

COBHAM HALL

# LONDON BUS MUSEUM MAGAZINE



The Journal of the London Bus Preservation Trust, Cobham Hall, Brooklands  
Issue 7

Spring 2013

£4 to non-Members



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### 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

[londonbusmuseum@btinternet.com](mailto:londonbusmuseum@btinternet.com) If you wish your message to be passed to a particular person, please mention the name in your message.

### Post

The Museum's postal address is:

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

### Museum on the Web

Website: [www.londonbusmuseum.com](http://www.londonbusmuseum.com)

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The Registered Office of both companies is: Room 6, Tudor Business Centre, Kingswood Station, Waterhouse Lane, Kingswood, Surrey KT20 6EN

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### FRONT COVER PICTURE

The one surviving London Transport original wartime austerity design bus, G 351, dating from early 1946 and bought by John Lines from Burton Corporation, is seen here in the yard of Crystal Palace station in 1968. Facing it is your editor's 1950 Riley RMA. (MHCB)

In Issue 6 Winter 2012 I failed to credit the cover picture of Colin Curtis to Brian A L Jones. In the same edition John has reminded me that the Guy at the top of page 8 is actually G 217.

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, Cobham 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.

**LAST COPY DATE FOR THE  
SUMMER 2013 EDITION  
15th MAY 2013**





## From the Cab

I'm sure the whole membership will joining me in extending our congratulations to our Vice President Peter Hendy on the award of a knighthood in the New Year Honours List. The citation speaks of Peter's inspiring leadership to TfL, its record-breaking performance, the role he played in London's transport for the Olympics and his work for a number of charities. Both Peter and Leon Daniels, our other Vice President, are big supporters of the Museum and we look forward to seeing them at the Spring Gathering on 21st April.

Speaking of the Gathering - and this year sees the 40th - a lot of hard work is currently going on behind the scenes by Tony Lay and the rest of the Events Committee to make this event a huge success at its new home on site at the Museum. We have been given tremendous support by our friends at Brooklands Museum in several respects, including making available the whole site for the event, and we are most grateful to them for their co-operation. Comfortable display space has been secured for more than 200 buses and all the other traditional attractions of the Gathering will continue to be on offer. Due to the conditions which apply to the site, admission will be free for both LBPT and BMT members; this will actually entail quite a loss of revenue for the Museum so, if you take advantage of this facility, don't hesitate to bring an admission-paying friend or two!

As Members will know, the Museum maintains a 'target' list of those vehicles which would fill gaps in the collection and the directors keep a close eye and ear out for any signs of such buses becoming available. I am pleased to say that matters in this regard have recently progressed so well that no less than three additions to our fleet will be 'launched' at the Spring Gathering, each one of them a representative of an iconic London type. No doubt, the odd rumour will fly about before then - these things are notoriously difficult to keep secret in the close-knit society of bus enthusiasts - but this sounds like another very good reason to be at the Museum on 21st April.

I am delighted to report that Adrian Palmer has offered to take on the rôle of Organiser of Members' excursions in 2013 and details of what he has arranged for the Spring appear in this edition. I know that, if the interest is there, he would like to build a bigger and more varied programme during the rest of the year, so please don't hesitate to let him have your suggestions for suitable places to visit. We also welcome to the 'officer ranks' Colin Read who has agreed to take on the highly important task of publicity



Crewed by LBM's two Honorary Vice-Presidents, RM 1005 is seen at Trafalgar Square on a route 9 'special', short-working to Hyde Park Corner. Sir Peter Hendy, Commissioner of Transport for London, is on the platform and Leon Daniels, TfL's Managing Director for Surface Transport, is at the wheel.  
(Graham Smith)

distribution. Colin and his team of helpers will be ensuring that our event leaflets and other material appear widely at other museums, libraries, hotels, heritage railways and tourist offices etc.

Since our new Museum opened in 2011, there has been a substantial increase in visitor numbers to the Brooklands site and I am sure that a large part of this increase is down to, firstly, the presence of a new, first-class transport museum and, secondly, to our marketing and publicity efforts. LBM is now actively marketed, particularly on the web, as a major visitor attraction and details of LBM and our events appear on numerous internet 'attractions' websites, ranging from the conventional such as Visit Surrey or Visit London to the more esoteric such as Surrey Mummy! Our own website is currently receiving some 200 hits each day, we are also actively followed on Facebook and Twitter and we are receiving some excellent reviews on TripAdvisor.

Finally, I have to report the sad news that the preservation movement has lost one of its pioneering stalwarts in the person of Michael Banfield, who passed away on 28th January aged 76. Perhaps best known to London bus enthusiasts as the restorer and owner of a London Tilling Stevens and an S-type, Michael's interests went much wider, encompassing vintage buses, commercial vehicles and cars of all types. He was a founding member of the Historic Commercial Vehicle Society in 1957 and organised the famous London-Brighton Commercial Run for some 25 years until 2011. Michael was given the Transport Trust's Lifetime Achievement Award in 2007. We send our condolences to his widow, Susan.

Michael Wickham  
Chief Executive



## Guy Marriott

Guy Marriott succeeded Peter Duplock as Chairman of the London Bus Preservation Trust toward the end of 2012. Following Peter's decision to step down as Chairman, the Council of Management decided that the role should be split, with a Chief Executive to manage the business of the Trust (a role to which Michael Wickham has been appointed) and a non-executive Chairman, which position has been taken by Guy.

