

COBHAM HALL

# LONDON BUS MUSEUM MAGAZINE



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

Issue 21

Autumn 2016

£4 to non-Members

## Contacting the Museum

### Telephone

01932 837994. The phone is manned by the duty volunteers during opening hours but please bear in mind that most of the officers work from home, so it may be a question of passing a message on. Contact by email (see below) will usually bring a quicker response.

### Email

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

### Post

The Museum's postal address is:  
London Bus Museum  
Cobham Hall  
Brooklands Road  
WEYBRIDGE KT13 0QS  
Please note that this address cannot be used for visits in person, which should be via the main entrance.

### Museum on the Web

Website: [www.londonbusmuseum.com](http://www.londonbusmuseum.com)  
Twitter: @londonbusmuseum  
Facebook: [www.facebook.com/LondonBusMuseum](http://www.facebook.com/LondonBusMuseum)

Charity number: 1053383  
Co. Reg: 1061762

### Trustees & Officers of the London Bus Preservation Trust Ltd:

Honorary Positions  
Hon Vice-President: Sir Peter Hendy, CBE  
*Chairman, Network Rail*  
Hon Vice-President: Leon Daniels  
*Managing Director, Surface Transport, Transport for London*  
Hon Vice-President: Guy Marriott  
Museum Mentor: Gary Wragg  
*former Curator, Milestones Living History Museum*

### Trustees & Directors (Members of the Council of Management)

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

### Officers

Bus Operations Co-ordinator: Peter Brown  
Commercial Manager: John Cattermole  
Curatorial Manager: Brian Jones  
Displays Maintenance: Sharon Burton & Tony Lewis  
Education Officer: Bob Bailey  
Engineering Manager: Andy Baxter  
E-News Editor: Ian Jackson  
Events Committee Chairman: Gerry Job  
Events Manager: Deryck Fill  
Finance Officer: Mike Dolton  
Fundraising Manager: Malcolm Gent  
Fundraisers (Donated Items): Melvin Phillips & Bob Bailey  
Information Officer: Graham Smith  
IT Manager: Giffard Hazle  
Magazine Editor: Michael Baker  
Members' Trips Organiser: Adrian Palmer  
Publicity Distribution Officer: Colin Read  
Talks Co-ordinator: John Sullivan  
Transport Managers: Bob Ansell & Alan Eggleton  
Treasurer: Peter Osborn  
Web-site & Social Networking Manager: Ian Jackson  
Workshop Manager: Owen Wright

### London Bus Museum Ltd

Managing Director: Gerry Job  
Directors: Stephen Bigg (non-executive), Richard Jones (shop manager)  
Company Secretary: Peter Larkham

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

## Contents

From the Editor	2-3
Visit of HRH Prince Michael of Kent	4
Volunteering at LBM - Always a pleasure, never a chore	5
From the Workshop via a Palm Tree!	6-7
London Buses - A Living Heritage - Fifty Years of the London Bus Museum	8
Green Line Route Board Transfers - exclusive last chance offer	8
Bromley Garage Open Day - and the life and times of the Tilling ST	11-14
Alan Townsin 1926-2016	16
The Penny Bus	16
All at Sea - A unique event involving ex-London Transport buses	17-18

### FRONT COVER PICTURE

The Star of Bromley Garage's open day on 13th August 2016 was the Trust's 6098 (ST 922's original number), newly outshopped in the Thomas Tilling livery it received in 1931. It spent its first week at Bromley before moving to Catford Garage.  
(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](mailto:michaelhcbaker@londonbusmuseum.com), or by post to the Museum at the address opposite.

**LAST COPY DATE FOR THE  
WINTER 2016 EDITION  
15th NOVEMBER 2016**

# From the Editor

In this issue Steve Edmonds has penned an appeal to LBPT members asking you to consider volunteering to help in one of the wide range of tasks available. He has engaged the support of those who already volunteer, as you will see, in the various quotes from them, and pictures of them at work, throughout the magazine. We should add that not all the pictures relate to those quoted, but are used as examples of the sorts of activities you might like to consider taking up.

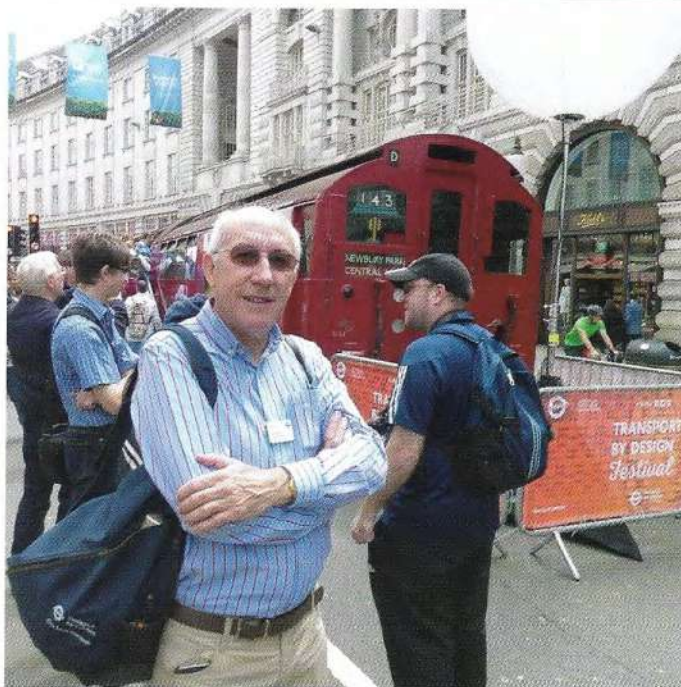
The Trust's vehicles have been particularly busy, getting out and about, this Summer. One somewhat unusual venue was Regent Street.



Two years ago members will recall there was perhaps the most spectacular gathering of vintage and modern London Transport vehicles ever seen in central London, in Regent Street (see issue No13), and it has become the tradition to shut the street to vehicles on Sundays in July and allow pedestrians to take their pleasure wandering about unimpeded. On 3rd July this year transport took over the street again, the theme this time being 'Transported by Design'. If, by intention, somewhat less spectacular than that of the event of two years earlier, not so many vehicles being involved, Q83, of the LBPT from the Museum was one of the favoured few.



Quite the most unusual vehicle was the first appearance ever on the surface of Regent Street, rather than below it, of a tube carriage, preserved standard stock motor car of 1926.



**Leon Daniels, Managing Director, Surface Transport TfL, and Hon. Vice-President, London Bus Preservation Trust, in front of the Standard Stock 1926-vintage tube car. (MHCB)**

Various organisations occupied the centre of the street, that of the London Transport Museum at Covent Garden of perhaps the greatest interest, 'Designology', subtitled 'Shaping London', being the theme of its current exhibition. It is impossible to undervalue the contribution made to urban design, world wide, by London Transport, its predecessors and successors, a theme dominated by the towering figure of Frank Pick, although that modest man would have shaken his head and modestly declined to be so described.

