



LONDON BUS MUSEUM MAGAZINE



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

Issue 22

Winter 2016

£4 to non-Members

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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.

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

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

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FRONT COVER PICTURE

RT2775 in the forecourt of Buckingham Palace on 15th October 2016.
(Graham Smith)



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

ITEMS FOR THE MAGAZINE

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

LAST COPY DATE FOR THE
SPRING 2017 EDITION
15th FEBRUARY 2017

From the Editor

We do get around. Every year sees Trust vehicles out and about at various venues around London and beyond. 2016 was no exception. Perhaps the most notable involved neither Christopher Robin nor Alice but RT2775, which on 15th October 'went down to the Palace'. To mark the Queen's 90th birthday Prince Michael of Kent, who was featured in the two previous editions of our magazine, was present along with an assembly of 90 vehicles in front of Buckingham Palace, each one representing its year of manufacture, from 1926, the year of the Queen's birth, to 2016. Most were private cars although there were a few commercials, but the ONLY bus invited was the Trust's unique Park Royal bodied RT. This, completed early in 1952, is the only survivor of three brand new big red double deck buses, RTs 2775 and 2776, and RTL1307, sent on a journey of some 10,000 miles in the USA and Canada to promote tourism in London. Issue No.4, Summer 2012, told that story whilst, in this issue Roger, Stagg relates the events of 15th October this year.

Talking of getting around, your editor was recently in Malta. The bus services there used to be operated by an astonishing collection of vehicles with highly customised bodies, and often of London and AEC origin. Nowadays the fleet is vastly less exciting although, to be honest, rather more appealing to the general public, most of the buses being of Turkish manufacture and delivered last

year. However some of the early generation have been preserved and here is one of them. No doubting who built it originally.



My first acquaintance with a Maltese bus was four years earlier, somewhat unexpectedly, in my home town of Wareham during the parade of the Olympic torch in 2012, when the vehicle seen here was part of the official support. Afraid I can't tell you anything about it; perhaps someone out there can.

Annual New Year's lunch

Sunday lunch for LBPT members
and their families

Date: Sunday 22nd January 2017

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

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

Cost: £25.95 (adults) £12.95 (children).

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

Vegetarian option available.

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

Bookings must be made in advance and commence immediately. Closing date is Sunday 15th January 2017.

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

He can be contacted on 07906 [redacted] 687.

Email: stevenstef@[redacted].co.uk

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



We are fortunate, in one sense, that we usually seem to have more material submitted for publication than for which we have room; this means we never have to scrape around to fill our pages. The consequence is, however, that we sometimes, regretfully, have to cut back on an entry or even reject it altogether. But please don't let this hold you back and especially if you would like to reminisce about your earliest encounters with the London bus - or trolleybus, or, even, tram - a feature always popular with our members. Most of those we have received over the years are from members brought up or remembering living to the west and south of central London. Which is fine but how about something from any of those familiar with the Edmonton, North Woolwich, Tilbury, Hackney and all other points east and north?

Michael H C Baker

Christopher Robin was busy so RT2775 stood in

By Roger Stagg



Part of the line up in the Palace forecourt. (Colin Read)

Earlier this year Chairman Chris Heaps received a communication from the 'All party Parliamentary Motor Group' offering us the opportunity to represent the year 1952 at a special gathering at Buckingham Palace to celebrate Her Majesty Queen Elizabeth II's 90th birthday. A display of a significant vehicles, British built, for each year of her long life was proposed in the Palace forecourt and 1952-built RT2775 had been selected. Unfortunately the originally planned summer display had to be postponed due to an inability to find a suitable secure assembly point but the event was rearranged for October 15th.

The assembly point was Wellington Barracks but as buses were banned from the Royal Park, including Spur Road and Birdcage Walk, the bus was not permitted and was required to wait in Buckingham Palace Road and be called forward at 12.40pm to enter through the Palace South Gate.