Guy has been a member of the LBPT for a number of years, but only commenced volunteering after his retirement, when the Museum opened at Brooklands in August 2011. Guy qualified as a Solicitor many years ago, and in his career specialised in intellectual property matters, and in litigation and corporate acquisitions. He spent a considerable period of time working outside the UK, and has lived at different times in Athens, New York, Geneva and the South of France. Guy has had a life-time interest in London's buses, inspired by standing outside the school gates in Hammersmith noting numbers in his Ian Allan ABC London Transport Buses & Coaches (he says the first one he bought was for 1957). He has held a PCV licence since 1998, and the picture shows him about to drive Peter Cartwright's GS 13 on a 309 journey to Uxbridge on an Uxbridge Running Day.

Guy also has an interest in the history and development of the London taxi, and has two of them - a 1936 Austin Low-Loader, with landaulette body by Strachans of Acton, and a 1955 Beardmore Mark VII with coachbuilt aluminium body by Windovers of Hendon. Both taxis are currently on loan to the London Transport Museum, and are on display at the museum in Covent Garden, and the Acton Museum Depot respectively. Guy also volunteers at the London Transport Museum, and is the Secretary of the London Transport Museum Friends.

Guy comments "With the move to Brooklands, the Trust has entered into a significant new phase. The response from our volunteers, which allows us to open the Museum every day, has been wonderful, and through acquisitions, loans and our own restorations our Collection, and the Museum Displays, continue to grow and delight our visitors. We are creating a world-class collection and display of the history and development of the London Bus, and this is an achievement which could never have occurred without the efforts and foresight of those early members of the Trust, who contributed so much, and to whom we owe so much. As the London Bus Museum develops, we have benefits in being able to explain our interest to a wide audience, and we also have obligations, which include conforming to Museum best-practice if we are to achieve outside funding to help to



secure our future. All our members, and especially our volunteers, have a role to play in this forward vision, and I know that the membership will continue to be vocal in seeking to keep the Trustees on the right path. It is a privilege to serve as Chairman at this time."

In his – occasional – spare time, Guy also serves as President of The Sherlock Holmes Society of London (and was recently seen on BBC-2 describing the Reichenbach Falls at Meiringen in Switzerland to Michael Portillo) and he enjoys travelling to remote islands.

### 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 'G' Class Utilities of London Transport - Part 2

By John Lines

The first 31 Arabs were all delivered with Park Royal UH56R bodies and were allocated between December 1942 and July 1943 to AR (Tottenham); BK (Barking); ON (Alperton); RD (Hornchurch) and U (Upton Park) garages. Deliveries continued until April 1946 when Gs 434 and 435, with chassis numbers FD 28197 and 28198 respectively, were delivered to Upton Park with Park Royal bodies to a relaxed Utility style. In the intervening years Guys had been delivered to E (Enfield); GM (Gillingham Street); HW (Hanwell); while transfers had seen some reach AP (Seven Kings). Incidentally U (Upton Park) eventually had the highest allocation of Utility Guys, their most famous route being the 101. That route presented passengers with almost one Guy a minute at some parts of its schedule. What a sight, I would love to have seen that! Another interest for the Upton Park vehicles was that due to the offices being on the first floor of the garage, the vehicles all had their fleet numbers in white on their rear domes. When I purchased

fleet, it is obvious that detail changes and modifications took place on some of the vehicles, either at the bodybuilders or by London Transport itself. For instance, while most of the Northern Counties bodies were all metal construction as already mentioned, there were only Gs 137 and 138 from Weymann, and G 150 from Park Royal with metal framing. All the class were fitted with front destination boxes, but many did not have side indicator boxes and none had rear destination boxes, many having a framework to take a route stencil number at the rear and on the nearside. Each vehicle had a large mirror on the driver's side, many being of a pressed metal composition which soon became known as 'tin mirrors' and are today eagerly sought after by preservationists as some of the early RT family vehicles also carried them. The nearside was a standard round mirror. Front lighting was from a very small pair of Butler headlights, a small spotlight and sidelights of a similar style to the RT although early members of the class had very small

sidelights which appear to have been changed fairly early in their London lives. The rear had just one tail light, over the offside number plate, with a brake light alongside.

Radiators seem to have been painted black or red to start with, but eventually aluminium versions appeared. The kidney shaped 'Guy' at the top of the radiator was covered by a hand painted London Transport plate which had a London Transport part number on the reverse. I was fortunate to manage to acquire both a tin mirror and an original radiator plate for G 351 in my early days of ownership. One problem was the 12 volt ignition system which really struggled to turn the Gardner 5LW engine over, especially when it was cold. I

patented a system where I purchased an old series I Land Rover and used to shackle it to the front of the Guy, put it on manual throttle and start the vehicle off up the railway yard where I kept it at that time. I then jumped in the Guy, dipped the clutch dropped the bus into second gear and let out the clutch. Result one Gardner engine



Two Park Royal Gs of Tottenham garage at Victoria on 18th March 1950 with eager connoisseurs of high class football boarding to watch Tottenham Hotspur play at White Hart Lane.

(John Lines' collection)

Burton Corporation number 70, far better known as ex Upton Park G 351, chassis number FD 28104, registration HGC 130, I well recall spending a whole afternoon with wet and dry removing the Burton maroon paint to discover the white G 351!

Given the number of Guys in the London Transport Spring 2013





Royal Forest Hotel, Chingford on the edge of Epping Forest in 1949 with Northern Counties bodied G 242 alongside Park Royal bodied RT 176.  
(John Lines' collection)

roaring into life! The thought always crossed my mind as to what I would do if the chain broke during this starting procedure!

