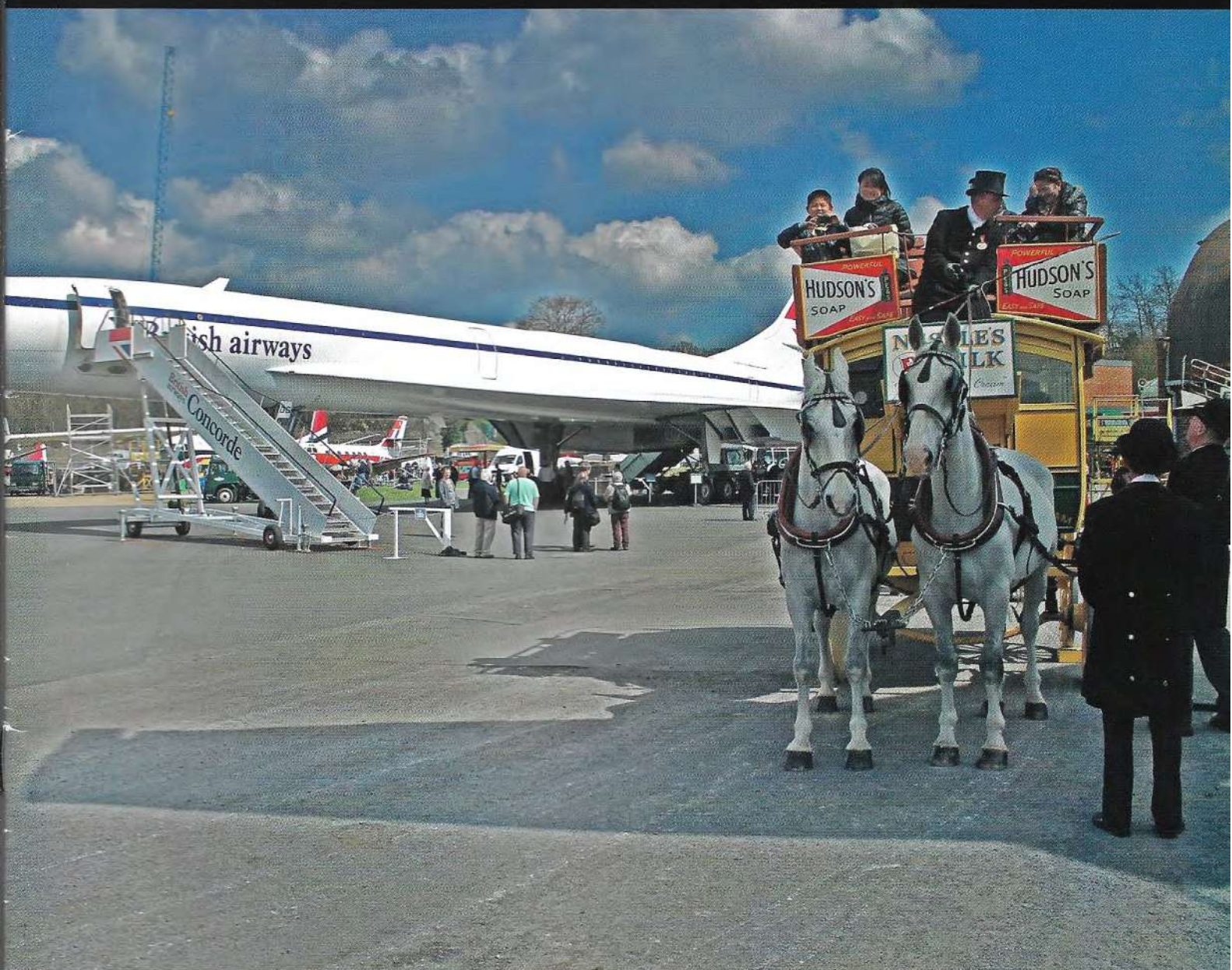




LONDON BUS MUSEUM MAGAZINE



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

Issue 8

Summer 2013

£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

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:

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

Trustees & Officers of the London Bus Preservation Trust Ltd:

Honorary Positions

Hon Vice-President: Sir Peter Henty, CBE
Commissioner, Transport for London

Hon Vice-President: Leon Daniels
Managing Director, Surface Transport, Transport for London

Museum Mentor: Gary Wragg
former Curator, Milestones Living History Museum

Trustees & Directors (Members of the Council of Management)

Chairman: Guy Marriott

Chief Executive: Michael Wickham

Commercial Director: vacant (Michael Wickham acting)

Curatorial Director: David Kinnear

Financial Director: Stephen Edwards

Fundraising Director: vacant (Michael Wickham acting)

Human Resources Director: Steve Edmonds

Managing Director: Gerry Job

Non-executive Directors: Simon Douglas Lane and Graham Smith

Rolling Stock Director: Roger Stagg

Hon Secretary (Member of the Council of Management): Peter Larkham

Officers

Appeals Organiser: vacant (Michael Wickham acting)

Away Events Co-ordinator: Peter Brown

Commercial Manager: vacant (Michael Wickham acting)

Engineering Manager: Andy Baxter

e-Newsletter Editor: Kevin Hibbs

Events Committee Chairman: Gerry Job

Events Manager: Tony Lay

Financial Controller: vacant (Stephen Edwards acting)

Fundraisers (Donated Items): Melvin Phillips & Bob Bailey

Grants Officer: vacant

Information Officer: Graham Smith

Magazine-Editor: Michael Baker

Marketing Manager: vacant (Michael Wickham acting)

Membership Manager: Debbie Morris

Members' Trips Organiser: Adrian Palmer

Museum Operations Manager: Kevin Hibbs

Press Officer: vacant (Michael Wickham/Tony Lay acting)