Security was at the forefront and our crew required security clearance. Having achieved that, a spare driver was requested three days before in case the driver be taken ill, unless the conductor was also a driver! Fortunately spare driver Alan Eggleton was quickly security cleared by way of his 'pass' to visit his son serving in the RAF.

The bus sparkling from attention by Chief Polisher Sharon Burton and assistant Graham Burnell, and having been inspected on the Wednesday by Owen Wright, left the Museum at 9.00am on the day in bright sunshine, calling in at Stockwell Open Day en-route. The crew of



'Winston Churchill' inspects a 1943 staff car. (Graham Smith)

Conductor Peter Larkham, Alan Eggleton and Roger Stagg elected to wear white top caps despite the end of September having passed.

Arriving at Buckingham Palace Road, RT2775 was soon a tourist attraction with literally thousands of photographs being taken, before proceeding to the Palace at exactly 12.40pm where the gates were opened and she splendidly took her place to the left of the Palace awaiting the arrival of 89 more exhibits. Once the remainder, starting with a 1926 Morris Oxford bullnose and ending with a 2016 Jaguar F were in position, RT2775 drove

across the front of the Palace and took centre stage right in front of the centre Royal Gate, flanked to the left by a 1951 Triumph Mayflower and to the right by the Le Mans winning Jaguar C type. Within the wartime display were amazing lookalikes of Winston Churchill and Montgomery in their staff car.

Inspection was made on behalf of Her Majesty by Prince Michael of Kent who recognised us from the recent Brooklands event and delayed his onward march by a discussion on the subject of pre-selective gearboxes.



Roger Stagg, Peter Larkham and Alan Eggleton, the crew of RT2775 on the great day. (Graham Smith)

At 4.40pm we all formed a (dis)orderly queue to get out of the gates where we were directed to exit using Spur Road and Birdcage Walk! Rush hour traffic did not see a speedy return until Wandsworth was passed and the rain started soon after. We then came upon DI42, ex-Stockwell, parked alongside the Esher By-pass but our fears of a breakdown were soon allayed by finding Roger Shaw and Graham Bartlett donning their deep sea fisherman's kit and motor cycle goggles. In heavy rain we were all soon back at LBM after a most successful day, pleased that our reputation is now so high that we were chosen to be in attendance. By the time you read this RT2775 should have been on display at the Rolls-Royce stand at the Classic Vehicle exhibition at the NEC in November.

From the Winter Workshop

By Roger Stagg

In the workshop noticeable progress can be seen on all fronts. Not wishing to bore our readers with a blow by blow account here is but a summary of the current position.

RF19 is now moving into the finishing stage and the lino is now laid on the floor with the joints being welded on 9th November. Preparations are now in hand to reinstall the glass to the windows. Whilst it came with six new tyres these have since found their way onto other vehicles to avoid falling foul of the age recommendations. The wheels have been shot blasted, repainted and are now complete with new tyres.

The Canteen trailer has moved on with external body prep and most of it is now in primer. Internally, finishing is now underway in the seating section with lino due for fitting in the next few weeks. Test fitting of glass and drop light windows has commenced and efforts will then move to concentrate on the kitchen.

NS174 now has a handrail to the outer staircase balustrade, no easy job, and we must now decide whether to use it as a pattern for a brass handrail by a specialist Brassmaster or whether it can be brass plated. Meanwhile the internal stanchions are being fitted following which the upper deck floor can be completed.

Mechanically the team have been kept busy. TAI needed new shock absorbers to the rear, a prototypical problem due to too lower ground clearance to the dreaded speed cushions. On its last outing the hydraulic pump that runs the cooling fan decided it felt like taking a leak and discharged its oil all over the engine. This is now rectified with new seals.

As mentioned elsewhere RT2775 went to Buckingham

Palace but a few days before a visitor tried to climb into the cab using the plastic mudguard as a step. It's amazing how fast some people can move whilst a steward's back is turned. Fortunately it has been repaired and is off to exhibition at the NEC for a weekend. Somebody's law however decided that this was an opportune time for the rear axle gland to fail, but in our usual way it was repaired within a couple of days.