Design has never been more important, or taken more seriously, than today, and, as was evident in much on display in Regent Street, London can once again claim to be a world leader.

Michael H C Baker

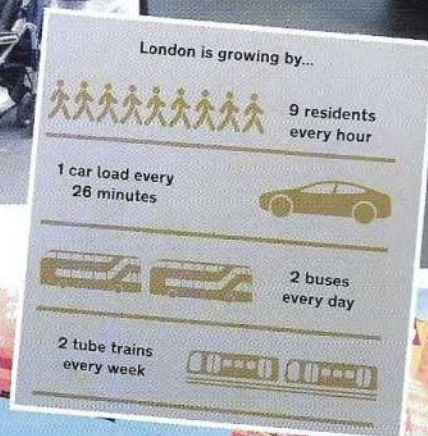


**"Allo, allo, allo, what have we 'ere?"**

**(MHCB)**

Some more views of the 'Transported by Design' Festival held in Regent Street on 3rd July 2016.

(all MHC B)



**Design a bus competition**

The designs on the outside of this bus are by Sebba Basra from Dr Triplet's CE School, and feature some of her favourite things about Hillingdon, north west London, where she lives.

Sebba took part in a competition to design a bus, run by Exterion Media, during May and June 2016. The winning panel chose from over 500 entries, and designs featuring everything from the Royal Family to Fomford market.

"We particularly liked Sebba's portrayal of Hillingdon as being a place for everyone, and with something for everyone to do."

Exterion Media, Hillingdon, London, Transport Museum

MAJOR OF LONDON

ExterionMedia



# Visit of HRH Prince Michael of Kent

By Roger Stagg

As briefly reported as a 'stop press' in the last edition Prince Michael of Kent made a visit to Cobham Hall on 6th June. The Prince had been presenting awards at the Transport Trust meeting that was held that day at Brooklands and had requested the opportunity to visit our Museum. A well-known and respected transport enthusiast the CoM thought it fitting that he travel from the Clubhouse to Cobham Hall in charge of D142 if weather permitted. Indeed the sun shone well during a period when every other day seemed full of rain and at the conclusion of

Reluctantly the Prince was moved by his Equerry back to the entrance for a final photograph before departing significantly later than had been planned. Given the opportunity to go home in one of our vehicles, at the controls, it seemed it would have been much preferred to his official car.

The Trustees thank all those volunteers and members who assisted on the day and to Brooklands (Allan Winn and Valerie Mills) for assisting in ensuring a clear path for the Prince's drive past.



the Awards Chairman Chris Heaps and Vice President Leon Daniels escorted the Prince to the waiting bus.

A guide to driving the Dennis had been sent in advance and it seems well read as the Prince was quickly *au fait* with the controls and under the supervision of Rolling Stock Trustee Roger Stagg was quickly away. The idea of a slow trundle around soon evaporated as a change to 3rd gear left the photographers behind, even a downward gear change was expertly handled.

Seemingly enjoying his drive the Prince elected to not stop at the Museum entrance but continued until a parked STL2377 barred any further progress. Somewhat disappointed he pointed to the banking and asked "How do we get up there?"

Following a visit inside and out of D142 and a quick trip to try the driving seat of RF226 the Prince joined the Chairman along with Sir William McAlpine of the Transport Trust (saviour of *Flying Scotsman*) and toured the Museum taking great interest in the exhibits. Despite an Equerry constantly tapping his watch the Prince was determined to see and sample as much as possible, introducing himself to stewards, members of the curatorial section, drivers, mechanics and members of the restoration team. He took considerable interest in the rebuilding and mechanical work going on and was heard to say whilst beside the canteen trailer tractor unit "Lovely little Bedford".

(both pictures Peter Zabek)



# Volunteering at LBM - Always a pleasure, never a chore.

By Steve Edmonds

I concluded my article in the summer issue by flagging up the restrictions placed on the Museum's growth and development by a shortage of volunteer resources. The first five years has been an outstanding success. Visitors who volunteer at much smaller museums have been astounded at what we have achieved purely with voluntary staffing, given the size of the operation. Victor Meldrew's well known phrase has been quoted on occasion.

Five years into the LBM project there have been significant reductions in staff resources through what is known in business as 'natural wastage'. We have lost some very good people, who are badly missed; and none of us is getting any younger. Consequently there are gaps in the Museum teams which all have increasing workloads to contend with.

In looking forward to the next five years, we must now urgently address the staffing issue. The pressing need for more volunteers was mentioned in most of the presentations given by your Council of Management members at June's AGM. Your Board of Directors is very concerned to ensure that we maintain our forward momentum. In the absence of growth, things tend not to plateau but instead slowly decline.

You will have noted the comments of some of our volunteers distributed through this issue. They have been included to inform and inspire and I thank them for their contribution. I hope you will also find the volunteering promotional leaflet enclosed to be a useful overview of the opportunities available.

Front of house stewarding is not necessarily for everyone. 'People skills' are essential. Stewards need to be customer focused, approachable and sensitive to the individual needs of visitors, particularly the large numbers of children with families or on school trips. We have gained a well deserved reputation of being 'user friendly' to families which has given us two consecutive Excellence awards from Trip Advisor.

The Curatorial team is staffed

largely with men of a certain age and a great job they do. There is a wide range of activity in this team. However, a key task which the team has barely started is the logging of all our accessioned artefacts on to the Modes computer system. This is something our Arts Council accreditation assessors take a keen interest in. We therefore need several new volunteers with basic IT knowledge to enter this data; comprehensive training to be provided.

Bus Services are seeking new crew members to operate our bus rides, which provide a significant yearly income for the Trust. We have been relying on a stalwart and ageing group of drivers and conductors for many years. The demands on them are great and the team must be refreshed with new blood. I am pleased that I have recently received some expressions of interest from a few potential drivers and conductors; more please!

The workshop teams have grown to the point where the four ongoing restorations are showing distinct signs of sound progress. There are some great plans for the future in this area but it is labour intensive and needs a lot of 'hands on'. A new team is being set up to complete the restoration of RT2657. The bodywork and interior of this bus needs much attention so if this sort of thing is a fit with your aptitude; please let us hear from you.

The engineering team has grown in the last year but the demands placed on it by our role as a 'working bus museum' are very considerable. They would like to hear from those with the appropriate skills; you can pop in for a chat with them on most Wednesdays.