Publicity Distribution Officer: Colin Read

Roster Organiser: vacant (Steve Edmonds acting)

Transport Manager/CPC-holder: Ian Barrett

Volunteers Manager: vacant (Steve Edmonds acting)

Web-site & Social Networking Manager: vacant (Michael Wickham acting)

London Bus Museum Ltd

Chairman: vacant

Director: Gerry Job

Finance Director: Stephen Edwards

Directors: Stephen Bigg (non-executive), Richard Jones (shop manager)

Company Secretary: Peter Larkham

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

Contents

From the Cab	2-3
Behind the Workshop Doors	4
The 'G' Class Utilities of London Transport - Part 3	5-6
Letters	7
Cobham Tours Presents 2013 Bus Trips from Brooklands	7
The 40th Spring Gathering - a day to remember	8-10
Kingston in the Immediate Post-war Days	11-12
Rod Lucas writes:	13
Summer in the City - 10th August 2013	13
Members and Volunteers Update	14
Membership Renewals	14
New Members	14

FRONT COVER PICTURE

Concorde might have in theory been slightly faster than a horse bus, but if you wanted a ride around the site on 21st April the horse bus won hands (or maybe hoofs) down.

(MHCB)



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

ITEMS FOR THE MAGAZINE

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

**LAST COPY DATE FOR THE
AUTUMN 2013 EDITION
15th AUGUST 2013**

From the Cab

My first, and most pleasant, task this time is to welcome two new directors to the board of the Trust; Simon Douglas Lane and Graham Smith. Both have joined in a non-executive capacity, that is to say that they are full directors but have no executive responsibilities meaning that they are free to play an active part in governing the Trust without the burden of specific functions at board level. Simon and Graham have both been involved with the Trust for a very long time - decades rather than years. Simon will be well known to many members as the former leader of the team which organised and developed the original Cobham Open Day into today's highly successful Spring Gathering, as well as being the owner of Green Line RT 3491 which he has placed on long-term loan to the Museum. Graham is a former committee member of the old Trust organisation and, as the former Publicity Officer, was responsible for developing many of the communication features for the Museum and its events which we take for granted today. More recently, he has retained his involvement as our Information Officer.

Tony Lay will report elsewhere on this year's Spring Gathering but I wish to put on record that, with an attendance of nearly 5,000, it was one of the most successful for some time. Held on site at Brooklands for the first time, this year's event presented lots of new challenges, in particular getting up to 200 buses and a huge crowd safely on to and off the site, let alone staging all of the day's varied attractions. That the event passed off safely and successfully, with much praise in the media, is a great tribute to Tony, the rest of the Events Committee and all the volunteers who helped on the day.

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?

They can take great satisfaction from the significant addition to Trust funds which has resulted. We are most grateful to our colleagues and friends at Brooklands Museum for all their help and support as well.

The opportunity was taken at Spring Gathering to hold our annual reception for our Gold and corporate members, as well as for our other supporters and stakeholders. Over 60 people attended a presentation given by Vice President Leon Daniels and myself in which we outlined not only the recent achievements of the Museum but, also, the challenges facing us, not least in the funding area. I am delighted to report that, following the reception, two further Gold members were recruited and a very generous pledge, in excess of £30,000, was made by one of our major supporters towards two of our current projects - I will say more about this in the next magazine.

Three significant new additions to the Museum Collection were unveiled at Spring Gathering: RT 2657, nominally a 1951 bus but actually a 1948-built RT 3-type 'roofbox' RT, had resided in the Paris Transport Museum since 1965 and, via the good offices of Sir Peter Hendy, was acquired by LBM for a symbolic one Euro. AEC Reliance RW 3, one of three purchased new by London Transport in 1960 for experimental use, has been wonderfully and expensively restored to original condition by its owning group to whom we are most grateful for now placing it on long-term loan to the Museum where it will shortly be placed on public display. Finally, the last Routemaster to be built, RML 2760 of 1968, after 36 years' normal service and a further nine on special duties, has been placed on long-term loan to us by Stagecoach plc and we are very grateful to Sir Brian Souter and the team at Stagecoach London for their generosity.

Your directors always anticipated that the opening of London Bus Museum to the public and the establishment of a 'proper' museum in the eyes of the public would result in a substantial increase in the number of historic London buses being offered to us and it is therefore no surprise to see this happening. However, even with the larger premises and a substantial off-site storage facility, pressure on space is now increasing. We are also conscious that our storage facilities are not suitable for visitors, even on a restricted basis. Our medium-term plans, therefore, now include the extension of our existing building (our lease includes the land up to the edge of the Brooklands banking) and the acquisition of storage premises that are larger, closer to hand and suitable for 'open days' and other restricted visitor access. Both these projects will be large and expensive - we should be thinking in terms of £2million plus for the two - and will therefore require considerable vision and determination, not to mention fundraising skills, but we feel it is right that we should now be planning along these lines.



STL 2085 of Reigate garage at West Croydon on 15th April 1949. Delivered to Edgware garage in May 1937, a month before our STL 2093, which was delivered to Cricklewood Garage, STL 2085 was re-painted green in April 1945. Might STL 2093 one day wear Country Area livery? (Collection)

My final mention is of STL 2093; Members will be aware that this historic bus has resided for some time at the premises of our good friends at Ensignbus while discussions took place regarding its possible restoration there. Both parties have now reluctantly concluded that a restoration, followed by long-term loan, are not ideal for either organisation. I hasten to add that there has been no falling-out between the parties, quite the contrary, it's simply a question of what would work for both of us and what would not. It is therefore likely that the bus will return to the Museum shortly and a decision will need to be taken with regard to its future. It is clearly a very important and valuable historic artefact but the Museum is faced with two issues: firstly, to most people other than die-hard enthusiasts (of which I am one), it is more or less identical to STL 2377. Secondly, and for that reason, it is unlikely to move up the internal restoration queue for many years. Faced with those issues, your directors are considering a proposal to have it professionally restored as a green-liveried Country Area STL. Green 'roofbox' STLs played quite a significant rôle in London's transport during and after WW2, including many from the same batch as 2093, and the

lack of a survivor could mean that grants would be available to re-create a unique example of London's transport heritage. I will keep Members informed of further developments.