The Doverite on RML2760's monkey pole started to come away so another skill has been learned even if the workshop staff were somewhat giddy after 250 turns.

The big news is that by the time you read this T448, the unique 9T9, will have left storage to Ian Barrett's workshops where work will commence on rebuilding the body forward of the front bulkhead. This has been made possible by way of an extremely generous donation by Dave Stewart for which the Trust is most grateful. By coincidence the Trust possesses the original sketch from Weymann of the Art Nouveau front of the 9T9 which was approved by the LPTB.

After restoration of the front bulkhead T448 will return to LBM and take the place of RF19 for completion and mechanical overhaul. Our sincere thanks for the donation which has moved T448 up the queue.

On the subject of Q, another offer of donation by a former owner means that after the new water pump spring is manufactured and fitted and preparation work undertaken, Q83 will be repainted to an earlier green livery, hopefully by Spring Gathering. Again many thanks for this generous donation.

May I take this opportunity to wish you all a Happy Christmas and a Healthy and Prosperous New Year.

Seals & Doughnuts

As many will be aware we have been actively involved in getting certain parts, particularly "disposables" remade.

LT loved its CAV fuel filters with the filter cloth on a wire cage, much cheaper than a proper filter! These have a square section O ring making the seal between the main top body and the filter bowl. The ring should be replaced whenever the bowl is removed but as the rings have not been available for many years the usual is to just tighten it up a bit more. Following several members having problems of fuel leaking down the side of the bowl and looking for new seals we have set out to have replacements made but in nitrile

rubber as that is not affected by modern fuels. Owners with vehicles with this type of filter are encouraged to register their interest. RF's RT's, RTL's, RTW's, RLH's and many unmodified RM's have this as well as plenty of commercial vehicles use this arrangement.

A sample ring is on its way from Canada where square O rings are still made and if it all works OK then an order will be placed for persons who register an interest and a small stock for LBM use only. We will not be taking stock for later sale. If you want to protect your vehicle/buses for the future drop me a line confirming your interest via the Museum with either an email address or a stamped sae.

Stock of dense rubber doughnuts that form the front engine mounting for RT type vehicles has now ceased. This 5in.+ rubber ring secures the front of the engine but has a finite life. As it deteriorates it leads to vibration and to the engine moving in the mounting. Metalastik ceased making these some 40 years ago so they are no longer 'on the shelf'. LBM are currently considering remanufacture so if you have a vehicle fitted with the 9.6 or 11.3 L engine then one of these may be your future lifesaver. Register your interest as above.

Orders for both will be sent out mid January so I need your response by early Jan. latest
Roger Stagg

Q83: 1966-2016 Half a Century of Preservation

The Hard Times 1966-1973, Part I

By Mike Beamish Incorporating the detailed jottings of Bill Cottrell with the recollections of Ian Sargent, Pete Nichols and others



It is unlikely that many readers of this story will have been at school when Latin was part of the curriculum. Common such phrases do however crop up in daily usage, even though we don't always immediately understand what they mean.

One such is *'Tempus Fugit'*, or 'Time Flies' in common translation, and it seems hardly possible that a full fifty years has literally 'flown' by since our evolutionary important exhibit Q83 came into preservation. Some might argue though that it had already attained this status some years before because it was acquired from a previous owner whose intention, from back in 1961, had been to restore and save the vehicle for posterity himself. This account however concerns the period from 1966. Indeed, for all its time after sale by LTE early in 1954 until then it seems that it was well maintained, including some bodywork repairs apparently. Strangely though, its new first owners, at least in the earlier years, relied on Midland Red and not AEC to look after its maintenance requirements.

This is intended to be a follow-up to Brian A L Jones excellent account in the Autumn 2015 magazine recounting the history of the 4Q4 sub-class (102 units) that made up the major part of the LPTB 'Q' class, of which Q83 is one of just two survivors. Brian wrote his story to commemorate Q83's remarkable attainment of octogenarian status in October last year.