There is no upper age limit for volunteers, except for drivers. The lower age limit is 16 generally although we would consider 14 years



**Above: Richard Jones, Shop Manager, explaining the benefits of volunteering at the Museum to a visitor. (MHCB)**

**Below: Models for sale. (MHCB)**



and over if circumstances allowed. A large degree of flexibility applies as to how often and how long you attend. One possible drawback we have identified through experience is the requirement that volunteers attend the Museum. There are not really any tasks which can be conveniently and economically home based.

So, if you are enthusiastic about old London buses, it is a great place to be and there will be something for you to do which is bound to suit your skills, knowledge and experience. Please don't hesitate to get in touch with me if you have any queries.

# From the Workshop via a Palm Tree!

By Roger Stagg

Three months back as I penned my article for the summer issue I mentioned the rain lashing against the window following a period of unseasonable sunshine. Reflecting now it seems that the rain thereafter rarely stopped until just a few weeks back when the South became warmer than the Costa Brava.

At this very moment my pencil is at work whilst I am taking shade beneath a palm tree and trying to be out of view of two hyperactive granddaughters intent upon me enjoying tropical sea and sand as their fall guy. Sitting here I can see the occasional Toyota van/bus of seating capacity ten beetling down the road with at least 16 to 18 on board but still slowing to pick up more. I'm taken back to no less than 55 years ago when I had been posted some 200 miles north of here to the then non Tourist Island of Barbados. Bajan buses were to be somewhat as a culture shock to someone from London where virtually every decker was from the RT family with a scattering of the new-fangled Routemasters.

Suddenly buses were alien to anything I had known, a

mixture of a few pre-war Chevrolets and Ford A types with newer Bedford O Types. Until 1955 all public transport had been private but had been taken over in that year by the Barbados Transport Board, effective Nationalisation. The O types were not new at that time, if they were they had worn rather quickly. Rather than the chassis manufacturer it was the bodies that assaulted the eye of someone brought up on upholstered seats in enclosed bodies.

These vehicles were all toast racks with six rows of wooden seats and a running board for the conductor. Seating was supposedly five across but eight was normal plus the odd goat, chicken and sometimes a pig. Weather protection was from canvas drops if required. How these grossly overloaded Bedfords climbed, overloaded, to places like Cherry Tree Hill defied imagination. By the mid '60s the Fords and Chevrolets had gone being replaced by Bedford S types but with similar bodies. Bodies were constructed locally in several workshops and, akin to the Malta buses, what you got depended upon just how much embellishment the workshop wanted to do to display individuality. However, most just displayed the standard S typefront end.

In, I think, about 1964 I was organising transport to collect a consignment of Venezuelan cement from the harbour when I saw being unloaded from a 'two of fat one of lean' Harrison Line ship from London, three AEC chassis. They were nicely silver painted but not new and appeared to be Regal 4s. These were later bodied locally with an enclosed body with front and rear entrances and looked similar to RFs.

In the 1970s the Transport Board changed its livery to blue and reintroduced private operators which became yellow. The O types had disappeared towards the end of the '60s, the S types then continued as privates and the AECs disappeared within 18 months of becoming blue, the Transport Board being furnished with new vehicles from Mexico (and nowadays from China) plus a few small Mexican vehicles into the private fleet.

Twenty years ago I found one of the AECs in a field on the East side of the Island laying on its side, removed its AEC wheel centre and the 'stolen property' resides in my desk at home.

Moving now to the present day where the workshop temperatures are more moderate, has seen the return of



Left, three of Roger Stagg's photographs of old Barbados.

Top: A Bedford O type, originally with private operator 'Professional' en route to Codrington College, photographed in the Hastings area around 1963.

Centre: Taken at the end of Broad Street into Trafalgar Square, with one of the AECs complete with later addition extra vents. Another to the right with a Thames Trader following. In the centre is an S type built by Barbados Foundry with their own semi-flush pressed metal front end, to the far left, an O type. Taken in 1965.

Bottom: Two standard S types with a private Mexican built 'small bus' at the rear. Taken at Oistins in 1972.



Finishing touches in the workshop for ST922. (MHCb)

ST922 as it became in the LT fleet but now returned to its 1931 Tilling livery as number 6098. Much research and assistance from members has resulted in it now displaying its correct Metropolitan Police number and Company Secretary's name. Its first public display was at Bromley Open Day on 13th August, returning to its original home garage although it spent just a week there before becoming a Catford resident. When money allows we hope to restore the inside to Tilling livery too, a somewhat more luxurious specification than that used by LT.

To pre-empt those who might mention that the cab



front 'Thomas Tilling' is too low kindly note that its position has been dictated by the cab ventilator installed in 1935 by LT. Special thanks for the help and assistance of Mike Sutcliffe, Alan Bond, Peter Larkham, Geoff Hudspith, John Hutchinson.

Above and below: Working on the NS. (MHCb)



London Bus & Truck Ltd and finally to Stuart Betts for the signwriting.

Towards the rear of the workshop the Canteen Trailer moves forward with as at mid July the offside in primer and the nearside about to become so. To the rear the rear doors and 'tea flaps' have been remade and two members are chomping at the bit to upholster the seating. Keith Hales,

David Erlam, Ed Warren, Nigel Hearn, Ben Justice, Peter Milner, Nigel Gower and David Montgomery are taking this forward.

Last week I observed Project Manager Brian Greenfield

carefully sweeping out the interior of RF19 in readiness for the installation of original colour linoleum floor covering as soon as it arrives from the manufacturer in Belgium. Externally, Peter Wall, Chris Pledsted, Phill Cruise, Peter Goodfellow, Steve Hook and Mike Waterman are replacing beading and strappings with a view to primer finish in the near future.

RT2657 has now changed places with STL2377 which has returned to the main display following its steering overhaul and oil leak correction. Engineering Manager Andy Baxter is currently retubing the radiator and the unloader valves to complete the mechanical overhaul. Owen Wright, Derek Rosher, Malcolm Cron and Simon Greatwood are keeping up inspections and repairs on the fleet, especially the Class 6 inspections when on RTL139 they discovered a broken front spring leaf which has been dispatched to Brost Forge for remanufacture. When they are not getting down and dirty they are building extra work benches and extending the air tool network piping.

Out in the Museum main hall the work to bring NS174 up to a double deck moves forward. A lot of trial and error has finished the main section of staircase balustrade and we have now to bend the lin. diameter handrail. John Hutchison, Roger Shaw, Graham Burnell and John Capes are keeping this project on track.