Michael Wickham
Chief Executive



Newly erected panels depicting wartime scenes form an appropriate backdrop for G 351, the only surviving complete 'wartime' London bus. (MHCb)

Behind the Workshop Doors

Firstly, yet again, an apology. This time for the gremlins which decided to change volunteer Nigel Hearn to a new name of Nigel Venus! Nigel continues to undertake the laborious task of assembling the NS hopper windows and really doesn't mind what we call him as long as he's not late for lunch!

On the NS much work has been undertaken in assembling the difficult floor structure connected to the front bulkhead. Following this will be the rear bulkhead and the sections over the rear axle.

Interior works to UMP 227 are now virtually complete and external painting will also have been finished by the time this report reaches you. Some workshop re-organisation is imminent and after that the completion of mechanical and electrical work will be undertaken 'in the air'. A recent article in the magazine of 'The Friends of the Classic London Bus' following the Spring Gathering referred to some discrepancies between the vehicle as being restored and as it was when first loaned from AEC to LT. The principal difference is in the gearbox, the original was a standard AEC Wilson Preselect whilst the current two pedal one is semi-automatic with overdrive on 3rd and 4th gears.

UMP was, of course, a prototype and always remained in AEC ownership. After its relatively short life with LT it became a vehicle for AEC to test innovations. One of these was the gearbox and at some time early in its life it received its current gearbox. This work entailed some

major alterations to the chassis and prop shafts and it has simply been impractical to try to return it to its original configuration. It is thought that at the same time the steering column and box were changed to improve the steering quality and that now on it, complete with dash panel similar to that used on Reliances, was installed. A lot more was added as test equipment for later vehicles; changes to braking, additional air tanks and the number of seats seemed to change annually.

What the Museum has done is to ensure the external appearance is as original but to utilise later improvements where it is impossible or impractical to return to the original prototype equipment. That is not very different really from what happened at Chiswick and Aldenham in body changes since the mid 1920s.

RF 19 is now in the workshop and work to strip the external and internal bodywork for refurbishment will start shortly.

Sunday 5th May saw ST 922 and TD 95 off in the early morning to Crystal Palace and Brighton on the annual HCVS London to Brighton run. The ST decided to give us a small problem at 'The Palace' when a nut came off the carburettor but a quick

replacement saw it on its way on time, meeting up with later departure RML 2760 at Pease Pottage. A change in the weather to very hot caused us to decide to remove the bonnet side panel of the ST to aid ventilation and stop petrol vaporisation, as such she took on the form so frequently seen in period photos taken in hot weather.

Posed on Brighton seafront beside the LTM NS 1995 it was difficult to believe that only four years separated the manufacture of these buses.

Sadly I have to conclude with an obituary. Dave Allwood, sheet metal worker supreme, who manufactured the rolled and wire edged mudguards to ST 922, G 351 and UMP 227 amongst others passed away in February after a short illness. His talents were exceptional and the classic bus movement and, even more so, the vintage motor cycle groups have lost a skilled worker and friend. He leaves a wife and daughter. RIP.

That's all from the workshop this issue, lots of space needed for other articles, but in closing I would like you to give a congratulatory thought to Andy Baxter and Ian Barrett who are, against all the odds, keeping our vehicles safe and on the road.

Roger Stagg

2013 Events at the Museum

Sunday 30th June:

A Sixties Summer featuring the buses, the music and much more from the 1960s.

Sunday 20th October:

Transportfest 2013 featuring rarely-seen buses plus taxis, commercials, emergency services vehicles etc.



UMP 227 undergoing external repaint.

(MHCB)

The 'G' Class Utilities of London Transport - Part 3

By John Lines

North's not only sold the Guys in the United Kingdom; they were exported to places like Belgium, Ceylon, Grand Canaria, Las Palmas, Kenya, Southern Rhodesia and Yugoslavia where many of them gave yeoman service in very different operating conditions from those they had had in London. Again many of them were re-bodied, mostly as single deckers, but some of the Kenyan examples were given new double deck bodies. One failed export order was a great boon to me when I purchased G 351 in 1967, not least in ascertaining where the livery went. L W Vass of Amptill in Bedfordshire had taken a number of Guys, along with other London vehicles, with the idea of exporting them to Australia but for some reason this fell through. G 351 was in the typical Corporation colours of maroon and cream lined in black with a large Burton crest on its flanks and I could find no trace of the former livery. Alan Cross informed me of the presence of the Guys at Amptill and I made arrangements to go and see them which really helped, not least in being able to acquire one or two London Transport items that Burton Corporation had removed. The real bonus was being able to carefully inspect Park Royal bodied G 94, chassis number FD 26192, registration GLL 593, which was in the livery I wanted to restore G 351 to, and discover livery items such as the under canopy panel above the engine was the same colour brown as the roof where as I would have presumed that it was red! The same went for the back platform where the panels leading to the staircase were in the same brown colour. Reflecting back I realise just how lucky I was to find those three Guys before they were eventually broken up.



