superficial attention to the bodywork and repainting. Upper deck seating and the rear emergency exit window are all stored on the upper deck but not currently fitted in position. All seating is upholstered but not in LT moquette although that material is available from the Trust.

The RLH is a relatively rare LT bus and its low height is suitable for operation in areas with low bridges, and it is easier to store.

The Trust's mechanical and bodywork teams have assessed that restoration is well within the capability of the non-professional bus restorer. Offers are invited from members in the region of £12,500 ex-the Museum storage depot in Surrey.

Offers should be submitted in writing to the Treasurer, Peter Osborn c/o the Museum.



# From the Workshop

By Roger Stagg

Last quarter Brian Greenfield, Project Manager for RF19, gave a detailed account of progress thereto and this time Keith Hales, one of the Canteen trailer team, is giving us an account of progress on that from the horse's mouth. I'll not steal their thunder and will keep my comments on that end of the workshop to enjoying seeing RF19 having its face rebuilt following manufacture and fitting of a new nearside front head and side light panel.

Mechanically we have been up against a tight schedule and clearly showing that keeping older vehicles running in service to the level we do puts quite a strain on the mechanical dirty hands brigade. Nevertheless we have still kept the fleet running as well as Andy Baxter putting Q83 back as a runner alongside GS34, both having been off scene for several years. During the slightly more relaxed winter period we expect to see both of these taking a trip for independent inspection prior to being added to the running fleet.



The restoration of RF19 progresses.

(MHCB)

Owen has removed the cylinder heads off another RT, but the engine should be running by the time you read this magazine. STL2377 has now found its way into the workshop for the engine removal to cure an oil leak which on the AEC 7.7 cannot be tackled in place. At the same time the top bush of the steering column will be replaced.

The cab of RT2657 is now replete in brown and black paintwork and the engine has been running. Shortly we expect to introduce some strapping on the top deck to deal with the sagging Jicwood roof structure, it appears that Aldenham do not currently have a replacement in stock!

To some there may seem to be little progress on NS174 but nothing could be further from the truth. Both sides have been panelled at lower deck level, bump rails and beadings are being installed and a myriad of small jobs 'left behind' are being caught up with under John Hutchinson's leadership. With some difficulty we have

now established the set of curves that make up the open staircase balustrade. It is not a simple rising radius as some think and has been used on several restorations elsewhere. The next major work will be the second layer of upper deck boarding making a sandwich with bitumen and once this is done the brackets that start to show an upper deck will be fitted. Exhibited in the main hall this work has become a major visitor attraction with some returning at intervals to watch progress.

Now we have a running good quality RLH has meant that RLH53 is surplus to requirements. With far more vehicles than can be accommodated and more offered weekly it is impractical to keep duplicates especially ones that require restoration when there is already a sizeable queue. As an RLH is somewhat of a rarity compared to RTs RFs and RMs, and has the advantage of being lowbridge, CoM has agreed to initially offer it to the Membership for sale and restoration. More details can be found on page 2.

Well that's it from me, I'll take the opportunity to wish all of you a Happy Christmas and a prosperous and, more importantly, a healthy 2016. I look forward to seeing many of you at LBM, especially in overalls and also at the New Year's lunch.

## Annual New Year's lunch

Sunday lunch for LBPT members  
and their families

Date: Sunday 24th January 2016

Venue: Inn on the Lake, Silvermere Golf Club,  
First Floor Suite

Time: 12.00 to take your seats, lunch served from 12.30

Cost: £24.95 (adults) £11.95 (children).

Four course carvery lunch comprising cold buffet  
starter, choice of two roast meats, roast potatoes and  
vegetables, hot and cold desserts, coffee and mints.  
Vegetarian option available.

Family groups and friends who wish to sit together can  
apply to Steve Edmonds so a table or sufficient places  
can be reserved for them.

Bookings must be made in advance and commence  
immediately. Closing date is Sunday 17th January 2016.

Cheques to please be made payable to LBPT Ltd and  
send to Steve at the Cobham Hall address.

He can be contacted on 07906 587687.

Email: [stevenstef@lbpt.co.uk](mailto:stevenstef@lbpt.co.uk)

**Please bring items for the fundraising raffle,  
including your duplicated Xmas gifts.**



## David Williams

By Brian A L Jones



The Curatorial Section has lost one of its most active and innovative members.