Not too many received body lift overhauls and I take this chance to correct a caption that appeared in a book claiming to show the body of G 351 at Chiswick being overhauled with the body off the chassis. The caption suggests that it is body 974 and must therefore be from 351. Close scrutiny of the photograph shows a second row of beading on the lower deck above the London Transport fleet name G 351, nor the vehicles delivered with it, Gs 319 to 357, ever had that row of beading on either side of the body with London Transport or Burton Corporation and I have photographic evidence to prove this. My personal opinion is that the body is from G 74, which was a Park Royal bodied vehicle which did have that beading, the G looking like a 9.

Withdrawal of the Guys started in 1950 and all were gone from service by December 1952, thus we celebrate sixty years since their removal from London. Strangely, not many of the Guys found further use within London Transport, a number served as learner buses whilst others became staff buses, Gs 92, 180 and 259 spent time as staff rooms at Brixton (BN) during 1951, which was interesting as Guys had never operated in that area, and G 289 did a similar role at Hornchurch (RD) for a few months. G 174 was a changing room at Cricklewood for those undertaking health X-rays. One that I would dearly love to acquire a view of was the former Park Royal bodied G 99, chassis FD26272, registration GLL 598 which was fitted with an oil tank

and worked at Brixton (BN) although I can find no trace of this in London Service vehicle lists.

A good number of the earlier members of the class were scrapped by George Cohen whilst a few met their end at Penhall Road at Charlton. Many operators, especially those in Scotland, realised that there was plenty of mileage and life left in the rugged Arab chassis and William North and Sons of Sherburn in Elmet near Leeds advertised the London Arabs for sale and sold them far and wide at around £450 each!

However, I digress, let's get back to Scotland for a while! The canny Scots soon realised that the rugged Arab chassis complete with Gardner engine was a pretty formidable outfit which could not be damaged easily. As a result some 140 were sold to Scottish Omnibuses Limited but were to join the fleets of Alexander, Eastern Scottish, Highland and Western SMT. It will be appreciated that the Northern Counties bodies, being of metal construction as previously mentioned, were extremely popular with the Scottish operators and there was some competition amongst them to have such vehicles in their fleets. It has always seemed a bit strange to me that London Transport did not capitalise on the value of those Northern Counties bodies but they appear not have done so because when Edinburgh Corporation wanted to replace their trams they purchased sixty Guys for rebuilding and rebodding and



Leafy Thameside west of central London was not normally Guy territory but until 1949 Hanwell residents such as Park Royal bodied G 114 and Weymann bodied G 372 regularly terminated at Kew Green on Sundays.  
(John Lines' collection)





The one and only G 436 of 1950 with a standard provincial Park Royal design Guy built body seen when working from Enfield garage on the 121.

(John Lines' collection)

there were a number of Northern Counties bodied vehicles among the sixty. On the other hand I note that the Ministry of Supply purchased a number of the London Guys and, from the photographs I have collected for nigh on fifty years, nearly all appear to have been Northern Counties bodies. I must add that in those wonderful halcyon days when one went out on the trusty bicycle to 'cop' bus, tram and trolleybus numbers and then eagerly swap details with pals at school, there was a very strong rumour that London Transport were going to recondition some of the Northern Counties bodied Guys and keep them in service for some time. Even better, for me at least, was the additional news that they might come to a South London garage! That would have been true ecstasy for me, whose greatest 'cop' was to see a Utility Guy learner driving along the New Kent Road one day! Another thrill was actually seeing an ex London Northern Counties bodied Guy in the livery of Alexander's in Scotland and did it look great!

The ex London Arabs in Scotland were really to change in so many different ways, some being rebodied with new bodies by Alexander, yet others received Croft bodies from older chassis in the Western SMT fleet. Not to be outdone, ten others had their chassis totally rebuilt and then were rebodied by NCME with so called 'tin front' L27/26R bodies and registrations in the FSD series, thus looking totally unlike the original vehicle. If this was not

enough yet more of the Guys had their chassis rebuilt and lengthened and were then rebodied as single deckers with Highland and Scottish Omnibuses. The FSD re-registrations, the single deck rebuilds and the Edinburgh Corporation vehicles all received new chassis numbers after their respective rebuilds. Rebuilds were not only the prerogative of the Scots; that famous South coast operator, Provincial, purchased the chassis of former Northern Counties G 276, which had been with a contractor called Hawkins in Gosport, although its initial disposal had been to the Ministry of Supply. They completely refurbished the chassis and had it fitted with a full fronted Reading/Provincial H30/26R body, installed a Deutz engine and registered it as

CHO449C, surely the newest Guy Utility and most probably the last London Guy chassis to run in passenger service!!

*To be continued*



Colour drawing of a Park Royal bodied G from Tottenham in the forecourt of Victoria station. (MHCB)



The former G 297 with Northern Counties body, withdrawn in December 1952 and sold to Alexander in 1953, seen in that company's livery with two companions at Perth.

(John Lines' collection)



# Time Machine in Trafalgar Square?

By Graham Smith

Three RTs, three RTLs, an RTW, a selection of Routemasters, a DM Fleetline, a Metrobus, a Grey-Green Volvo Citybus and even a Green Line-liveried Volvo/Wright Gemini double-decker, with an age range spanning some 72 years ... anyone noticing buses in the vicinity of Trafalgar Square on Sunday 25th November 2012 could have been forgiven for thinking they were witnessing a transport time warp. Perhaps that time machine which inspired H G Wells to write his epic novel in 1895 had, at last, been invented? Or else, rather more prosaically, were they but the imaginings of still lingering effects from the previous evening's excess consumption of alcohol?