The former G 319, delivered to Upton Park in December 1945, after sale to Lancaster City. (John Lines' collection)

In starting to close this little article, I would like to mention that although I wrote earlier that there were 435 Utility Guy Arabs with London Transport that is technically incorrect, for there were actually ten more. In September 1951 London Transport took over the Argent Street Garage of the Eastern National Omnibus Company at Grays in Essex together with a number of the vehicles that garage operated. Although the vehicles were supposed to be on loan for a short period, they received London Transport fleet names, garage and



The former G 369 in the service of Western SMT. (John Lines' collection)

running number stencils and amongst them were ten Brush L55R bodied Guy Arab 1's Eastern National fleet numbers 3875 to 84 and registration numbers JTW 146 to 148 and 233 to 239 respectively. The chassis numbers of some of these vehicles ran in tandem with some of London Guys, for instance JTW 146 had chassis number FD 25654 which followed on from G 30 (the only London Guy rebodied whilst in London service) which had chassis FD 25653 and JTW 236 which had chassis FD 25820 which followed G 62 which had chassis FD 25819. The Eastern National Guys were withdrawn at the end of 1951 and returned to their owner having been replaced by STLs and RTs. Coincidentally G 351 lived in the London Country garage at Grays for a period in the 1970s and sadly some low life removed the LT chassis plates which had been with it all through its time with Burton on Trent, I really do not understand some so-called bus enthusiasts.

Sadly only Park Royal bodied G 351 survives as a totally original looking Utility bodied G class vehicle, although Jasper Pettie and friends have one of the wonderful Edinburgh Corporation Duple/Nudd rebodied Guys, in fact it was G 77, chassis number FD 26024, registration



One of the Edinburgh Guys rebodied and re-registered. (John Lines' collection)

GLL 577 originally, now bearing the registration JWS 594 and Edinburgh fleet number 314. In its original form it had a Park Royal UH56R body and was firstly allocated to Hanwell garage (HW) and finished up at Enfield garage (E). G 351 appears to have spent all its London service at Upton Park (U) garage and would therefore have worked on that wonderful 101 route I mentioned earlier. After withdrawal it went to the disposal yard at Edgware and then, along with four other Park Royal bodied Gs, numbers 324, 339, 346 and 434, plus one Weymann, G 415, it was sold, via North's, to Burton on Trent Corporation in the Midlands. All six vehicles went via Roe's works in Leeds where they were given a light refurbishment and eventually they became Burton Corporation fleet numbers 65 to 70. Those readers who have any knowledge of Burton will realise that it was full of breweries, many level crossings and a number of low bridges, probably the reason why Burton had always run single deck vehicles until allocated a double deck Arab during the war. Sadly Burton 68, the former London G 434 found out to its cost after it hit a low bridge in 1955 but was rebuilt by the Corporation and along with number 69, the former G 346, was allegedly exported to Houston, Texas in 1967. Sadly I have made numerous enquiries but cannot trace either vehicle, so presume that they have probably been scrapped. The only other

Corporation fleet I am aware of having taken London Guys was Lancaster who took Park Royal bodied G 153, chassis FD 27710 as their fleet number 97, Weymann bodied G 395, Park Royal bodied G 319, chassis FD 27903 as their fleet number 459, Park Royal bodied G 326, chassis FD 27939 as their fleet number 105 and Weymann bodied G 395, chassis FD 27975 as their fleet number 174. Numerous independent fleets operated the Guys; not least Warner's of Tewkesbury who purchased G 335 and 336 fitting them with platform doors. One of the Guys operated by Lancaster Corporation, G 326, ended up with Charlton on Otmoor Services, a fleet that was to become a great user of ex-London Transport vehicles over the years. Many of the Guys found second and even third

owners, many passing to showmen or being converted into lorries. One noteworthy vehicle that had an interesting life after London was G 150, chassis number FD 25793, registration GYE 94, the Park Royal metal framed vehicle mentioned earlier, which was sold to W S Rowbotham, a noted independent in the Potteries area, only to be taken over by Potteries Motor Traction becoming H470 in their fleet for close on two years.

Readers will appreciate that the London Utility Guy is a vehicle class very close to my heart. I have set myself the task of acquiring a photograph of the main three London Utility classes; I now have all the Bristols and Daimlers but only around 325 of the Guys. So, if anyone has any photographs they wish to dispose of I am interested!



G 102, a Park Royal vehicle of January 1944, awaits its end in a scrapyard accompanied by at least two Green Line Ts (John Lines' collection)

Letters

I enclose a photograph of T 479 operating a passenger service in Aden in July 1953. The photograph was taken by David Munkenbeck who had been posted to Aden whilst serving as a National Serviceman in the RAF. David who is not an LBPT member informed me that he did actually ride on the ex-LT coach which was the smartest vehicle operating in Aden at that time but he did not see any other ex-LT buses/coaches during his term of duty there.

The photograph was taken three months after it was sold by LT to W. North, vehicle dealers, in April 1953 and it would seem likely that T479 was sold directly by Norths to a vehicle dealer in Aden. Apart from the addition of a local registration plate the coach appears to still be in 'as sold' condition and capable of many further years service.

The photograph is a little on the dark side but I hope you will be able to include it in the next LBM magazine. If I can be of any further assistance please contact me on 0118 273.

Norman Davey

Fellow Member, Mr Terry Woodroff, has asked for assistance in solving a family mystery with a local angle.

The photograph shows his Grandfather, Mr. W. Griffiths, at the wheel of his Walton Station Bus sometime in the 1920s.

Terry writes;

"Could you ask the chaps at Cobham Hall if they could identify the bus illustrated in an old photo of my maternal grandfather. The vehicle is an early version of the Walton-on-Thames Station bus, and was pictured at Walton railway station in about 1920 I should think.

Grandfather served in WWI as a driver in the Army Service Corps, and drove the station bus after the War and prior to starting his own taxi business.