Well that's it from me for this issue, it just remains to thank all the members of LBM and especially the volunteers for all the help and encouragement they give. Unsung heroes such as Alan Eggleton and Frank Whittington who position buses for the Rolling Stock side, deliver and collect buses as well as sheets of metal etc, Sharon Burton who removes our greasy hand prints and Bill Ackroyd, Rod Lucas and Tony Lewis who ensure that our drivers are up to standard and do not 'break 'em', all serve to allow the rest of us to get on with the job.



Above: There is plenty of work for volunteers in the workshop. (MHCb)

*"What I have enjoyed most has been the camaraderie; it's like a friendly club where apart from enquiring after each other's welfare, there has been lots of friendly witty banter too that has made it a fun place to be. I have learned a lot of new skills over the years and have been involved in many restorations, mainly doing bodywork and painting. And what's more you can work at your own pace..The icing on the cake is to see a restoration job finished and the vehicle back on the road after some three to four years work. It is a thrilling moment with a great sense of accomplishment".*

*Peter Goodfellow - Workshop and Driver*



*"On retiring and settling into our new home and doing the necessary decorating etc. I was beginning to get nagged about having an outside interest. And I thought retirement was about relaxing with a paper and watching telly.*

*I decided to make some enquiries at Brooklands as I have a mechanical engineering background where my interest was with cars and motorbikes. I made a tentative enquiry with the car restoration team at Brooklands and then wandered over to the bus museum and was given a tour of the workshop. I knew nothing about old buses apart from riding on them to get to school in the fifties.*

*One of the things that impressed me was the range of skills required to renovate old buses, including metalwork, woodwork, upholstery and finishing. I was given a warm welcome when I started and gradually found I could contribute to the tasks given but also learn new skills on things I had never done previously. But the most important thing was making new friends and learning from each other in a relaxed friendly environment".*

David Erlam - Workshop

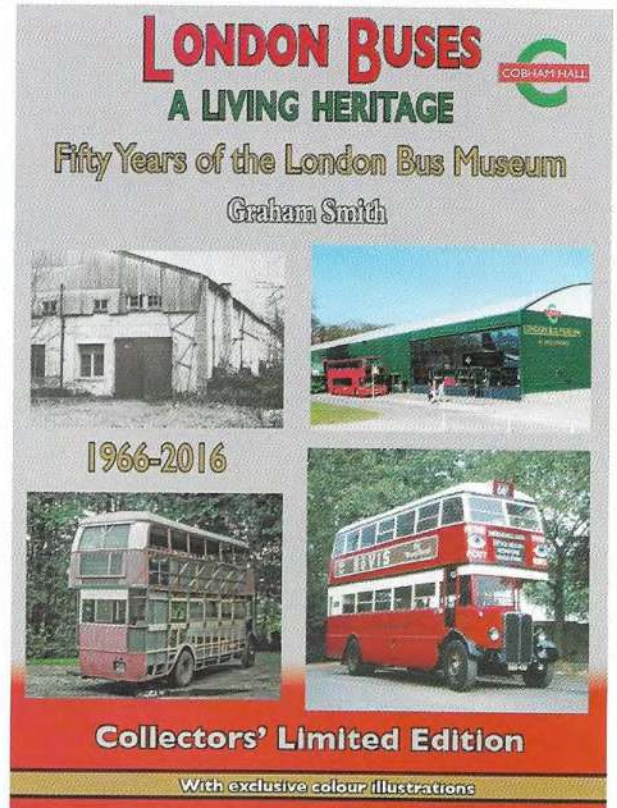
## London Buses - A Living Heritage - Fifty Years of the London Bus Museum

Chris Heaps, our Chairman, writes that Members will be aware that Graham Smith, our Information Officer and Trustee, is writing a history of the Museum including the development of the London Bus. Silver Link Publishing Ltd. will be publishing the book to celebrate the 50th Anniversary of the London Bus Preservation Group/Trust.

However, the original intention to launch the book at the OctoberFest event was rather optimistic, given the time needed for the considerable amount of research involved. The publication date is now likely to be on 9th April next year at our Spring Gathering.

Many members and some non-members have already ordered the Subscribers' Limited Edition hardback, and orders are still being taken. The hardback contains 32 more pages than the 128 pages of the Standard softback edition and, if ordered before 31st December 2016, your name(s) will be included in the printed list of subscribers within each book. It is Silver Link's policy never to republish their limited editions.

Application forms for the Subscribers' edition were included with the Spring 2016 edition of our magazine and further copies may be obtained either by emailing (gdsmit45@ .com) or writing to Graham at the Museum. I urge anyone who has not already ordered a copy to do so: please note that the Museum will receive a donation of £10.50 for each sale of the Subscribers' Edition. If you have already ordered a copy, the publisher will retain your application and cheque unless you request otherwise.



*"You need to be sensitive to visitors' wish whether to be engaged in conversation, and not take it personally if they decline your kind offer - we all know how annoying over-enthusiastic shop assistants can be in pursuit of a sale!"*

Colin Fradd - front of house steward



*"For me, the most rewarding aspect of volunteering at LBM is meeting a wide variety of visitors of all ages and nationalities and sharing their enthusiasm"*

John Symonds - Front of house steward

## Green Line Route Board Transfers - Exclusive last chance offer

The Museum has a large stock of the transfers LT used to make up route boards on the side of Green Line RF's and before. They are mainly in gold with black borders but some are in the later black only. There are ultimates, a very large number of intermediates, and some numbers. All of the transfers are of the varnish fix type, not waterslide. These are fitted by painting the back face of the transfer with gold size or non acrylic varnish and leaving it until it becomes 'sticky'. It is then applied to the board and pressed on firmly. The backing paper is then soaked off with water and the transfer and excess varnish removed from the board with white spirit. Solvents are available which soften the transfer material without the need for varnish.

If you fancy a set for your vehicle or just a couple for where you were born or live then act now. The Museum will supply 20 assorted names as much as possible to your selection, or come in and choose your own. 20 transfers cost £5 just 25p each for a bit of real LT history. 100 transfers for £15. Post & packing for non collection is £2 per order.

Closing date for these is 31st December 2016 after which those not retained as part of the collection will be disposed of. All enquiries should be addressed to Mrs Sharon Burton at the Museum, personal callers should visit on a Wednesday.

A wonderful Peter Zabek recreation using ST922 in London Transport livery  
- eat your heart out *Picture Post* and Alfred Hitchcock!



# Bromley Garage Open Day and the life and times of the Tilling ST

By Michael H C Baker

It was highly fitting that ST922 should make its first official public appearance in its Thomas Tilling livery at the Bromley Garage Open Day on Saturday 13th August for it is the sole survivor of the Tilling buses which worked out of that garage.

Entering service in November 1930, it became a mobile canteen in 1946, and after withdrawal by London Transport, was eventually rescued by the late Prince Marshall from a scrapyard and restored.