Why? Well, route 24 has operated between the same two terminals - Hampstead Heath and Pimlico - since August 1912, a unique achievement for any London bus route and one which many enthusiasts were keen to celebrate in its centenary year. Routemasters still ply the heritage sections of routes 9 and 15 on a daily basis and it has become almost an annual tradition for them to be supplemented for a day by a selection of other ex-LT buses, often including a Class VI vehicle from London Bus Museum. RTL 139 was selected to do the honours this year. Originally it was mooted that, during the course of the day, at least some of the 'specials' would switch between the 24 and the 9/15 (journeys end-to-end from Kensington to Tower Hill via Trafalgar Square were scheduled for all the 9/15 'specials'). However, the finally agreed schedules did not include this which was probably just as well as the traffic congestion encountered on route 9 would have disrupted even the cleverest of cross-link timetabling.

Fortunately for late-November the day was dry and sunny, if a bit chilly. The rendezvous for RTL 139's crew - Drivers Bill Ackroyd, Andy Baxter and Peter Osborn and Conductors Peter Larkham (Gibson-equipped) and yours truly (with Bell Punch and ticket rack) - was at Porter's Rest in Piccadilly. Our RTL looked resplendent with its sparkling paintwork, 'period' advertisements and blinds neatly set for route 9. As ever, it was a delight to be running one of LBM's classic buses in 'normal' London service and to talk with the many passengers who boarded the RTL during the course of the day. It was amusing to see some people who searched in vain to find an Oyster card reader on the bus or even on the Bell Punch machine! Almost without exception they were



Charing Cross station during the Second World War. In the foreground is an ST on the 15 with an STD on route 13 ahead. Not surprisingly there is a fair sprinkling of uniforms waiting to board both buses. (Collection)

interested to ride on an old London bus - "It's even older than a Routemaster" - and to learn more about LBM. On the eastbound journey we changed blinds at Trafalgar Square from route 9 to route 15, in accordance with the instructions. Beyond Aldwych the roads were almost free of traffic and we were able to make up some of the time lost due to delays in Kensington and Knightsbridge. However, to keep to the schedule we had scarcely any of the 23 mins allotted stand time at Tower Hill before needing to return westbound. It's a tough job crewing a London bus!

Peter took over conductor duties on arrival at Trafalgar Square where my wife, Liz, and I left the RTL, planning to rejoin on its next eastbound run to Tower Hill. After grabbing a quick coffee, we went our separate ways for 90 mins or so; Liz to visit the National Gallery and me to engage in a rather different cultural pursuit, viz. to try and photograph as many of the 9/15 and 24 'specials' as possible. It was amazing just how many old friends - other like-minded enthusiasts - I met in Trafalgar Square that afternoon. I managed to see and photograph most of the 'specials' during that time, all of which seemed to be





Craven bodied RT 1460 at the Kew Green terminus on route 15 on what looks like a beautiful warm summer day c.1950. (Collection)

running with virtually full loads. Riding on traditional London buses is extremely popular! The 24s looked to be running almost to schedule but, by mid-afternoon, the 9s and 15s were hopelessly adrift from theirs, apparently due to long delays caused by ineffective phasing of traffic lights in Knightsbridge and St James's Street.

The 24 has played host to a great variety of vehicle types since 1912, ranging from the legendary open-top B type through to its current allocation of Volvo/Wright Geminis (including five Hybrid versions) from Metroline's Holloway garage (HT). From 1916 to 1988, the 24's main garage was Chalk Farm (CF) and the



Routemasters at home in Mortlake Garage taking a rest from working route 9 in the early 1990s: RMs 1278/1179/1378 and 1537 are prominent. (MHCB)



Trafalgar Square in early 1966. One of the XA Atlanteans with horrible provincial standard Park Royal bodies which introduced the one person, rear engined double decker to London Transport the previous year, on route 24 with an RTW on route 11 alongside and an RM on route 15 disappearing out of the picture. (MHCB)

centenary celebration day included types once based there - RT, RTL, RTW, RM, RML and DM. In 1965, as an experiment, the 24 was converted from RM to Leyland Atlanteans (XA class), London's first rear-engined double deckers. However, seven months later, RMLs ousted the XAs which had a troubled time with LT before all 50 of the class were sold in 1973 to Hong Kong. Crew-operated Daimler Fleetlines replaced the RMLs in October 1975 until April 1979 when RMLs again took over. During its Fleetline years the 24 played host again to experimental vehicles; this time a pair of Leyland Titan prototypes. Unlike the XAs, the Titans were deemed a

success and over 1100 were bought for London service. In October 1986, route 24 was converted to one-person-operation and Titans (T class) replaced the RMLs.

November 1988 saw route 24 in the news again when its operation passed to Grey-Green, as part of the route tendering process. This was the first Central London route to be lost by London Buses and, horror of horrors, meant