The Q83 preservation story actually begins for us in the Autumn of 1965. Member Ian Sargent, then living at Horley in Surrey, placed an advertisement in the 'Caveat Emptor' ('Let The Buyer Beware') department of Prince Marshall's much respected OLD MOTOR magazine, seeking information on the whereabouts of an ex-



Here in East Grinstead Q7 is on the 424 - did Ian ride this one? Probably 15 or 16 years old here, this vehicle was the subject of the official LPTB Chiswick photos back in 1935.

(Peter Jones collection)

London Q type for preservation.

Ian recalls that his earliest days at school (1947-52) often involved travel on the type serving LT Country Buses route 424 - he even remembers that a regular on the route was Q55! By his mid-teens he was still very much a fan of the type and remembers too that he used to occasionally see at least one (Q12 - BXD 533), after he had left school. It was by then in a sorry state in the ownership and grey livery of major civil engineering contractor Gilbert-Ash, who had work in progress connected with developments for the emerging Gatwick Airport. This was around July of 1957, but it very soon disappeared due, he discovered, to serious mechanical failures and starting problems.

After quite a few weeks he had had no response and



Ian's teenage snap of Q12 with Gilbert-Ash, Summer 1957. Note that all offside windows had been replaced!

was feeling resigned to the likelihood that none of the type other than the Clapham Museum's Q55 still survived. He therefore used the money he had set aside for a bus towards the acquisition of a second-hand car!

He was then surprised when a letter arrived in mid-January 1966 from a Mr R N Hannay of Staffordshire, drawing his attention to the existence of Q83 (CGJ188). The letter contained a warning that although it was mechanically maintained the vehicle's bodywork had been somewhat altered for its second owner purpose as outings transport for the senior citizens of the Sutton Coldfield area.

Now without the necessary cash to hand Ian, not long afterwards, wrote to LOTS hoping to persuade it to acquire the vehicle. However the Society had only the previous month concluded a hard-won member-funded deal to acquire Cravens bodied RT1431 from Scotland and could not therefore help.

Soon afterwards Ian went along as a member to one of the early LOTS meetings at its central London location and came into conversation with Bill Cottrell, Pete Nichols and myself, and, seemingly quite quickly, we were all of a mind to make up a team, hopefully to acquire ourselves a Q type in equal shares.

I was born in 1944 and my personal rather vague recollections of the type up to 1966 had been occasional sightings, and at least one ride that I can recall on a 5Q5 version serving Route 226 from Golders Green to Cricklewood c.1951. Also, several years later, by which time I knew from ABC readings what it was, I had a couple of observations of the Mobile Civil Defence unit 1035CD (ex-Q75 - CGJ180) which seemed to frequent the North Circular Road when I was at my college sports ground 1959-60.

Q83 had been sold by LTE in 1954 to the Sutton Coldfield (West Midlands) Old Peoples Welfare Committee and, since 1961 when they finished with it, owned by Harry Pick who was the manager of the AEC Service Depot at West Bromwich. He had, by 1966, come to realise that he would not be able to achieve his desired outcome for the vehicle and so was willing to pass it on to a younger generation who would hopefully be able to see it through. His eventual asking price was £100. With each of us then earning less than a thousand a year though it needed the combined spare cash purchasing power of all four to raise the necessary funding in good time.and so it was that Mr Hannay arranged contact for us with Harry Pick and arrangements to meet with him and view the vehicle were made. My personal memories of this time are not as good as they should be



With Sutton Coldfield OPWC - original blue/grey colours, c.1957. (Ian Sargent collection)

for I can only account for part of the delay because our first meeting with Harry and inspection did not take place until mid-summer. Here I have to admit to a little personal feint-heartedness for when I first caught sight of the vehicle and saw the extent to which it had been altered at its rear end and its internal mess with missing luggage racks and seats etc my heart just sank. I could not in that brief moment envisage that it would be within our capabilities to rectify, but maybe after the test run we took, I don't know, it seems I was very soon talked round. In this regard, as time would tell, it's not what you know but who you know when it comes to difficult jobs - more on that later.