From the time he joined us at Cobham and greatly assisted in planning and implementing the logistics of our move to Brooklands, to his meticulous organisation of the Library, David always had an eye for detail. Quiet in manner, he earned the respect of many volunteers by being able to conjure up an object when requested from our collections at a moment's notice. He will also be sadly missed for the humorous stories that he often brought to our Wednesday working sessions.

At his funeral service in Crawley, attended by a group of LBM Members, elder brother Peter, recalled David's early interest in buses when he visited Dorking bus station to collect bus numbers and tickets. In May 1957, David followed Peter into a career in the Royal Navy, serving on H M Ships *Blackpool*, *Malcolm*, *Whirlwind* and *Phoebe*. During that period he met his wife Maureen and subsequently left the Navy in 1968. On return to civilian life, David became a reprographics engineer.

Son Mark, and his family were present at the service, which concluded with the playing of Flanders and Swann's 'A Transport of Delight'.

Along with Maureen and Peter Williams, we wish David calm seas and a safe anchorage.

## Don Allmey

By Leon Daniels, Hon Vice-President

Founder member of the London Bus Preservation Group Don Allmey, who also founded and ran Allmey Coaches of Eastcote, died on 6th June aged 78.

Don was more than just a typical family London coach operator, he and his wife Jean being well-known to their loyal customers for very many years and their fleet a familiar sight.

Don and his late brother Allan, together with Prince Marshall and others in the early 1970s broke new ground by securing a former Vickers building in Weybridge and created the first undercover private museum for London buses. The collections of vibrant and working London buses through the years owned by private individuals, owes a tremendous amount to their foresight and courage often at huge personal risk given the guarantees and commitments required.

Allan and his wife Lyn were tragically killed in a car

accident in 1978. Don and Jean brought up their young nephew William, together with their own children: Victoria is married to Des Maybury, Director of the Big Bus Tours empire, whilst in another twist of genealogy, son Martin works in vintage vehicle restoration with Prince's son Sebastian.

An old fashioned entrepreneur (although he would have considered that a posh word for 'wheeler dealer'), Don ran a successful business selling spares, parts and vehicles. His encyclopaedic knowledge of AEC products and their workings made him always in demand.

Don belonged to a special era when deals were done on personal knowledge and trust, and his eye for business was as acute as his kindness and genuine desire to help others.

He and Jean retired to Cyprus. However, after his

onset of dementia, they returned to England. For some years now Don had been in full-time care. As is often the case, recollections of some wonderful days in the past would reawaken his otherwise declining awareness, always bringing a smile to his face.

### 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?



# Canteen Trailer progress

By Keith Hales

Two years ago, when UMP was finally completed, some moved on to the RF while the rest of us gravitated to the canteen trailer as it was something different from an underfloor engined single decker.

In 1947 LT purchased 13 canteen trailers custom-built by Spurlings on Scammell chassis, along with ten Bedford tractor units. These were sited at terminus points with no local refreshment facilities for bus crews. Ours is the only surviving unit, having been eventually sold to Liverpool Corporation. The tractor unit has already been restored.



A table in the canteen trailer.

(Keith Hales)

As well as normal deterioration, the trailer had been modified/repared by Liverpool, and with only a set of official LT B&W photographs to guide the restoration, we have had to improvise in some areas. Much of the wooden structure had rotted and has been replaced, and the nearside rear wheel arch had to be welded up. The folding entrance step called for a lot of effort to reconstruct and a number of access panels have had to be rebuilt, and some panels remanufactured, but we have almost completed the external restoration. The wheels were removed, stripped and renovated, and new inner tubes used in the four salvageable tyres; we don't anticipate needing two spares..

Inside, the lighting circuit was checked out by the late Peter Smith, and his expertise is greatly missed as well as his personable presence. At last we seem to have finished the demolition phase inside, and the ceiling has been given its final topcoat.