Thomas Tilling operated, with the agreement of the LGOC, from three garages, Bromley (TB), Croydon (TC), and Catford (TL - the L actually standing for Lewisham). Bromley, when it was completed in April 1924, some distance to the south of Bromley town centre alongside the main A21 road from London to Hastings, was on the very edge of the countryside. Suburbia was spreading, house building was proceeding apace, the 'Tudorbeathan' style with its mock wooden beams, being very popular

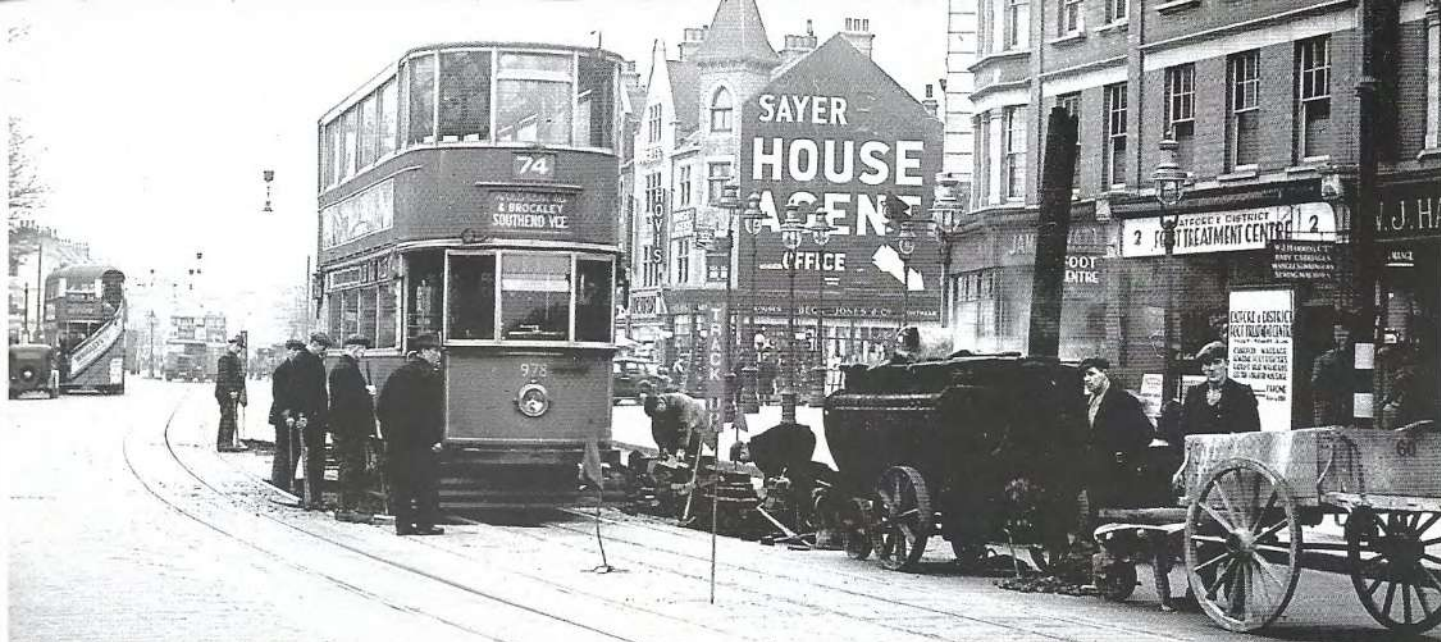


Above: Croydon garage (TC) compete with Tilling STs, c.1937.  
(Collection)

Below left: A Tilling ST in original livery outside Catford garage (TL) c.1930.  
(Collection)

Below: Tilling STs also worked in Brighton and, as in London on the outbreak of war, a number were sent to work elsewhere. A very much worse for wear example is seen in Bath.  
(Collection)





A wonderful period scene in Lewisham in the late 1930s with two Tilling STs in the distance. A tar boiler - (remember those?) - takes centre stage - whilst a rehabilitated E1 tram negotiates the road works. (Collection)



and rather reviled by purists at the time, but was later to become appreciated as a perfect example of its era, and there was plenty of work for Bromley's buses.

Your editor had mixed memories of the route he knew best, the 119, introduced in 1939 between Croydon and Bromley North station, for it used to convey him part of the way back between home and RAF West Malling, of blessed memory, during National Service in 1957.

Bromley was one of the very last garages south of the Thames to operate RTs, the last disappearing in August, 1978 and it was fitting that several put in appearances on 13th August.

But ST922, newly outshopped in its sparkling original Thomas Tilling 1930 livery, was undoubtedly the star of the show.

Left: STL477 loads up in Bromley as it sets out on the long journey to Tonbridge in the summer of 1945. Although allocated to the Country Area it retains red livery.

(Collection)

Below left: What at first glance looks like a standard Tilling ST is in fact a Tilling body on an RT chassis and dates from the late 1940s when it toured garages about to be allocated RTs in order to give drivers experience of the new buses.

(Collection)

Below: After their wartime adventures in the provinces a number of the more serviceable Tilling STs returned to operate from a variety of LT garages before withdrawal. This one is seen at Aldgate bus - and trolleybus - station.

(Collection)





Left: RTs 2688 and 2236 in Bromley town centre in the summer of 1976.  
(Rev. A W V Mace)

Below left: LT 1076 from the London Transport collection approaching Bromley garage on 13th August. These long lived AEC Renowns were a familiar sight on route 227 for many years until replaced by RFs in the early 1950s.  
(MHCB)

Below: Back in the early 1970s ST922 worked tourist service No.100 through the heart of London and is seen here in 1972 outside Covent Garden.  
(MHCB)

Bottom: Bromley garage in 1977 with three generations of London buses, DMSs, RMs and RTs  
(MHCB)



"I have been a volunteer in the workshop for about 4 months and am currently involved in the restoration of RF19. I consider it the most rewarding thing that I have done since retiring 14 years ago and it's most addictive. I was slightly apprehensive at first, working with chaps that had been restoring vehicles for many years, but they are a great bunch and they have embraced me as a team member. I always look forward to Wednesdays at LBM".  
Mike Waterman - Workshop

"Conducting a vintage bus at the Museum is always a pleasure and you get to meet fantastic people. The bus rides at weekends are always well received by the public. Running days around the south-east give us the chance to do some more varied conducting jobs and promote the Museum. It is of course a responsible job being in charge of a bus, but it is perfect if you love being out on the road, meeting people and giving them the joy of riding on a preserved vintage bus".  
James Wake - Conductor