And then it happened! - yours truly decided on the evening of 2nd August to pick a middle of the road fight with a speeding Ford Anglia and ended up in hospital for twelve days, and hobbled around on crutches for several weeks afterwards.

I suppose that must have added to the delays for we did not complete the deal and take ownership until early October. The collection party included a couple of LOTS member friends one of whom was John Warner whose mechanical and driving expertise was willingly given on the day, ensuring that we had a smooth and trouble free southward journey. Appropriate insurance was arranged but the vehicle was not taxed. Ian had borrowed a trade plate from a garage near to home - whether this was actually legal I don't know but it served its purpose without attracting the attention of any PC plods or even their motorway variety!



It's a deal! - (left to right) John Warner, Pete Nichols, Ian Sargent, Harry Pick, Bill Cottrell, Mike Beamish, taking possession at AEC West Bromwich, October 1966.



A few days after arrival at Horley - we had already tried to find the fleet number! (Ian Sargent)

We continued, down the M1 which was at that time not yet opened to its full extent to the present day Junction 1 (Staples Corner/North Circular Road). I think it must then have ended somewhere near Watford, for we were soon on the Edgware Road heading to cross London (no M25 then!). There were six of us altogether on the collection run and one by one we were dropped off at convenient bus stops or Underground Stations to make for our homes. Ian had agreed to take final charge after

Pete was dropped off in South London. He had had lorry driving experience up to a year or two before and was given some useful guidance to get used to our vehicle's quirks and received some tuition from John on the manual preselector gearbox en-route. So he took it on, into deepest Surrey via the A23 to pre-arranged open-air accommodation near Horley.

To be continued



Michael Wickham, left, and Mike Beamish in conversation. (MHCB)

Obituary - Keith White

Long-standing London Bus Preservation Trust member Keith White died on 30th September 2016 after a long illness.

Keith was a founder of the transport enthusiast and preservation movement that took hold in the late 1960s. An early LOTS member he became a committee member, treasurer and eventually chairman. The days of Elizabeth Room at Victoria Coach Station and Caxton Hall are remembered. He had a strong interest in preservation but his earliest interest was in taxis - he owned one of course and was a key member of the London Vintage Taxi Association.

When LOTS first sought to dispose of RT1431 Keith led a trio to buy it. When they were unsuccessful they secured STL2692 instead. One of the trio - Colin Wickens - still owns it today.

Keith and I were Directors at the London Bus Preservation Group together and he was part of the team

that worked to hold together Cobham Bus Museum and the organisation after the death of Alan Allmey in 1978. He gave his time freely and, as ever, spent more time preserving the building and the organisation than the STL.

He loved his AEC Regents and I think I am on firm ground to say that ST922 was his favourite vehicle. He just was so excited to see it in operation. When the bus came into Cobham's stewardship he was never far away and enjoyed driving it whenever the opportunity arose.

Dissatisfied with his employers at DHSS, he left to 'do' the knowledge and become a London taxi driver - a job he loved. When the time came he purchased the very first MCW Metrocab and preserved it. He periodically bought a brand new Metrocab for his daily toil so, every few years - as he proudly told me - he owned the oldest, and the newest, Metrocab simultaneously.

Premature ill health brought much

of this to a close. However, supported as ever, by his wife Pat, he continued to attend HCVS and LVTA events even though confined to a wheelchair.

In my memory he is still a 'teddy boy' - the hair, the demeanour and the nostalgia. He was renowned for being 'tight' (that is to say, with money). Indeed a home-made Christmas card to LOTS Vice Chairman Colin Stannard ('Keith's cards; the more you make the more you save'), was returned the following year with his name crossed out and Colin's in its place. That card travelled between the two of them at Christmas for decades). He was in fact very generous - with his time, his energy and his interest but was acutely modest.

He played a big part in London's bus preservation history and was there when it needed most help. And he was proud of what was achieved.