Our immediate goal is to complete the front section where the crews sat, supped and dined, and to that end we have rexined the interior panels and are now reconstructing the original tables and benches from the photographs. A missing full height, offside partition was made some months ago, as a mirror image of the nearside one, but will not be installed until a later stage. All but one of the original opening windows have been

restored, and replacement glass obtained. Unfortunately one was smashed during an attempt to remove some old bolts, and will have to be re-ordered!

Both internal and external window frames have required a lot of effort to repair or replace, both metal and wooden parts, and new window rubber strip obtained.

Peter Smith identified the currently available Formica pattern nearest to the original, to surface the tables and kitchen worktops, and this is about to be ordered.

Still to do is the kitchen area renovation, lino fitting, window refitting, and internal and external painting. The roof is currently being stripped, and the guttering refitted.

We are still far from ready to start taking orders for cups of tea but, at last, visible progress is being made!



The folding entrance step.

(Keith Hales)



The ceiling now sporting its final topcoat.

(Keith Hales)



# Early Days of the 71

By Brian Bunker

From 1939 to 1960 I lived in Tudor Drive in Kingston upon Thames, but no bus served our estate until 1950 so to get to school I had the choice of either walking to the nearest 602 or 603 trolleybus stops on the Kingston Hill loop or, the less favoured option, boarding a 65 on Richmond Road. In actual fact there had briefly been a service in 1948 from Richmond Park along Tudor Drive for the period of the Olympic Games, one bus out in the morning and back in the evening. I have never been able



A Bluebird LT on Olympic duty outside Wembley Stadium, 1948. (Collection)

to discover whether the buses actually entered through the Kingston gate into the park or waited outside to load up. The vehicles used were RT2s from Chelverton Road, Putney, single deckers, almost exclusively ITIs from Kingston, plus CRs and LTCs from almost anywhere.

Late in 1949 'The Surrey Comet' reported that London

Transport had announced the first new routes for ordinary service since the war and that one of these would serve the Tudor and Ham Estates. In January, 1950 bus stops were erected and on Wednesday, 11th January the new route, 71, began operation. On the evening of the 10th my friend Ian and I cycled down to Kingston in the hope of encountering a line-up of brand new RTs. Unfortunately all we could find behind the railway lay-by were five STLs, unblinded and dirty, STLs 771 and 825 from Twickenham (AB) and STLs 816, 848 and 1638 from Harrow Weald (HD). Also working the 71 in those early days was STL1085 which had been retained as a spare when Kingston finally got RTs in October 1949: it did not last long, being sent for scrap in February 1950.

The 71 ran between the bus stations at Kingston and Richmond, running the length of Tudor Hill Drive, across Richmond Road and on to the Ham Estate where it



STL234 at the Putney Bridge, terminus of route 85 Putney to Kingston, c.1947. (Collection)

performed so many contortions around the estate roads that it's a wonder the drivers didn't go dizzy! A good few years later the 71 was diverted off the Ham estate via Sandy Lane so that it emerged further down into Petersham Road. Within a short time the first RT, 1246, appeared. In May 1950 Twickenham took over the route from Kingston. Just before the change two leaning back STLs, 239 and 273, on loan from Willesden garage appeared. On being sent back after the change over they went for scrap.

On the first 'Twickenham Day' I walked two stops up my road as I always did in order to get an upstairs seat



STL825 at Kingston c. 1949.

(Collection)





STL 178 working the 65 c.1948.

(Collection)

and found myself travelling on STL604. What I didn't know at the time was that Twickenham was receiving RTs for the 27 but retaining STLs for the 71.

For some extraordinary reason all intending passengers could sit on buses waiting to depart from the bus station at Kingston on any route other than the 71. These had to cross the road to the 65 stop and wait there for their bus until it emerged from the bus station. This odd situation was remedied within two weeks; from then on intending route 71 passengers could join the elite already there. RTs took over from the STLs in September 1950 but SRTs also appeared. Twickenham had SRTs 115-144 for the 90B, to which were added SRTs 153,157,159 and, the very last one



Two Ts of London General origin and the rear of a Mann Egerton TD at Kingston. (Grenville Williams)

SRT160, displaced at Harrow Weald by RTWs. SRTs were never officially allocated to the 71, chiefly, I suspect, because of the problems these underpowered vehicles had on Petersham Hill. As long as they did not have to stop on the hill they could manage but any SRT which had to load or discharge passengers at the bottom had enormous difficulty. I've even known a conductor hanging out of the back trying to indicate to following cars not to come too close in case the bus slid back. You could almost hear the sigh of relief from the engine when an SRT turned left a third of the way up the hill down into Richmond.