I have no idea of the bus type or body maker."

If you, your readers can help, please contact Terry Woodroff direct at 'Caradoc', Helmeth Road, Church Stretton, Shropshire SY6 7AS.

Tel. 01694 129 terry.woodroff@. co.uk

Roy Spurgeon

Cobham Hall Tours Presents 2013 Bus Trips from Brooklands

The Summer programme of exclusive bus trips for Members, their families and guests has now been issued. The following trips are planned. Brooklands Museum Members are very welcome to participate.

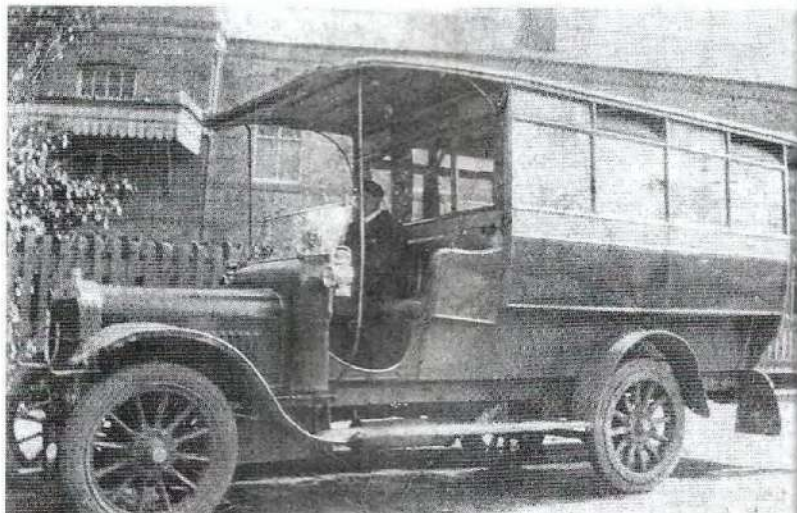
- 8th June Metroliner Potters Bar Open Day RTL 139 £8
- 14th July Presbus Show Newbury RP 90 £16*
- 21st July Alton Bus Rally RML 2760 £8
- 18th August Hemel Hempstead Running Day RT 3491 £16*
- 15th September Amberley Museum Bus Show & Riders Day RP 90 £18*
- 6th October Amersham Running Day RT 3491 £16*
- 27th October Bredgar & Wormshill Railway Steam Gala RP 90 £18*

Please note ticket prices are inclusive of any entry charges at the destination or programme where indicated thus:*

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)

I do hope that you will be able to join us on one or more of these excursions.



Readers might well be rather taken with what Colin Read suggests is possibly the world's only horse bus service (presumably by this he means regular as you will be aware if you observe our cover that on occasions the LBPT operates one). It is located in Antwerp and the ride takes 40 minutes in a replica 6 light garden seat omnibus. Colin tells us there is another horse bus in Antwerp, albeit a modern version on pneumatic tyres.



The 40th Spring Gathering - a day to remember

By Tony Lay

Our 40th Spring Gathering was blessed with fine summer sunshine and it was a milestone in the Museum's history, as it was the first time this event was staged at our new home, Cobham Hall.

The Events team knew the gathering would present challenges as we were in totally uncharted waters and with so many vehicles booked to appear within the display areas, the showground was extended into the Heights alongside Brooklands, to provide more space.

By mid morning this decision proved to be invaluable, as almost 200 vehicles had arrived to form the displays, plus the queues of visitors arriving at the main gate, showed clearly that we were heading for a successful day.

The variety of buses, coaches, taxis, plus a small contingent of commercials, provided enthusiasts and visitors with an interesting array of vehicles that had operated not only in London, but also throughout the UK.

As we were celebrating the 80th anniversary of the formation of London Transport, the finishing straight area, adjacent to Cobham Hall, was filled with a range of types synonymous with this long period of time, plus three new



The three new arrivals early in the morning before the crowds arrive. (MHCb)

additions to the Museum were also unveiled, RT 2657, an early post war 'roof box' vehicle, that had recently returned from a museum in Paris, RW 3, one of three experimental AEC Reliance single-deckers purchased by LT in 1960 and RML 2760, the last Routemaster to be built; the latter two buses being on long term loan to London Bus Museum by their respective owners.

In addition, Stagecoach used the event to re-launched their Alexander Dennis Enviro 400, No. 19000, christened 'Spirit of London', in commemoration of those who lost their lives in the 7/7 bombings in central London.

One further commemoration was in memory of the late Colin Curtis MBE, Honorary President of London Bus Museum and the senior engineer of the team who developed the Routemaster; RMs 1, 3, & 8, plus RF 19, Colin's own bus, performing a drive-by in honour of this great man.



Above: Leon Daniels presenting a picture of the old Redhill Road museum building to our late Honorary President's sister, Denise Morgan. (MHCb)

Below: T 792, one of the few surviving post-war single deckers with a Mann Egerton body, passes the other, TD 95, already in position in the single deck line-up. (MHCb)





LT 6 heads past a wonderfully eclectic selection of vehicles, centre stage being the three new acquisitions, RML 2760, RW 3 and RT 2657, amongst the others being the newly re-launched 'Spirit of London', the memorial bus for those killed in the 7/7 terrorist attacks and Robert Jowitt's 1934 Paris Renault. (MHCb)

We also welcomed Colin's sister, Denise Morgan, who was presented, on behalf of the Trustees and Members with a painting of the old Redhill Road museum building, a place in which Colin spent many happy hours.

All of the presentations were conducted by Leon Daniels, TfL's Managing Director of Surface Transport, who did a stalwart job throughout the proceedings.