Leon Daniels

Transportfest 2016

By Deryck Fill, Event Manager (pictures by Ian Jackson, Colin Read and MHC B)

On 4th October 1966 eleven young bus enthusiasts met to look for ways to develop their shared interest in preserving some old London buses. They couldn't have known then that their meeting was the beginning of a volunteer-run organisation which would grow to a membership of around 800 and a world-class museum. This is the London Bus Museum, originally at Redhill Road in Cobham and now at Brooklands with its unique collection of London buses spanning almost 150 years.

We marked our 50th birthday by incorporating it in TRANSPORTFEST 2016, the third and usually smallest of our three public events held each year, its origins in being the last opportunity for enthusiasts to see the vehicles housed at Cobham before they were stored away for the winter months.

In the Paddock were a selection from LBM's own vehicle fleet, spanning most of our 50 years including prototypes of the Routemaster bus, RF type coach and RT2775, one of three RT-family buses that travelled across America promoting Great Britain as a tourist destination. This bus was recently also part of a display at Buckingham Palace celebrating the 90th birthday of Her Majesty Queen Elizabeth II, something highlighted by Chris Heaps, our Chairman, in his words of welcome to all assembled in the Paddock.

Following the brief ceremony, returning singer Samantha Adams then led the crowd in singing "Happy Birthday" from the Napier Room balcony before beginning the first of two sets featuring some very well-known classic songs. To be honest, I was somewhat underwhelmed by the quality of singing of the birthday song by the crowd. Note for the 75 years celebrations - rehearse beforehand.

Over 40 visiting vehicles were on display across the Brooklands site, the re-development of which did cause a few headaches at first, but in the end worked out splendidly. A marvellous collection of double decker buses and coaches, painted in a wide variety of liveries, were parked in front of the Race Bays and on the upper Finishing Straight, some privately owned and others from bus companies the latter used on excursions and the 462 circular route to Weybridge.

The traders' Market Place was, in the main, housed



within Cobham Hall, selling all manner of bus memorabilia – DVDs, books, models and ticket machines. Now I can understand items such as badges or postcards being an attraction, but I saw someone walking home with an actual Bus Stop sign. We had a record number of traders' stalls and thirty nine traders went home pleased with the day, with even LBM's own shop turning a very satisfactory profit.



We were obliged to change the route taken by the ever popular Horse Buses because of the construction works but this proved not to be a hindrance, quite the opposite as the Horse Buses carried more





passengers than ever before and were a major contribution to what was a very family friendly day. We are indebted to **Drewitts Carriages** and their staff for operating the service in such a professional manner. In future all Horse Bus rides will begin and finish from outside our museum.

There was more emphasis for families this time around. The four 'Punch & Judy' shows on the mezzanine floor of Cobham Hall had good sized audiences of children and adults alike and the roaming stilt walker, Professor Crump, had everyone in awe of his gymnastic skills, groaned at some of his jokes and marvelled at his balloon modelling. He'll be returning to another LBM event very soon.

St John Ambulance covered our First Aid needs using their ambulance coach as a base near the Paddock and such was the interest expressed by the visitors in the vehicle that it unintentionally became part of our Paddock display with the attendant staff very keen to show off the coach's facilities.

The LBPT is always keen to promote local charities and was very happy that St John Ambulance benefited financially from the visitors to their ambulance but they were not alone.

Richard House Children's Hospice supports families in London whose children and young adults are at risk of death from a life-limiting health condition and one of the traders in Cobham Hall organised a raffle to raise money for this charity.

Meanwhile in the Race Bays, the **Royal Air Forces Association** was raising money to help continue the work of ensuring that the sacrifice by some RAF personnel does not result in suffering, poverty or loneliness.

And in front of the Paddock, we were very pleased to display **London Transport Museum's** 1914 L&NWR Leyland 'Torpedo' Charabanc which although arriving on a low-loader had plenty of power to complete two demonstration runs. LTM are raising money to complete the purchase of the vehicle which was joined later by another Charabanc, making a very desirable photograph for the enthusiasts.