A wonderful sight whilst doing some shopping for my mother in September 1950 was RT1907, brand new, shining brightly and with full blinds, the first time I had seen this in the central area. I waited for the next Kingston bound 71 which turned out to be a Saunders RT still with a restricted display. In all Twickenham received RTs 1231, 1232, 1233, 1342 and 1907. However SRTs still appeared as did STL2124, a great favourite of mine, although I knew it wouldn't last long.



Country Area RT1616 from Leatherhead Garage and L3 trolleybus No.1443 from Fulwell, at Kingston in 1961.

(MHCB)



On 27th June 1951 the 71 was extended from Richmond to Hammersmith, Brook Green daily, replacing the 111 which had run over the same roads but only at weekends. On the first Saturday of the new service I went up to the scout hut at the end of Tudor Drive and saw a 71 coming down. 'It's a rattle' I said to myself and so 'rattle' was the name we gave to RTLs, for that's what it was. We considered them greatly inferior to RTs. RTLs from Hammersmith (R) and RTs from Mortlake (M) now appeared. Over the years there were more changes and in the first eight years of its operation route 71 was served by four garages and STLs, SRTs, RTLs and a great variety of RTs, many of them brand new. It remains to add that some of the RTs had bodies off the disgraced SRTs and that STL2124 managed to be the last of its class to work in the area.



RT4268 c.1966 by which time the 71 had been extended to Leatherhead. (MHCb)



Kingston Bus Station in 1966 with RF369 ahead of an RT on route 71 flanked by two BLs. (MHCb)

[Editor: Sadly this is our last piece from Brian who died earlier this year. He will be missed.]

Just before it was demolished this remarkable survival from London General days was uncovered in Kingston Bus Station. (MHCb)



The sad sight of Kingston Bus Station and Garage reduced to rubble after closure in 2000. (MHCb)





# TransportFest 2015

The line-up at the event on 18th October featuring the birthday boys.

From left to right: 80 year old Qs 55 and 83, the 140 year old 'Knifeboard' horse bus, Dennis 142 aged 90 and G351 aged 70. (MHCb)



# TransportFest 2015 Highlights



Shop Manager Richard Jones with the Jotus model of the London General LT.



The one time SMS274, a 1970 vintage LT Swift which was exported to Malta in 1981 and was brought back for preservation earlier this year.



Buses of all sizes.





The restored chassis of RT2213 attracts interest.