The bus services were extremely busy, with the advanced technology 'New Bus for London' proving very popular, which was a stark contrast to the other end of the travel spectrum where visitors could sample a ride on one of the Museum's Victorian horse buses; D 142 was also in demand, with seats on the open top deck being quickly snapped up in the strong sunshine that prevailed for most of the day.



LT 6 and RT 113 pose in the sun. (MHCb)

The London Vintage Taxi Association put on a fine display of preserved cabs, always a welcome addition at our events and a guarantee to complete the London scene.

The marketplace was extremely busy, both inside Cobham Hall and in the outside areas, with one visitor remarking "stalls stretched as far as the eye could see".

The whole day would not be successful without the support of so many individual preservationists, Groups, Bus Operators plus a dedicated band of volunteers, to all we must give a large thank you for their support.

With nearly 5000 visitors and 200 vehicles on site, the Events team learned a great deal about staging the Spring Gathering at this new venue and with a little fine tuning, the 41st Spring Gathering will be even better.

Put Sunday, 13th April 2014 in your diary now, you won't want to miss the day.



Peter Larkham, the Trust's Honorary Secretary, welcomes passengers for another trip around the block (MHCb)



Below: The interior of the La Mande Museum in Paris in August 1984. RT 2657 in the company of London H1 trolleybus No. 796 (also now back in the UK), No. 2856, a Paris Renault TN6 C2 of 1934 (almost identical to Robert Jowett's Paris bus), and an Imperial, a rare Berliet Paris double decker of 1966 (there were only 25 of them). (MHCB)



Below: Details of RT 2657, now back from Paris.

Evidence of a previous existence.



Period posters.



Right: RML 2760, now on loan to the Museum, seen at Victoria in its working days in 2004. (MHCB)



Kingston in the Immediate Post-war Days

By Brian Bunker

With Kingston having at last got its RTs the limelight moved to the 85. RTW 171 appeared, ex-Palmers Green (AD), as Putney Bridge's trainer (F) and then in December 1949 it received RTW 180 - 189 for the 85 replacing a mixture of RT2s, RT3s and STLs; this was the first time that RTWs had been garaged south of the river, if only by a few yards.

In the first few days of 1950, covered bus stops started to appear down Tudor Drive where I lived. Then the timetables went up; route 71, Kingston Bus Station to Richmond, Sandycombe Road to start on the 11th of January. The previous evening Ian and I cycled down to Kingston hoping to see brand new RTs waiting to go into service the next day. Instead we found on the waste ground behind the railway station six STLs, three each from Harrow Weald (HD) and Twickenham (AB) which was receiving SRTs at the time. Next morning the covers were off the bus stops and shortly afterwards down came STL 1638, the only roofbox among the six we had seen the previous evening, soon followed by RT 1246. In May new timetables went up and the fact that the buses were shown as coming on and off at Richmond Bridge could only mean that the route was going to be worked by Twickenham. At first passengers were not allowed to get on the 71 in the bus station and passengers had to rush further down the road in an unseemly way. This arrangement only lasted about a fortnight and then loading in the bus station was allowed. The reason for the transfer of the 71 to AB was to make room for a new route, the 264. This ran from Hersham Green to Sunbury, Clock Tower. It had to be operated with ITIs due to the Walton Bridge problem. By this time all the remaining ITIs had been gathered together at K.

I used to walk up two stops on a school day morning to be sure of getting on the 71 and on the first day of Twickenham's operation STL 644, an



STL 1619 of Kingston garage at Kingston, c.1949.

(Collection)

old stager at Twickenham, hove into view. SRTs were never officially to the 71 but they did appear. They had terrible trouble if they had to stop at the bottom of Petersham Hill before climbing up it. One Saturday morning I came out of a shop in Tudor Drive and there



STL 234 at Putney Bridge station whilst working the 85 to Kingston on 20th August 1949. A roofbox RT is behind.

(Collection)



T 41 at Staines in February 1952.

(Grenville Williams)

was a full blind RT 1907 the first full blind red bus I had seen outside the tram conversion routes. Leatherhead had received a lot of green ones for the 408, the 470, the 406 and the 418. AB still had a few STLs and 2124 was a regular on the 71 for some time. In June 1951 the route was extended from Richmond to Hammersmith, Brook Green.

In October 1950 a new route, the 65A, started, worked by Turnham Green (V) between Ealing and Chessington. Theoretically by RTLs Monday to Friday and RTs at the weekends, although V paid little attention to such niceties. We didn't like the RTLs, we called them 'Rattles' and we convinced ourselves that they were

seriously inferior to the RTs. Turnham Green had a number of experimental RTs, 2273 and 2461 often ran on the 65A.

As 1951 went on it became obvious that Turnham Green's RTLs were drifting away much to our delight. In April 1950 Putney Bridge lost their RTWs for new RTs, the RTW's going to various garages to act as trainers for the coming availability tests in Central London to prove that 8ft wide buses could work there satisfactorily. The 85 reverted back to RTW in May, then lost them again in April 1951 for good. Towards the end of March 1950 K received some 4Q4s, both red and green examples. We were

not pleased and even more upset when almost half of K's TDs departed.

The first buses bearing the garage code NB rolled out of the Norbiton garage in the early morning of the 14th of May 1952, allocation being RTs 14T12s and ITIs. The need for another garage had been obvious for years; the situation was best seen on strike days when Cromwell Road, the bus station and garage, the lay by and a car park at the bottom of Ceres Road were all jammed solid with buses. Norbiton ran the 201, the 206, the 213, and the 216 whilst Kingston used ITIs on the 218 if the journeys passed over Walton Bridge, TDs on the 216 and on Saturdays ex-Green Line 10T10s.