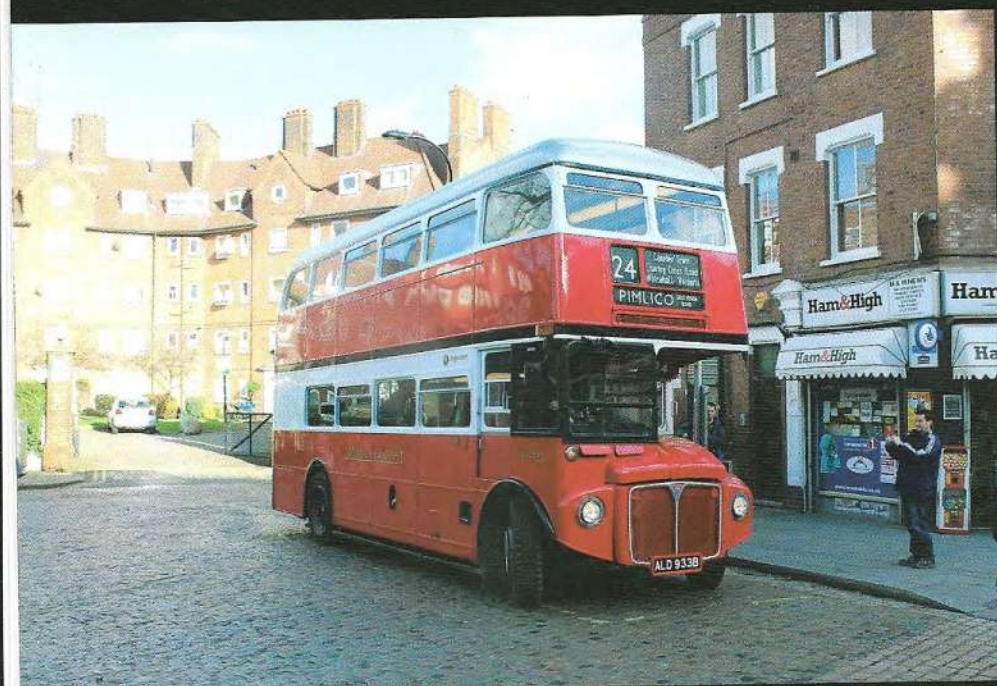
that, instead of red ones, buses painted grey, green and orange would appear in Whitehall! One of these Volvo Citybuses - VA 115 - was donated to the London Transport Museum and brought its colourful livery back to route 24, if only for a day.

Route 24 was yet again in the headlines with the Mayor of London's announcement on 25th January 2013 that it will become the first route to be operated entirely by the New Bus for London, thus enabling "Londoners to hop on and off at their pleasure via the open rear platform". It is planned to have the route fully converted by this summer and, so, yet another chapter in route 24's rich history will begin.



One of the Volvo Citybuses in Grey-Green's distinctive livery which took over route 24 in November 1988, seen in Trafalgar Square in 1989. (MHCB)





Above and left:  
Not surprisingly RM 1933 was chosen during the London Transport 50th anniversary celebrations to be adorned in a beautifully judged replica of 1933 livery and it is seen here in that year working route 24 alongside RM623 on route 12. (MHCB)

29 years on RM 1933, still in celebrity livery is seen at the Hampstead terminus of route 24. (MHCB)

Below left: Roof number box RTL 453 poses for its photograph. (MHCB)

Below: RT 8 of 1940, the oldest bus to take part in the route 9/15/24 celebrations. (MHCB)







Above: RTL 1076 sparkles in the late Autumn sunshine and attracts all sorts of attention outside St. Martin in the Fields. (MHCB)

Right: Our own RTL 139 at Charing Cross with a contrasting 15 heading westwards into Trafalgar Square. (MHCB)



Left: RTW 467, the last of its type in service with London Transport renews acquaintance with route 24. (Graham Smith)

Right: Corgi's rather nice model of former BEA RMA 5. (MHCB)





# A Busman's Holiday?

By Brian A L Jones

A group of Museum volunteers were recently rewarded by an organised visit to Ensignbus' impressive facilities at Purfleet. Here we were met by Peter Newman and his sons Ross and Steve. Our party of 50 was divided into three groups. I joined Peter's. He began by remarking that most staff members had been with the company for many years. Two are permanently allocated to undertake restorations.

The Newmans are extremely supportive of bus preservation and have a collection of around 20 restored vehicles, which are available for hire or attendance at shows. They share LBM's particular interest in buses operated by London Transport and its predecessors and have undertaken to restore a bus owned by the Museum on the understanding that, post restoration, its use will be shared with them for an agreed period.

We were impressed by their latest restoration project,



The Leyland Cub C4 undergoing inspection. The Newmans have chosen to finish it in a pre-WWII London Transport Country Bus Livery.

a London Transport 1935 vintage Leyland Cub, C4. Peter Newman pointed out that modifications had been made to make the bus more suited to joining present traffic and that where, for instance, it was possible to upgrade

## Behind the Workshop Doors

Firstly an apology; despite every effort by every workshop volunteer UMP227 will not be ready for launch at Spring Gathering as promised. Coach painting due to commence in early November was delayed by several weeks and when it did get underway disaster struck as soon as the first top coat was applied. Fish eyes started to appear in the finish despite a massive degree of preparation and successful undercoating. Fish eyes are the result of silicon on the surface yet nothing had been near the vehicle since the undercoat was applied. Despite rubbing down again, intense cleaning of the surface with a solvent and even a change of paint supply failed to solve the problem.

Following discussions with a number of specialists it appears that the problem stems mainly from Redhill Road where of course UMP stood for many years in etch primer. It seems that diesel fuel now contains silicon and the exhausts when cold and smoky discharge the silicon into the air which then falls onto the vehicles and is absorbed by the paint finish. Primers and undercoats are particularly susceptible and it cannot be washed off or removed by solvents. Gloss is less of a problem but is not entirely free of it. Whilst not fish eyeing undercoat forms tiny pimples which are only just visible when examined in detail.

The solution is a product named Barcoat, specifically manufactured for this purpose but requiring a mist coat followed quickly by a full coat, however it is a spray application only. At the time of penning this report the application is due in two days' time so all

should be moving on by the time you are reading this.

On other UMP issues I'm pleased to report that progress is very good; upholstery is finished and completion of the floor traps is underway to enable the seats to be fitted down. The works are a credit to the large team under Peter Smith who have undertaken this work.