An exhibition of memorabilia from our Cobham days was displayed in the Vickers Suite. Visitors had the opportunity to study archive photographs and plans as well as be tested in a 'What is the object?' collection of unusual and maybe baffling items, not all from buses thus making the task a little harder. For children there was bus rubbing using Relief Plaques but apparently as many adults enjoyed this activity as did the children. Prizes were presented of course.

The day ended well for everyone although the clearing up and rearranging of the vehicles did inevitably take time and effort and lasted in to the Sunday evening, but we were pleased that 1720 people visited TRANSPORTFEST 2016 and preparations have already begun for our next event, **Spring Gathering 2017 - 'Pay As You Board'**.



How my interest in LT buses began

By Ken Allen

I grew up in Orpington in the 1940s/50s, and as we had no car, we used buses. LTs on route 61 (Bromley Garage to Eltham Well Hall Station) and Tilling STLs on route 51 Sidcup Station to Farnborough (Kent).

To Bromley we usually took the 61, changing at Bromley Garage onto a 47 bound for Shoreditch. I recall the 61 was worked at first by LTs but later (when?) certain STLs took over, particularly the Tilling variety. The LT was my favourite vehicle however, having three axles and a straight staircase! It also came in three versions of destination indicator displays.



A Wartime view of Sevenoaks bus station with a front entrance STL on Green Line duty and a Leyland Cub in the background. (Collection)



Dunton Green operated five STLs until the very end of their Country Area service, which occurred on 1st September 1954. One was STL1783 which is pictured both above and right.

Above right: A C class Leyland Cub working the 490A from Dartford garage. (Collection)

The 51 was worked from Sidcup Garage (SP), starting with Tilling STLs (and, for a time, the Pickup-bodied ones) but later, when the 51A was introduced, changing to LTs.

An alternative way to Bromley was by taking the 51 to Farnborough where the 47 (diesel-engined STLs) terminated outside the 'George & Dragon'.



Right: A Tilling STL and a 10T10 on Olympic duty in 1948. (Collection)



I attended Sidcup Grammar school and around 1948 (?) Tilling STs appeared in service on the 51, and we schoolboys enthusiastically boarded these old outside-staircase buses which lacked destination blinds but had information



Above: A line up of GSs and RTs in Dunton Green garage 30th April 1961. (MHCb)

Right: RT2266 and tree topping former STL1029 at Dunton Green in 1957. (MHCb)



chalked up instead! This was not surprising, as these vehicles were usually seen as trainers, when some had been painted a chocolate brown. However, the next treat was the arrival at Sidcup garage of the first RTLs - what a contrast!

From Orpington railway station there were several country services. The most unusual was the 471, a circular country route worked by the one-man Leyland Cubs, the C class.

Other routes included the 477 to Gravesend (green STLs, some with front entrances), and the 431 to Sevenoaks.

A school chum, Derek, had been to Peckham and discovered RTs with rear roof boxes. Then he and I, like so many others, witnessed the steady arrival of post-war RTs and our Ian Allan ABCs could not keep up. So, when in the West End, I spotted RT 2123 (four digits!) I wondered how many more were to come? This was soon followed by green RT 3042 near Swanley - and still they kept coming.

Somehow we heard that Green Line RTs were being stored in Romford Garage and Derek and I cycled from Orpington to see them - which we did, although how we found our way there is a mystery to me now! An amused inspector said "Don't worry lads - they'll be here for years". Years later, when I was working near Aldgate I



A Cub stranded during the 1947/8 winter.

(Collection)

often saw them on the 721/722.

Fond memories also exist of the single-deck LTs on route 227 (Chislehurst/Penge, via Bromley). When braking to stop at Chislehurst station (en route for Penge) the rear wheels of these elderly vehicles sometimes locked, causing a dramatic skid, as the bus stop was on a steep hill.

Otherwise, not too far away, we had Green Line vehicles including RTC 1 on the 704, but I never had the opportunity to ride on it

My interest in London Transport buses continues ...