Kingston garage/bus station in early 1950 with a 'Scooter' LT and a Putney Bridge (F) RTW. An ex General T and former Green Line 10T10 can just be discerned on the left. (Collection)

Rod Lucas writes:

As part of the Museum's driver training team, I have often been asked "why is type training/familiarisation or whatever you want to call it, necessary even if you say you have previous experience with that class of vehicle, with another organisation".

Actually this is quite normal with most transport organisations, and I recall that when I joined London Transport at Chiswick Works as the Work's electronics engineer, that because I would have to road test vehicles that I had carried out transmission modifications on, before I could drive anything I had to satisfy their training school that I could safely drive all their current classes of buses, (plus the radio surveillance RT) even though I had a current PSV licence and had many miles of service driving experience.

Walking from the training building with an instructor, he asked (in their usual bland way), if I was Chiswick trained. (Actually I was trained by LCBS and my instructor was ex-LT driving school Country Buses), but I just replied "No", which brought on a gruff expression of "Oh well we'll see what you're like".

Around the corner we walked. "There's the bus", he pointed, 'I don't believe it', I thought, 'An RMC and still in green, and I'm sure an ex-LH one - I'm back at home again'. At the end, he had to admit "Not bad after three years vacant from the cab". So after many days of type training I was signed off, but not before I had done 'skid training' - something LCBS didn't do, they only did emergency stops on a public road.

I digressed, so back to us. An individual's record of

buses approved to drive can be useful in the event of an accident, (even if not their fault) and if challenged we can show that the driver concerned has satisfied the training section that he/she has been made familiar with that vehicle, and that this is not the first time they have driven it, which some would say was a contributory factor in an accident.

Our training section is headed by a professional trainer/assessor and 'the team' work to his recommendations and requirements; he in turn works to the requirements of the Museum's Transport/CPC licence holder. We also have an 'expert' who looks after all the tachograph issues.

On the legal side, our insurance company need assurance that we are competent and running the establishment in a controlled fashion. And really in our case that is what it is all about.

Not being a recognised bus company some could call us amateur drivers - which we are not, but we may have to prove that fact in a court of law, and our training/familiarisation scheme and the keeping of training records is one way of helping that fact. In no way, is any of this a slur on an individual's abilities to drive a particular bus. All the above issues apply equally to Class V or Class VI drivers.

The following is some extra information concerning our actual vehicles and is correct at 9th May 2013.

Our three Class VI vehicles, which are currently RTL 139, RT 3491 and RML 2760, are covered by separate breakdown agreements. In each case, there is an envelope in the cab with details, phone numbers, agreement number etc. There are defect book pockets in the RTL and RT, where the breakdown cover and spare tachograph discs are, but so far there is no pocket in the RML.

The cover for each vehicle is for £1000-worth of help in any one year. You will appreciate that this isn't much for a tow-truck and labour, plus any parts, tyres etc. In the first instance, it is important to get hold of Ian and/or Andy, in case we can sort it in-house. You need to ensure you have their contact details before you venture on any trip with any vehicle, Class V or Class VI.

On the matter of road insurance, there is in each Class V or Class VI vehicle taxed and insured for road use, a card/cards/photocopies giving the name of the insurance company and their phone number, to alert them in case of accident, and ditto to give to the driver of the other vehicle. It is ESSENTIAL that crews do not admit liability, but simply give the insurance details on the appropriate form to the third party.

Summer in the City - 10th August 2013

Sorry, Sir Cliff, we like the Lovin' Spoonful. It will still, of course, also be referred to informally as 'Service J' - London tours were letter-coded for the 1951 Festival of Britain and the circular one was indeed 'J'.

Vehicles will depart Hyde Park at 14.30 for a tour of the highlights of London (route to yet be determined) and stop near Lewisham - where the collection will be taken for the Rainbow Childrens Trust charity. From there, vehicle owners can choose between doing their 'own thing' or sticking with the Hinsons for a less formal run back to Hyde Park.

A bonus for those who fancy doing so is to be on display beforehand at the Holloway Garage Open Day; Metroline have kindly agreed to allow a convoy departure from there at 12.30 to Hyde Park. The downside is that they ask for vehicles to arrive by 09.30 so they may be parked up before the event opens to the public.

Participating vehicles

Those of you wishing to participate with a vehicle should please let me know their fleet number/registration number. If you wish to take part at Holloway first, I do need to know quite urgently as Metroline need an idea of the number that will be coming.

Members (and family) wishing to travel with the Hinsons

Please let me know many seats you need. We do not anticipate being short of seats but I must warn you that we may not have a double-decker available this year as the usual vehicle is awaiting repairs which I doubt I will have time to complete.

I can be contacted at john@self-preservation-society.co.uk or you can keep up to date at <http://self-preservation-society.co.uk/christmas/>

This year's event is sponsored by RedRoutemaster.com

John Hinson

Members and Volunteers Update

Membership numbers are holding steady at around 760 and we shall continue publishing renewal reminders in the magazine for the time being. Our new membership recruitment stand ably staffed by volunteers was launched at Spring Gathering. We received a number of enquiries and handed out a good few application forms. Since 21st April we have signed up at least eight new members.

Work on the **Customer Relations Management IT** system is progressing slowly. The database needs to be updated to refine the information we currently hold. We shall then be able to consider setting up automatic renewal reminders and issue of membership cards. We hope to add links to the Financial Accounting system, volunteers' rotas etc once that process is complete.

As you may recall, the **Direct Debit process** has caused us a few headaches since it was introduced. Investigations into possible flaws in the system continue. In the meantime we are pressing on with accepting instructions from new members and existing ones who wish to set up a DD with their bank. If you have submitted a DD authority for either your membership fees or the acquisition fund, would you please check your bank statements to see whether the payments have left your

account. If you detect any anomaly please contact me and I will pass on the details to the Finance Director.