Top: Preserved RF401 heads south out of Bromley town centre, 13th August, pursued by an Arriva Optare Solo on the 402. The 402 is one of the very, very few former Country Area routes which not only retains its number and covers the route it did in London Transport days, but has actually been extended, in this instance from Tonbridge to Tunbridge Wells. (MHCb)

Centre right: Preserved RT4139 entering Bromley garage on 13th August. (MHCb)

Centre left: TD 95 of the LBPT heading towards Bromley town centre, 13th August. Although post-war half cabs never worked the 227, they could well have done and here 'our' TD provides an intriguing 'might have been'. (MHCb)

Above: RF 486 beside Bromley garage, 13th August, about to set off on the 227. (MHCb)

Right: Tilling 6098 inside Bromley garage. (MHCb)



Left: Leatherhead garage c.1976 with a London Transport RT on route 71 surrounded by an interesting collection of London Country vehicles. Right: At the Leatherhead running day on 12th June this year we see a pair of rather damp LBPT buses, STL2377 and RMC1461. (Colin Read)



"I volunteered for conducting duties and have been involved in visiting new and interesting places 'on the buses'. I enjoy meeting and talking to people, many of whom have their own interesting bus related stories to tell. As well as the Museum's local bus rides and event visits, I have done a number of trips operating in service in and around London which has been a childhood dream come true".  
Derek Hanlon - Conductor



An interesting line-up at this Summer's LBPT event at Brooklands on 26th June. (Colin Read)


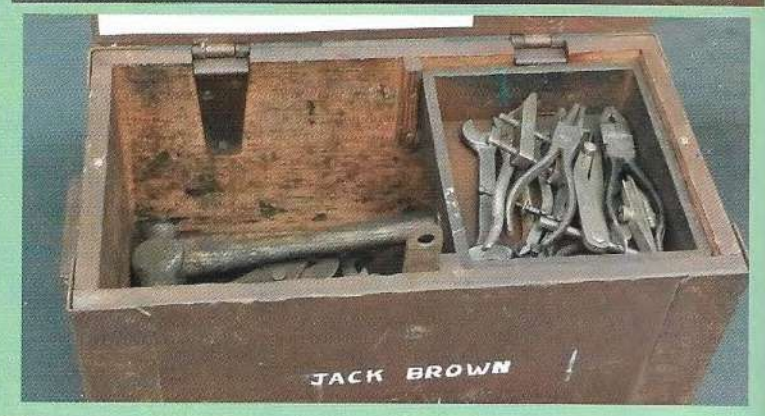


I have never laughed so much in any other place I've worked as I have in the last few years at the Museum. There has been great satisfaction in seeing progress being made with restorations, displays and the day to day organisation all coming together.  
Sharon Burton - Curatorial team

Toolbox belonging to  
**Henry John (Jack) Brown**

- Born March 1901
- 1915 Started work for the L. G. O. C. (London General Omnibus Company) as a garage boy at Battersea.
- Progressed to become a bus mechanic
- 1933 Transferred to Catford garage and remained there until Nov 1960.
- Sadly, Jack collapsed at work in that month and died shortly afterwards aged 59.

Jack's toolbox has been kindly donated to the museum by his son, Sydney Brown who is one of our volunteers in the Curatorial and Archives department.

Left: Two more volunteers. On the left, a familiar face at the Museum is Sharon Burton of the Curatorial Team (and the Museum's dedicated bus cleaner). On the right someone who rarely gets to visit, is John Villers who designs this magazine from his home in Dorset - conveniently only five miles from the home of the magazine's Editor. (MHCb)

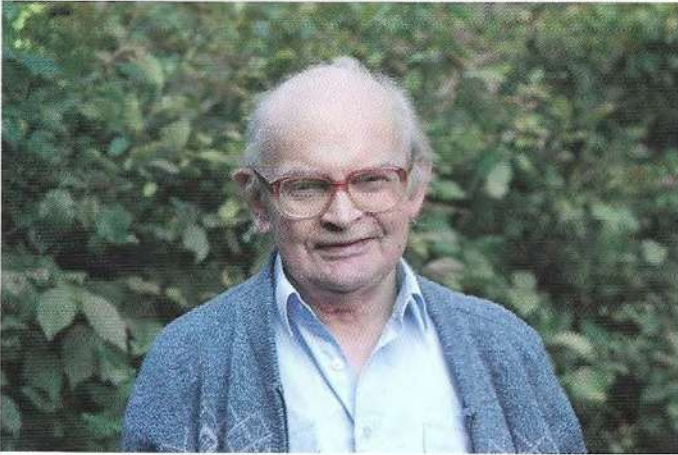
## Alan Townsin, 1926-2016

Alan Townsin was 90 when he died in April and to generations of bus enthusiasts he was greatly respected as a knowledgeable writer and editor. Many will remember him as the editor of the magazine *Buses Illustrated* from 1959 to 1965, sharing his wide knowledge of buses and his passion and enthusiasm for the vehicles and their operators. He moved on to the trade publications *Motor Transport and Bus and Coach* before working in public relations with West Midlands PTE and the Confederation of British Road Passenger Transport.

He was a great communicator and what many of us know about buses - and his favoured AECs in particular - was learnt through his magazine articles and his books for Transport Publishing Company and Capital Transport.

Alan was a quiet and gentle man who was always happy to share his immense knowledge right up to the time of his death. Many of us who have written about buses and the bus industry owe Alan a debt of gratitude for his encouragement and support over many years.

Gavin Booth



*"I've been stewarding since the beginning. Though some summer days can be long and hot, it's generally very rewarding, especially when you are faced with intelligent questions from young and old alike. Occasionally one has to take a small party of schoolchildren around. When the Museum is busy and buzzing, it's at its best. I'm particularly impressed by all the additional attractions in the displays appearing all the time, seemingly something new every week!"*