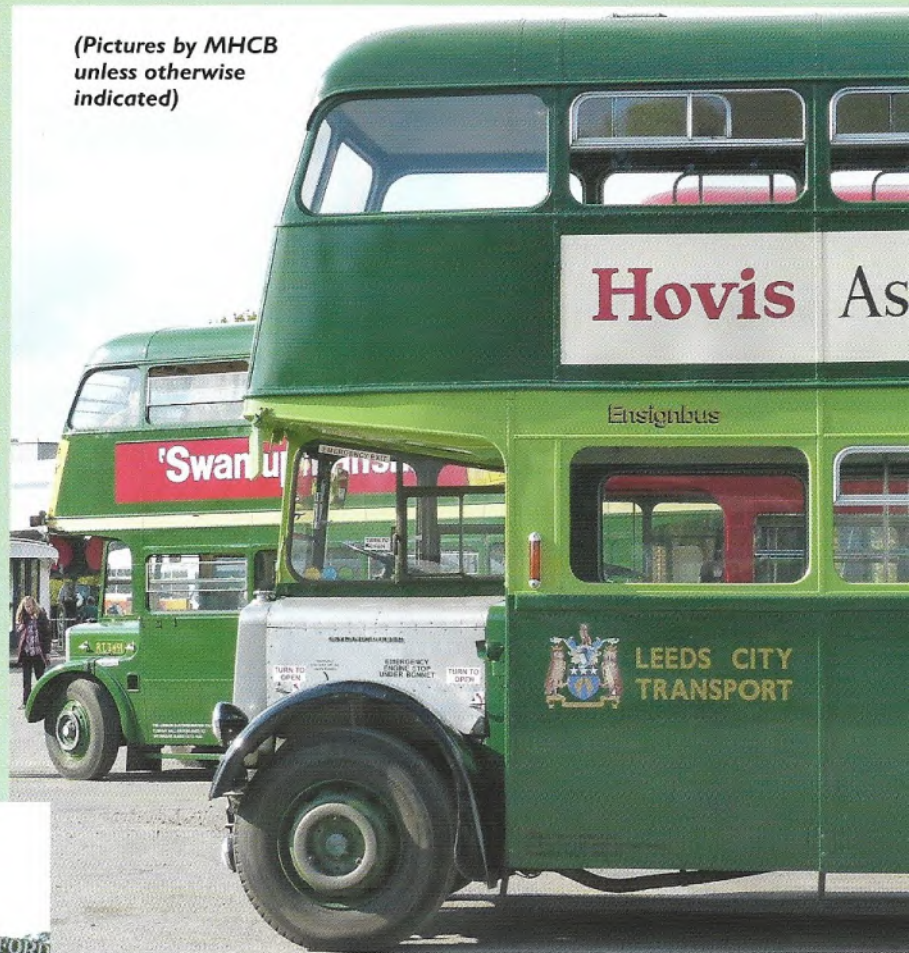


This curious vehicle was built by Sparshatts in 1972 for Bangladesh Airport but never left the country and instead found employment at Heathrow. Because of its design it can never be licensed to operate on UK roads, but it is hoped to restore it for use within the Brooklands complex.



There was plenty to entertain the young, and even the not so young. (John Villers)

(Pictures by MHC unless otherwise indicated)



Two handsome green double deckers, that in the foreground being Ensign's Leeds Roe bodied Leyland PD3/5 No.280 of 1959, one of a batch which replaced the ex-London Feltham trams.



Left: One of the ex-London Feltham trams that would eventually be replaced by buses such as the Leyland PD3/5 above, on its way to a new life in Leeds in 1951. (Collection)



# A Dorset Routemaster's Picnic

By Michael H C Baker

The afterlife of the Routemaster has taken it to practically the four corners of the planet. Not so far from home geographically but a world away from what was its natural habitat from 1979 until October 2005 is RML2346. Completed at the end of 1965 and allocated to Godstone garage in December, 1965, I knew it well when it worked my local double deck route, the 410 from Bromley to Reigate as well the 409 and 411 which ran between Croydon and Forest Row and Reigate respectively. The RTs which the RMLs replaced had always been beautifully maintained, almost all in the KXXW and KYY series dating from 1950, and their successors were equally appreciated, at least at first. But 1970 saw the creation of London Country and with it a spiral of declining passenger numbers. The 410 went over to OPO in 1972 and RML2346 went first to Windsor, then to High Wycombe. London Country was desperate to cut costs and get rid of the conductor. Many of their Routemasters were in deplorable condition by the late 1970s but, whilst a few were scrapped, London Transport stepped in and bought the remainder which included RML2346. In October 1979 it was overhauled at Aldenham, repainted red and for the next 26 years worked in central London, ending its days from Clapton (CT) on route 38 in October 2005. Many of the regular 38 route passengers were incensed that the Routemasters were replaced by Bendibus Mercedes, only being mollified when the first of the New Buses for London (LTs) were allocated to the route in February 2012.

RML2346, after passing through the hands of Ensign Bus, now lives in Dorset and it came to my attention when the local BBC 'South Today' TV programme featured it and its driver, Bob Duffin, headteacher of Cheselbourne First School. Neither Bob nor Cheselbourne quite conform to standard, what school or headteacher ever did, really, but Bob is said to be the tallest headteacher in Dorset and Cheselbourne the smallest school. Bob, apart from leading a pretty remarkable school is also a bus enthusiast. He worked as a bus driver whilst studying and, indeed, drove the local Damory route which passes his school twice a day. Thus he gets to drive RML2346 from time to time on school business, particularly to the annual summer outing which is held in a nearby field. The 72 seat Routemaster can comfortably accommodate all 41 four to nine year old pupils, plus teachers, teaching assistants and other adults.