LBPT has a few **overseas members** and up until now they have enjoyed the same membership rates as those residing in the UK. Postage costs have climbed significantly for us all and we feel it is only right that those living abroad should make a contribution that is more in line with actual cost of sending them the quarterly magazine. The new rates overseas members will be asked to pay with effect from their next renewal date will be announced in the next magazine.

Congratulations to our one hundred volunteers who played a huge part in making the **40th annual Spring Gathering** the undoubted success it was. Our people spent hours on their feet marshalling vehicles and looking after visitors at various points both on and off site, driving and conducting service and tour buses, managing bus stop queues and staffing our stalls in the market place; not forgetting our Museum stewards on duty as always. The various tasks were handled well overall on a very busy day, considering that it was the first such event to be held on the Brooklands site. Feedback on the service we provided to visitors was complimentary and lessons learned can be carried forward to

other events. Well done everyone and thank you for a great team effort.

The **'Strategy and new blood recruitment'** sessions held in February have produced modest results so far but some positive progress is being made as a small number of volunteers have come forward to take on roles. Important senior and officer level posts we still need to fill to relieve the pressure on others include: Commercial Director, Fundraising Director, Financial controller, Book keeper, Volunteers Manager, Duty Roster Manager, Press Officer, Grants Officer, Appeals Organiser, Website and Social Networking Manager and roles within the IT area. If you are not ready to take on full responsibility for such a role at present, why not consider being an understudy or 'apprentice' and learn the job in a supporting role?

Summer staffing of the Museum continues to be no small challenge. Holidays, trips and the occasional absence through sickness, appointments etc are expected to take their toll. Some June dates are looking vulnerable and I expect July and August will exercise us similarly. Please don't leave filling gaps to the few who put in four days or more each month. If you are an 'occasional volunteer steward' please see if can do more. And as always, we are ready to welcome new volunteers to the stewarding team.

The upcoming **Sixties summer event** is expected to be a somewhat smaller affair than SG so we shall not need as many as 100 volunteers. However, we shall need to staff the entrances, display areas, bus services, car parking, bus stops and stalls etc. If you have not already been contacted through my e-mailing list and you would like to help out at this fun event for all the family, please get in touch with me so I can add your name to the volunteer team.

Steve Edmonds

Membership Renewals

For the benefit of Members who have not yet completed a direct debit instruction for annual renewal of their membership, here are reminders of those subscriptions now due.

The following subscriptions were due between April and June 2013 and have not been received at the time of writing. (If you have renewed recently, please ignore this reminder.)

1638	30/06/2011	Derek Adams
1687	01/04/2012	Edward Colgate
1402	28/06/2011	David Edwards
1639	20/10/2012	Robert Emmans
1635	17/04/2011	M Fielden
912	13/04/2011	Kevin Hibbs
1626	11/04/2011	Gordon Lethbridge
1105	28/06/2010	Rev J Michael Phillips
1698	02/06/2012	Victor Rabaiotti
1322	01/01/2008	John Silver
1145	5/2005	Peter Zabek

The following subscriptions will become due in the period July to September 2013:

809	10/1999	Alan Beard
692	6/1998	David Berwick
114	7/1993	Alan Bond
1573	23/07/2010	Sydney Brown
1706	05/09/2012	John Buckle
1566	01/07/2010	Stephen Dooley
1272	17/07/2007	Robert Dudgeon
1218	20/05/2006	Ewen Pring
1570	17/07/2010	Ted Reynolds
1701	29/07/2012	Paul Sivellev
1586	01/09/2010	Roy Spurgeon

Joining dates have been included as a reminder

Completing a direct debit instruction will save both you and us considerable time and 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 still pay by the old standing order method, please ensure that you have informed your bank of the current subscription rates (see below). If you wish to pay by cheque, please make out to LBPT Ltd and send to me at the Museum's address.

We value your support and look forward to receiving your renewal.

Membership Rates:

Individual - £30 Couple - £45 Family - £55 (2 adults and 3 children under 16)

Debbie Morris
Membership Manager

Welcome to the following new members who have joined in 2013

1734C	Tony Elliott - Chidham
1735	Ian Macklearn - Slinfold, Horsham
1736	David Erlam - Weybridge
1737	Andrew Main - Wigmore, Gillingham
1738	Philip Mackness - Clacton on Sea
1739F	Alan & Kerry Kinsman - Lindford, Borden
1740F	Jim Loe - Ryde
1741	Stephen Oliver - Ascot
1742	Stephen O'Connor - Plumstead
1743	Michael Dolton - Wembley
1744	Stephen Skinner - E Horsley
1745F	Paul Devereux & Alyson McCann - Surbiton
1746	Mark Jameson - Charvil, Reading
1747F	Philip & Janet Chown - Adlestone
1748	David Thrower - Stockton Heath, Warrington
1749F	Mr & Mrs B Withers - Carshalton
1750	Jimmy Comfort - Oakley, Basingstoke
1751	David Richards - Woking
1752	David Ward - Walton on Thames
1753G	John Mead - Banstead
1754	Peter Brett - Winchester
1755	Martin Rowledge - Horton
1756	Terence Finsley - Isleworth
1757	Alan Brown - Weaving, Maidstone



How about this for a contrast in shapely rear ends? Robert Jowett's Paris Renault TN4F of 1934 follows fin-tailed Harrington bodied Leyland Comet coach of 1950. (MHCb)



NS 1995 of the London Transport Museum and the LBPT's ST 922 sit companionably side by side after completing this year's HCVS London to Brighton run. As NSs and Tilling STs operated together for the best part of seven years between 1930 and 1937 one wonders if these two ever met during that time? (Graham Smith)