Colin Read - Front of house steward



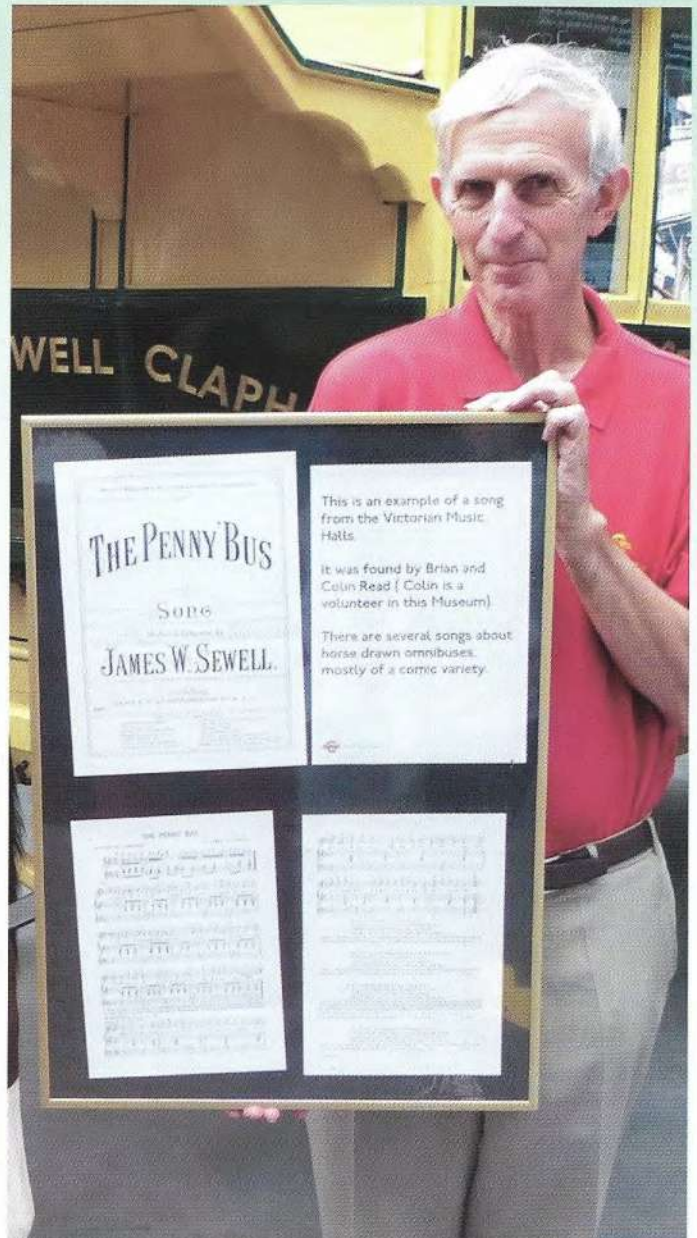
## The Penny Bus

Observant members may have spotted a display on one of the horse buses in the museum showing some Victorian sheet music.

'The Penny Bus', a comic song by one James Sewell was among some old sheet music found by my late brother, Brian Read, some years ago in a collection he inherited from our father (Walter), who was a pianist and ran a dance band for many years. Brian also played keyboards. He thought it might be a suitable item to display and even managed to get it recorded on a CD by our cousin John Read, a very good amateur singer, so it's a real Read production!

The display was kindly arranged by our Sharon, to whom I am extremely grateful. It was always my brother's intention to have a player set up just for this but I feel that space constraints and logistics will preclude this. The CD will be in the collection at the museum and hopefully can be played from time to time.

Colin Read



Colin Read with his Penny Bus advert.

(MHCb)



# All at Sea - A unique event involving ex-London Transport buses

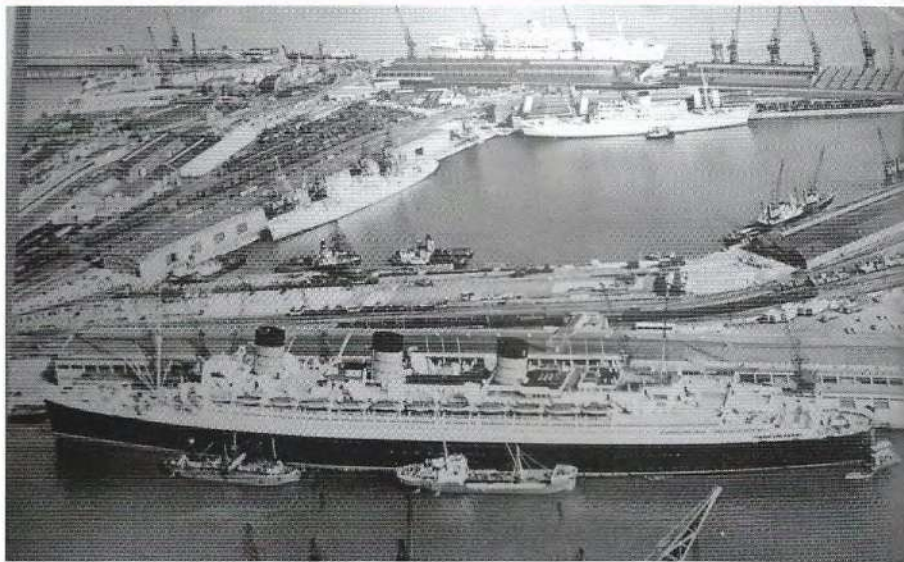
By Brian A L Jones

The *RMS Queen Mary* (QM) made her maiden passenger voyage from Southampton to New York via Cherbourg on 27th May 1936 so it is possibly relevant to remember the 80th birthday of that event by relating an unusual celebration which occurred during her final seagoing journey.

I was contacted via the LBM website by Sue, a crew member on that voyage, to ask whether the Museum would be interested in a couple of photographs taken on that voyage as the QM rounded Cape Horn at the southern tip of the South American continent.

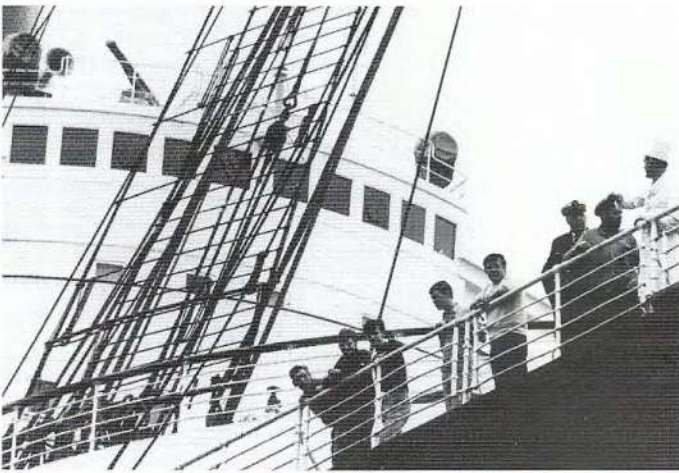
In response to my affirmative reply, Sue emailed the two bus photos to me, together with copies of a certificate and the route map for the voyage. She apologised for the quality of the photographs that she explained were taken on a 'simple' camera. As you will see here, however, they provide a rare record of a never to be repeated event.