RML2346 at West Croydon bus station shortly after delivery in early 1966. (Collection)







**This page and opposite:**  
 As featured on the BBC TV 'South Today' programme, RML2346 takes the pupils of Cheselbourne school on their annual outing for a picnic.  
 First with Headmaster Bob Duffin, RML2346 and his assembled pupils posing for the TV camera, then off for a ride through the Dorset lanes and finally it's picnic time.  
*(Bob Duffin Collection)*

Dorset is very much a county of two parts. Down south the seaside attracts vast numbers of visitors and more permanent migrants, often from the London area, such as your author, but north of the A31/35 trunk road - we have no such new fangled things as motorways in Dorset - is a very different, very rural world, where the Dorset accent has not yet died out and Cheselbourne, not much more than half dozen or so miles north east of the county town of Dorchester, lies in a valley reached by narrow, winding roads with neighbouring villages bearing names such as Plush, Piddletrenthide, Melcombe Bingham, Alton Pancras and Higher and Lower Ansty.

Believe me a red Routemaster, still apparently bound on route 38 for Piccadilly Circus, turns a few heads when it ventures out in these parts.





# Route 38

A reminder of route 38 where Bob Duffin's RML2346 used to operate (see previous pages).

Below: Three Routemasters working the 38 in Procter Street, Bloomsbury, in 2001.

Middle left: The preserved LT165 belonging to the London Transport Collection has always carried route 38 blinds.

Middle right: By a rather extraordinary coincidence RML900, which was the first of the long Routemasters being disposed of and being bought by Clydeside in 1988 after suffering damage, was restored and is seen here in Glasgow in 1988 working, would you believe it, route 38!

Bottom right: Route 38 was the very first to receive the new LTs. LT1 is seen here keeping pace with a taxi as they zoom around Hyde Park Corner in 2013.

(All MHCb)





## Membership and Volunteering

I continue to be encouraged, if not amazed, by what has been achieved by London Bus Preservation Trust (The Trust) since we opened the London Bus Museum on 1st August 2011. The last four years have seen our hopes and ambitions realised in spades.

As the year draws to a close we have had our long awaited assessment by Arts Council England (ACE) for full Museum accreditation. ACE is due to announce its decision before Christmas so please keep an eye on the web site for the result. The exercise focused our attention on areas for improvement and if successful in our bid, the increased scrutiny will continue to pose big challenges in the years ahead.

A brief news summary regarding Membership:

- At the time of writing the Membership of the Trust has grown to 788.
- The annual New Year's lunch for members, their family and friends will be held on Sunday 24th January 2016; details elsewhere in this issue.
- Members' Day will be held on Sunday 13th March. You can ride on rarely used buses and attend short talks from Trustees and Officers; refreshments included.
- Adrian Palmer continues to come up with imaginative ideas for members' trips; long may he continue.
- A welcome pack is in preparation which will be sent to all new applicants for Trust membership.
- Membership records stored on the Customer Relations Management system are now securely held on the Trust's central server. Applications are being developed to extend the system into other areas of Trust activity.
- Peter Brown's working party to explore ways of attracting younger members and volunteers; also to develop the Trust's capacity to

provide educational opportunities. He will submit the report to the Council of Management (CoM) in December. CoM has already set up an Education fund to sponsor visits to schools linked to the delivery of national education curriculum topics.

As you know, everything is done by volunteers and progress has been strong across the wide range of activity:

- Thanks to all those who helped to deliver a successful Transportfest event in October. Numbers of visitors and vehicles were down on last year. Deryck Fill and his Events team are evaluating suggestions for improving all three main events in 2016.
- Our Duty Managers and stewarding teams continue to give their time freely to keep the Museum open and our visitors entertained. We have never closed except in the emergency of the whole site being flooded on one occasion; a record to be justly proud of.
- A 'thank you' trip to Acton Depot on 16th November was enjoyed by over thirty of our regular volunteers. A result of increased collaboration between the Trust and London Transport Museum (LTM), my thanks go to San Clift, their Volunteers' Manager, for making the arrangements.
- Volunteers will once more be welcomed to attend the well-established Christmas buffet lunch on 16th December.
- All volunteers will shortly be attending a refresher course covering the important topics of Health and Safety and Fire Evacuation. This has been designed by and will be run by Graham Pycock, our Learning and Development Manager.
- Bus Services and Workshop staff have been very busy in 2015; probably more so than last year owing to

covering Tube strikes, bus garage anniversaries and the usual crop of running days and charity events. This includes the 10th anniversary of the last RMs and RMLs on Route 159 running day on 9th December. I am planning a series of articles for the monthly E Newsletter in the coming months about the significant contribution made by this committed group of colleagues.