Accident damage to RP90 that occurred last year has been repaired during the 'close season', with the affected side panels being removed by Ed Warren and John Capes, replaced and repainted. At the same time a circa 2008 damaged front O/S lower front panel has been replaced.

RTL139 suffered a broken destination blind glass causing the usual RT type problem of rotted away timberwork in the blind box framing. Works by Ian Barrett and subsequently by members of the Wednesday crew has removed the front panels and stripped it ready for a new timber framework and glass. Seemingly there are at least 2000 No.6 screws involved in this apparently simple job. RTL139 will be back in service for SG.

Working some form of black magic Andy Baxter has been hard at work not only keeping all the vehicles inspected, tested and running but resurrecting Q83 which has seen use in January and February on type training before going back into the display area.

In the public area, John Hutchinson, Roger Shaw and Graham Burnell are turning NS174 back into a bus. Progress has been slow in getting everything set up utilising

wherever possible the parts of the original but the front bulkhead is now erected providing the profiles for the rest of the bodywork. The acquisition of a combination woodworking machine now makes possible the manufacture of many timber components in-house that would otherwise have had to be made externally.

We now have a relatively new member of the restoration team in Nigel Venus. Nigel joined us on a trial basis last autumn. An enthusiastic worker he had experienced problems elsewhere as a result of being profoundly deaf. However he has very successfully fitted in well with our teams and with a combination of lip reading, of which he is expert, and his notebook he is now a valuable and respected member of the workshop community. Nigel revels in those jobs that many of us find boring and he aided the drilling of many holes and undertook dozens of pop rivets on RP90, has totally dismantled and cleaned the hopper widow frameworks to NS174, no easy task, and is heading up the reconstruction of the RTL blind box.

RF19 will be re-joining us in the workshop shortly so it will be all hands to refurbishing a Sightseeing RF. As soon as UMP is mobile we shall be reorganising the workshop to create a better and safer environment.

Other exciting projects are very much to hand. For news on those then be at SG on 21st April and be one of the first to know.

Roger Stagg,  
Rolling Stock Trustee



restored vehicles to improve reliability this would be done.

An important part of the Ensignbus business is the purchase and resale of second-hand buses. Way back in 1979 the company had been transformed after it bought over 2,000 DMs and DMSs from London Transport and found many buyers for them in both the UK and abroad. Very different was a row of Volvo open top sightseeing six-wheelers bought from Copenhagen which were being modified for service in Wisconsin, USA.

Ensign also operate a number of routes in the local area and specialise in providing rail replacement services. Finally we were shown Ensignbus' newest building, a very impressive maintenance workshop, clean, well-lit and open every day of the year.

*All the photographs for this article were taken by the writer.*



The line-up of the ex-Copenhagen open-top sightseeing Volvo conversions awaiting further modification.



One of Ensignbus's restored vehicles, available for hire, is this AEC Regent, RT 1499, which has the rare non-standard Craven's body. Peter noted that, in the driving cab, most controls were sited at slight variance to the rest of the class, probably another reason for LT choosing to dispose of them at an early stage in their life.

Spring 2013

## 2013 Events at the Museum

**Sunday 21 April:** The 40th Spring Bus & Coach Gathering, featuring 80 years of London Transport and now on site at the Museum.

**Sunday 30 June:** A Sixties Summer featuring the buses, the music and much more from the 1960s.

**Sunday 20 October:** Transportfest 2013 featuring rarely-seen buses plus taxis, commercials, emergency services vehicles etc.

# 2013

## South East Bus Festival

Kent Showground, near Maidstone, Kent ■ Saturday 6th April 2013

Bringing together buses and coaches, old and new, from across the South East and beyond

### A summary of information for use in event listings:

**Event:** South East Bus Festival

**Date:** Saturday 6th April 2013

**Time:** 10am to 4pm

**Location:** Kent Showground, A249, Detling, near Maidstone, Kent

**Admission:** £8 per person, except that under-12s are free. Also includes admission to Kent Showground's Heritage Transport Show and unlimited free bus rides.

**Advance tickets:** Available at £5 per person (subject to a booking fee of £1.50 per transaction) from Kent Showground on 01622 630975 or by visiting [www.kenteventcentre.co.uk/whats-on/](http://www.kenteventcentre.co.uk/whats-on/) between 9th January and 23rd March.

**Online information:** Visit [www.arrivabus.co.uk/southeastbusfestival](http://www.arrivabus.co.uk/southeastbusfestival) and [www.facebook.com/southeastbusfestival](http://www.facebook.com/southeastbusfestival).

### Event features:

- Large gathering of buses and coaches, old and new. More than 100 expected.
- Free bus rides around the showground in old and buses and coaches every five minutes.
- Large number of sales-stands and displays.
- Talks by guest speakers from the bus industry.
- Slide shows with live commentaries.
- Continuous slide show.
- Reunion Tea Room for former East Kent, Maidstone & District and Maidstone Corporation/Borough Council staff.

### Other attractions:

Event held alongside Kent Showground's annual Heritage Transport Show which attracts 400 cars, commercials, tractors and motorcycles. Admission covers both events and unlimited free bus rides.

In association with the  
Heritage Transport Show



This was once a bus museum. A January 2013 scene. (MHCB)



# Transportfest

By Tony Lay

Transportfest 2012, on Sunday 21st October, was a major success, with over 2500 visitors coming to the event and seeing wonderful displays of buses old and new, historic lorries, London taxis, emergency and military vehicles.

The day dawned overcast with rain showers, but this didn't dampen the enthusiasm of the team of volunteers who had worked so hard to stage the day.

Early morning the display vehicles began to arrive, plus a section of Cobham Hall transformed quickly into a marketplace and by 10.00 am everything was in place to open the gates to visitors; a real bonus the weather had brightened too.