Arrival at Long Beach on 9th December 1967 was marked by a barrage of flowers dropped from a Douglas



Above: The *RMS Queen Mary* in her home port of Southampton in the 1950s. (Collection)

Left: Members of the *Queen Mary's* crew watch as the ropes are cast off and the great liner inches her way from the dockside at Southampton, without the assistance of tugs, there being a strike at the time, on her way to pick up her passengers at Cherbourg on her last but one transatlantic voyage in the summer of 1967. (MHCB)



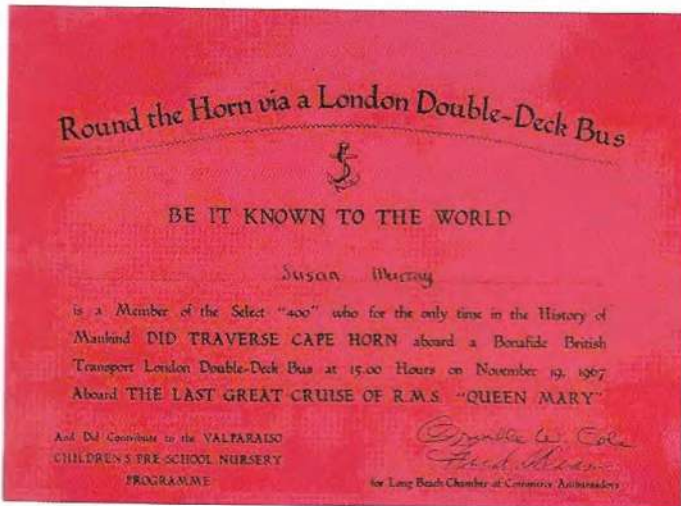
With the South American mainland at Cape Horn visible in the background, the second bus, RLH7, has a placard by its rear entrance legend "Long Beach- Chamber of Commerce- Around the Horn". The identifying roof ventilators, only fitted to RLHs 1-20, may clearly be seen. The date is 19th November 1967.



Although the registration number (MXX230) is semi-obscured, the bus behind life-belted Sue is known to be RLH30.

DC-9 airliner. (The DC-9 was produced at the Douglas Long Beach factory and the first flight of the type was on 25th February 1965)

London Transport (LT) obtained the 76 buses in their RLH fleet in two tranches. The first twenty RLH1-RLH20, were as result of an order placed by Midland General Company being diverted to meet LT's need for low-height, or low-bridge buses, largely to replace time expired buses then being operated. LT were impressed by that first batch and placed an order for a further 56 similar buses. All of the RLH (Regent Low Height) class had AEC Regent III chassis with 53 seat Weymann's bodies.



**Sue's personal certificate. She advised that the certificates were the inspiration of an American passenger, who organised their production in the ship's print shop and the charge of \$1 per ride. It is believed that the funds collected were passed to a pre-school group in Valparaiso on 23rd November 1967 without any formal ceremony.**

The buses had a comparatively short life in the LT Central and Country areas as bridge clearances were improved, passenger usage fell and single deck high capacity buses were introduced. All RLHs were withdrawn from service by 31st July 1970. Second hand they found a ready market with European and US operators, due to them meeting the lower bridge height standards found abroad, while still having the appearance of a 'London Bus'.

The two buses purchased by LBTC represented one from each of the original batches. As the sale of the vehicles was recorded in October 1967 to LBTC, it would appear that the project was only determined a relatively short time before the QM was due to sail.

### RLH7

June 1950 - Delivered to Addlestone Garage remained in Green Country Livery until repainted Red in April 1959 and delivered to Dalston Garage in the same month, remaining in service there until July 1966.

October 1967 - Sold to LBTC. On arrival in California registered as E518144.

January 1975 - Sold to Pioneer Theatres, Gardena, California for use on park and ride service.

June 1983 - noted in scrapyard, San Diego, California.

1987 - Duncans Movie Magic - Topeka, Kansas, then to Fairlawn, Kansas.

2002 - Sold online to Randy Wood, Salt Lake City, Utah.

### RLH30

October 1952 - Delivered to Addlestone Garage remained in Country Green Livery until withdrawn at Amersham Garage in October 1965.

? repainted red before sale to LBTC in October 1967 and registered on arrival as E 518143.

March 1974 Sold to Norwalk Lions Club, Norwalk, California.

1978 In use as (static) 'Old Curiosity Shop' at Kirkland, Seattle, Washington.

March 1999 Used as a bead shop alongside Highway 527 at Bathell, Washington.

Autumn 2016



**The Queen Mary's route of her final voyage. She had departed from Southampton Berth 107 on 31st October 1967 carrying 1,093 passengers and 806 crew with a farewell provided the Band of the Royal Marines playing "Auld Lang Syne". Captain Treasure Jones elected to steam at 20 knots for most of the voyage to reduce fuel consumption to 550 tons per day, half that consumed daily while on transatlantic service. Sue noted that , before rounding the Horn, passengers were freezing as the warm air system had failed and many were suffering from bronchial/flu problems. Problems also continued on 20th November with rough seas leading to swimming pools being emptied and passengers suffering from sea sickness.**

While there is no further information at present concerning the survival or otherwise of the 'QM' buses, a surprising number from the original RLH fleet, including LBM's newly repainted RLH48 have been restored to running order by the preservation movement.

### References

*The London RLH Remembered - Peter Gascoine - Roadmaster Publishing (1995)*

*Ian's Bus Stop website*

*RMS Queen Mary - Andrew Britton - History Press (2012 reprinted 2015)*

PS When I visited Queen Mary at Long Beach in the 1990s the 'London Bus' positioned near to the pier was a red Bristol Lodekka. The Hughes Spruce Goose flying boat could also then be visited in its nearby protective dome. - BJ

*"99% of our visitors are a delight to deal with and they appreciate our efforts, as evidenced from the comments in the visitor book. It is essential that we have museum stewards who can interact with the public, particularly parents with children, since they make up a large percentage, maybe even the majority, of our visitors. Our growing reputation is that we are friendly and knowledgeable and that it's a great place to bring children. All in all, it's very rewarding and you leave at the end of the day feeling good about it.*

*Kevin McCormack - Front of house steward*



# LONDON BUS MUSEUM

A LIVING HERITAGE

Located at

**BROOKLANDS  
MUSEUM**

WEYBRIDGE

## TransportFest 23<sup>rd</sup> October 2016



Join us to celebrate 50 years of London bus preservation

The London Bus Preservation Group was formed in 1966 by a group of bus owners. Later it became the Cobham Bus Museum. Now at Brooklands it is transformed into the London Bus Museum

Modern and classic buses will be on display and some will be giving free local rides. There will be transport related stalls to browse.



For an additional fare, you can take a longer trip or enjoy a ride on our horse bus.

TransportFest celebrates all commercial vehicles for families and enthusiasts alike.

Single entry fee includes free entry to most attractions of Brooklands Museum

London Bus Preservation Trust Ltd, Brooklands Road, Weybridge, Surrey. KT13 0QS

Registered Charity No. 1053383 [londonbusmuseum.com](http://londonbusmuseum.com) Telephone 01932 837994