- The progress on the four restoration projects is very evident; update in Roger Stagg's article.
- London Bus Museum Limited, the retail arm of the Trust, has launched some ambitious plans to raise funds, most recently the commissioning of a 1/76th scale resin model of two 1930s 'camel back' LTs. This is a bold move given their high retail price and I trust that they will sell in sufficient numbers to warrant the modelling of further pre-war LT buses in due course.
- The Library and Archives (L&A) team are continuing to press on following the sad loss of David Williams. Sharon Burton is leading a project team working on labelling artefacts, which is another area where we are benefitting from help from LTM curatorial staff. L&A is a small team and is on the lookout for more help. Please contact Brian Jones at the Museum if this type of work appeals to you.

Here ends the news headlines for the quarter. There is so much going on that it is hard to keep track of everything at times. This is a healthy sign of course but as I have said before we can only achieve things if there are the people resources available and willing. I will gladly respond to any offer of help so please get in touch.

Finally, I wish you all a joyous Christmas and New Year.

Steve Edmonds



Roger Stagg came across this picture of two former London 10T10s and one of the post-war all-Leyland STDs, 'somewhere in Yugoslavia'.



# Book Reviews

## **The London T Types by Ken Blacker** **Capital Transport ISBN 9 781854 143952** **216 pages hardback £32.**

This is the one for which we've been waiting, to complete the set which the Ken Blacker/Capital Transport team began long ago with the STL, then the RT and, much more recently, the LT and the ST. To say it does not disappoint is an understatement. It establishes the benchmark against which any future history of a bus type, any bus type anywhere by any publisher, has to be judged. Although, as the author notes in his introduction, the T type could not rival in numbers any of the double deck classes, 'the big difference is that the T class continued to grow, right through the tenure of the London Passenger Transport Board and into the early days of post-war nationalisation. Newer members of the class continued in service for several years after the LTs and STs had all gone, and as a result, remain fresher in the memory.'

The T came in more variations than any of the double deck types and as a consequence the amount of research must have been all that greater. One can only marvel at the breadth and depth which Ken has achieved in telling the story of this fascinating vehicle. For instance on page 124 we learn that 'Christopher Aston, who had been in the haulage business before the First World War, launched out into coach operation from his premises at Loate's Lane, Watford in 1924, but became better known for the Watford-Aylesbury and Watford-Abbots Langley stage carriage services which he subsequently developed, and for the two Leyland Titan double deckers that he ran from May 1930 onwards. In their striking if somewhat garish livery of orange and white, Aston's buses could hardly fail to be noticed'.

For your reviewer, brought up in Thornton Heath, an account of events of the best part of 100 years far away in Hertfordshire of an obscure, long vanished company, might seem less than gripping but the author skillfully, seemingly effortlessly, paints a picture which comes to life. I'd have liked to have seen those orange and white Titans.

## **The Leyland Atlantean by Gavin Booth** **Nostalgia Road ISBN 978071103827£18.95.**

One's first impression on encountering this book is that it looks good. The cover is attractive, pages after page is filled, not only with text but well chosen, colourful pictures and a wealth of diagrams. Gavin Booth is one of the most respected of names in the bus publishing business. His latest, deeply researched volume, does not disappoint. Although the Atlantean, perhaps in the first instance the most revolutionary bus design of the post-1945 era and then, later, the most commonplace, did not figure very large in the London red bus picture it certainly did in the Country Area. Gavin leads into its story by reflecting on the co-operation between Leyland and London Transport in the 1930s which resulted in the revolutionary TF and the CR single deckers but it was the

Apart from the five books we owe Ken a great debt for it was he, along with others, who made reality the notion that private individuals, scarcely out of their teens and with very little money, could preserve a London bus. T31 is one of the Museum's prize exhibits. He was part of the group which bought it from London Transport in 1956, even though on inspection, 'the bodywork...was found to be totally decayed'. In all seven members of the T class survive, four of them in the care of the Trust.