Over ninety vehicles formed the displays, bringing something of interest for all transport aficionados, including those that were just visiting for a stroll down memory lane; accommodating everything certainly provided food for thought in relation to our next 'Spring Gathering', but more about that soon.

The undoubted stars of the show were the 1920 K-type solid-tyred double-decker and the totally unique 1922 S-type single-decker from the private collection of Barry Weatherhead, but equally popular were London's newer bus types, a Dennis Optare Enviro 400 and the latest 'LT' type, which was on display with all three of its doors open!

In total, over 3,000 rides were taken on the heritage bus tours, open-top bus and horse-bus services, the marketplace full of memorabilia was buzzing all day and the working model displays brought back memories of a system that clattered its way around the Capital up until the early 1950s; all a taste of pure transport nostalgia.

A children's fair provided some light relief for our younger visitors, add to this the fine collection of cars, motorcycles, aircraft and of course Concorde, Transportfest 2012 can definitely be described as a mecca for transport enthusiasts of all ages.

The Museum is most grateful to all the owners of those fabulous vehicles for bringing them along and making the show, our colleagues at Brooklands Museum for allowing us to utilise their site, to all our volunteers who worked so hard to organise and stage the event and to all the visitors who turned out in such large numbers. (And to the weather-gods for holding the rain off until late in the day!)

The event is now firmly established in the London Bus Museum's calendar and we now look forward to welcoming even more visitors to Transportfest 2013.



Top S 432, bottom K 502.

(Tony Lay)



An interesting advert seen on the back of a Yellow Bus in Bournemouth last summer. Any clue as to which 'pre-war' RT is featured? (MHCB)



## Members and Volunteers Update

We have been holding a number of 'by invitation only' seminars for those who may have the managerial capability to take up the roles that are necessary for us to take London Bus Museum forward. The appeal for volunteers for some of these posts, enclosed with the winter issue of the magazine, bore no fruit; hence this series of meetings.

The presentations by Michael Wickham and David Kinnear summarised the Council of Management's (CoM's) proposed strategy for the next five years and flagged up a number of posts that need to be filled at CoM, second tier management and officer levels. In short, it was an attempt to introduce much needed new blood into running the organisation.

The move from Redhill Road to Brooklands required huge changes to be made to accommodate 360 day opening to the public. This required fulfilling the requirements of staffing, training, health and safety, operations and facilities management, first aid provision etc... and an increased level of professionalism all round. A gradual and steady escalation of activity was not possible.

It was a significant 'step change', more revolutionary than evolutionary, if you will. It has been a big challenge for all those involved to make it work. Understandably, some may have found the changes to be difficult to embrace readily

or enthusiastically. It is a fact of life that we are now seeking to develop our organisation as a medium sized business; increase professionalism and continuously improve the visitor experience; thus enhancing our reputation as custodians of an important national collection. This responsibility is beyond the time and resources of the few people currently in position.

Our well thought out and ambitious plans will be severely constrained if we do not have sufficient human resources for their implementation. When what we have to do becomes a chore rather than a pleasure and the sense of fun evaporates, we may be tempted to give up. Presently our visitors pick up on our love and enthusiasm for London buses and we receive many positive comments about their Museum experience.

I remain convinced that we have all the skills, knowledge and qualities we need within the LBPT membership, a good proportion of whom live in London and the South East. I therefore repeat my appeal to members who are either not yet involved or those that are and feel they could do more to please contact me.

I continue to pay tribute to our dedicated team of 100 plus volunteers who have persevered with the vision as previously mentioned at the AGM and in published articles. Without them we would have stumbled at the first hurdle. A

number of new faces joined the team in 2012 and an Induction day for them is to be held in March.

We celebrated the Xmas season with a buffet lunch for over 50 volunteers at the Museum, courtesy of the CoM. Prior to that, 45 of us had taken the RMC for a stroll round the M25 to Purfleet for a guided tour round Ensignbus's premises. We saw their heritage vehicles, operational fleet and their used bus business in full swing. We concluded the visit with a pub lunch at a local hostelry. An enjoyable time was savoured by all, including the mandatory stop in each direction for men of a certain age, at Clacket Lane services.

Towards the end of January, over 80 members enjoyed the annual post Xmas lunch at Silvermere golf club in Redhill Road. A four course cold buffet and carvery meal was consumed and the now traditional raffle was ably run by Mr and Mrs Stagg. After lunch, over coffee and mints, CEO, Michael Wickham updated the assembled company on progress at the Museum. The amount raised for LBPT funds from the event was over £400. The catering was up to the usual high standard and I received nothing but positive comments about the occasion. Those of you who have not attended this important social event in LBPT's calendar are missing out on a real treat. It is highly recommended to you for next year.

Steve Edmonds  
HR Director

## Membership Renewals

The members listed below have not renewed memberships that were due between January and March 2013

29 Roy Adams, 1047 Ian Ailes, 129 Simon Copas, 833 Michael Cross, 50 Les Duplock, 1672 Robert Fleming, 1611 David Lawrence, 979A Geoff Lemon, 982 Bill Miller, 1516 Terry Morris, 825 Malcolm Rickman.