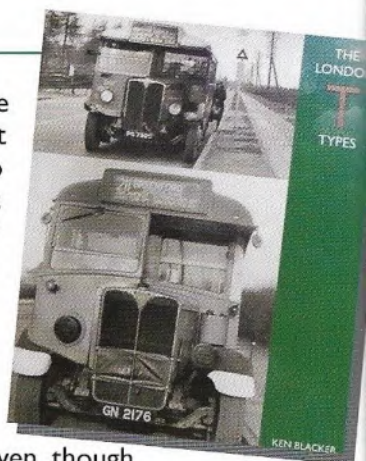
We've referred to the T as a bus but, of course many of the variations were used as coaches, most significantly the pioneers of the Green Line network, T38 being the first, taking up work in March 1930. T219 is part of the official London Transport collection, representing 'the swashbuckling era of frenetic Green Line expansion at the start of the nineteen thirties'. Then there are two examples of 'the most successful and widely travelled variant of the T class', the famous Green Line 10T10s of 1938/9, T499 brought back from Australia and superbly restored by Ensign, and T504 at LBM.

A list of the 19 chapter headings is the best way of giving some idea of the scope of the book. Chapters one to thirteen concern themselves with the many variations of the early Regals taken into London Transport ownership from various sources - Bucks Express, for example and Lewis to name but two lesser known ones - then 9T9 coaches for Green Line, followed by The Ubiquitous 10T10 Family, next The 11T11 Redodies, chapter 17 is Early Post-war Additions, then the Mann Egerton Regals and, finally, Afterlife.

Beautifully presented, as always, by Capital Transport, the book is profusely illustrated by high quality photographs, an archive of enormous scope and worth the money on their own. Deserves to be the first choice on any London enthusiast's Christmas list.

drive to produce a rear engine double decker which avoided the less than satisfactory lowbridge layout of, for instance the RLH and the vast army of ECW bodied Bristols. The result, in 1954, was the LFDD, a full fronted, trolleybus-like vehicle, with the registration STF90, combining a rear open platform with a rear engine. Then, two years later, came the real prototype of the Atlantean, 281ATC, which, although showing promise, was still not ready for volume production.

The 1958 Commercial Motor Show saw the launch of the Atlantean proper, the first examples going to Wallasey, Glasgow, Maidstone and District and J James of Ammanford. The early Atlanteans were not pretty, many being bodied by MCW who simply adapted the supremely ugly and utilitarian Orion design. Your reviewer was a student in Liverpool in 1962/3 when the





Corporation put into service large numbers of Atlanteans with their in-house design of Metro-Cammell body on his local routes and he suddenly realised the Atlantean could not only look good outside but inside as well. On the other hand, the 50 London Transport Park Royal bodied XAs of 1965 were quite possibly the ugliest double deckers, both inside and out, ever to run in London and in 1973 were shipped to Hong Kong, lasting several years longer in your reviewer's home town of Croydon than they should have done. Yet, to quote the author: 'In 1972 Park Royal fitted some most attractive Park Royal bodies to London Country's Atlanteans'. 293 were delivered new to the company between 1972 and 1981 and was its standard double decker of the time, being succeeded by the Leyland Olympian.

In 1972 Leyland introduced the much improved AN68 Atlantean and two thirds of all Atlanteans were to this specification. London Transport preferred Leyland's great

rival, the Daimler Fleetline, which nationally outsold the Atlantean for a while, and although this, in the form of the DMS, was less than satisfactory that says as much about London Transport's inability to come to terms with the rear engine bus as it does about the bus itself. In all, some 15,000

Atlanteans were sold, production coming to an end in 1984 although export sales continued for another two years. It was, to quote the author, 'probably the last British designed and built bus to achieve massive sales worldwide'.



## 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 October -December 2015

If payment is not received by January 2016 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.

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

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

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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





The rare sight of the two surviving Qs sitting companionably side-by-side, bringing up the rear of the London Bus Museum Magazine for 2015. (MHCB)