The following members have in previous years paid by cheque or cash; this is a reminder that your renewal is due between April and June 2013

1638 Derek Adams, 1624 Paul Baker, 435 Peter Bowen, 674 Brian Bunker, 1440 Brian Chaplin, 471A David Churn, 1687 Edward Colgate, 1147F Peter Comfort, 1402 David Edwards, 1639F Robert Emmans, 98 Anthony Evans, 1635 M Fielden, 292 Christopher Hart, 912 Kevin Hibbs, 1642F William Jones, 1626 Gordon Lethbridge, 101 Rev John Lines, 1549 John Lockyer, 312 Graham McQueen, 903A Ultan O'Sullivan, 1105 Rev J Michael Phillips, 1521 Chris Powis, 1698 Victor Rabaioiti, 1526 David Shillitoe, 1322 John Silver, 1696 Cyril Theobald, 1074 Alan Thompson, 662 Marianne Ward, 325 Robert Williamson, 1127F Terry Woodroff, 1145 Peter Zabek.

PS Reminder to all those members who pay by Standing Order please contact your bank to amend the renewal sum

2013 membership fees

Single £30

Couples £45

Family £55 2 adults and 3 children under 16

Any queries please contact the museum and your query will be forwarded to me.

Many thanks

Debbie

## Cobham Tours Presents 2013 Bus Trips from Brooklands

Saturday 6th April South East Bus Festival at Detling Showground  
£15 incl. admission.

Depart 08.30hrs Return approx 17.30

Sunday 14th April East Grinstead Running Day £16 incl.  
programme. Depart 08.30hrs Return approx 18.30

Sunday 5th May HCVS Brighton £14 incl. programme.  
Depart 08.30hrs Return approx 19.00

Sunday 5th May Harlow Running Day £16 incl. programme.  
Depart 08.00hrs Return approx 19.00

Friday 7th June Alexander Dennis Guildford £10.  
Depart 13.30hrs Return approx 17.45

All trips pick up at Weybridge Railway Station 10 minutes later if requested.

Send cheques made payable to L.B.P.T. Ltd. to Adrian Palmer  
Heathside Weybridge, Surrey  
KT13 9YL Email akpalmer@.net Tel 01932 624

(Trips are only booked when paid for)



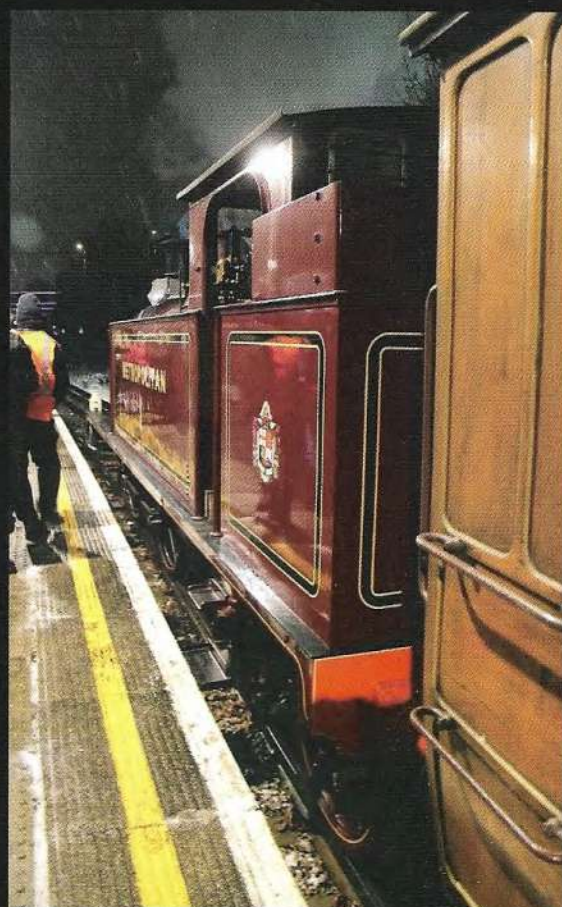


This year marks the 150th anniversary of the world's first Underground system and we could not let this pass without a couple of pictures. This was the scene at Kensington Olympia on Sunday, 20th January.

Above: The beautifully restored Metropolitan Railway four wheel First No. 353 of 1892.

Right: It's not often that you get snow falling on an Underground steam train in central London but this was the situation with E class 0-4-4T No. 1 of 1901 about to set off through the Circle Line.

(Both MHCb)



Join us for the unveiling of **THREE** new additions to our collection!

### Unique display of buses repatriated by the Museum

FREE frequent Heritage Bus service • Display of vintage London Taxis and rides  
Horse Bus rides • Open Top Bus rides • Special excursions • Collectors' market place  
Display of working models • Special children's activities • Free car parking at the Heights  
Plus BBQ, Hog Roast and a full range of hot and cold food, including refreshments.

Adult £10.00 • Senior Citizen/Student £9.00 • Children (5-16) £5.50

Children Under 5 FREE • Family Ticket £27.00 (2 Adults + up to 3 Children)

Entrance fee includes access to Brooklands Museum and their collections

LBM and BMT Members are admitted FREE. Horse bus rides and special excursions at additional cost.



## LONDON BUS MUSEUM

A LIVING HERITAGE

# 40TH SPRING GATHERING

incorporating **LT 80**

## THE BIGGEST AND BEST BUS SHOW IN SOUTH EAST ENGLAND

A special gathering of London Buses to mark the 80th Anniversary of London Transport, plus a large display of other preserved types from around the UK

Cobham Hall, Brooklands,  
Weybridge, Surrey KT13 0SL

**Sunday, 21st April 2013**

Opening Hours 10.00-17.00hrs  
(Last admission 16.00hrs)

Free connecting bus service between the Museum site and Weybridge railway station



Fundraising event organised by THE LONDON BUS PRESERVATION TRUST LIMITED

Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QN. Telephone 01932 837994

More information online at [www.londonbusmuseum.com](http://www.londonbusmuseum.com)

Registered Charity No. 1053383

Programme subject to change without prior notice