Left: Three RTs and two RFs, Dunton Green, 30th April 1961. (MHCB)



Below left: RT displays its rear roofbox number. (MHCB)

Below: RF370 passing through Beckenham in 1955. (MHCB)



Membership and Volunteering - Reasons to be cheerful

By Steve Edmonds

As I reflect on the undoubted success of 2016's Transportfest and the accompanying 50th Anniversary celebration, I again realise how much has been achieved by the Trust in that period of time. Graham Smith's upcoming book on the subject will detail precisely how much.

Some of my thoughts are set out below and once more I pay tribute to our members and volunteers who have supported the Trust faithfully over the last half century. Some "Reasons to be cheerful" headlines:

- Best ever Transportfest attendance of 1720 visitors and largest number of visiting vehicles on display to date
- More family groups attending our events with children's activities and attractions very much in evidence
- 110,000, the total number of visitors to LBM in 2015/16
- 850, the number of LBPT members, the largest ever and growing
- 120, the number of volunteers successfully running an accredited national Museum
- Healthy signs of volunteer growth with new blood arriving in the shape of drivers, conductors (including a number of under 16s), stewards and workshop personnel
- Greater investment in educating the young through our Education programme, including the acquisition of a dedicated Dennis Dart Education bus
- IT training for Curatorial staff on

the MODES computer programme, enabling us to progress the enormous task of recording our accessioned items

- Initiatives to deliver continuous improvement in the visitor experience, for example, the significant planned enhancement to the WWII gallery
- Ambitious plans to enhance professionalism in all we do in order to maintain our Arts Council accreditation and our growing reputation

It is important that in all this we do not lose sight of the contribution that Brooklands Museum has made to our success as a Museum. Whilst the workshop and bus running would have continued to flourish wherever we were based, we could not have made the strides in front of house without Brooklands' support and encouragement. We have been able to draw on their superior expertise and experience gained from running their Museum for many more years, including:

- Providing us freely with a wide range of Policy and Strategic documentation to adapt for our own needs
- Practical guidance and support for our Arts Council bid for accreditation
- Helpful advice on a potential bid for HLF funding for a restoration project

- Health and Safety and First Aid training for our volunteers
- Provision of meeting rooms on their premises for AGMs etc
- Marketing LBM and our three annual events
- Provision of staff and facilities for our events
- Support and advice for education initiatives and much more

We have enjoyed a positive and effective partnership between our organisations over the last five years, which has been mutually beneficial to both Museums. The Brooklands £8m aircraft factory project is progressing at a pace and I think we are most fortunate to share the site with such a forward looking and ambitious organisation.

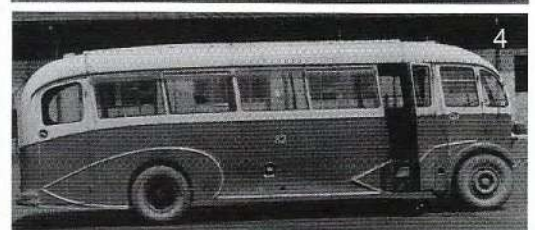
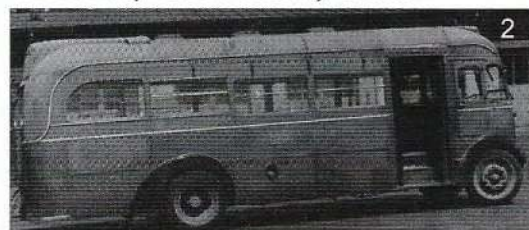
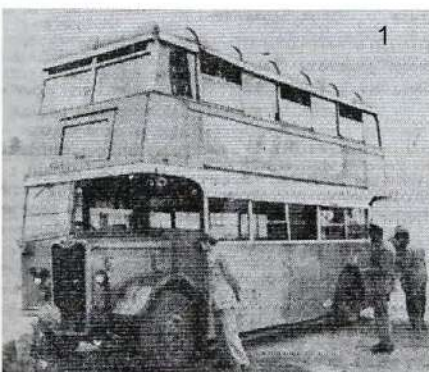
We must continue to improve our capability to deliver high standards of quality and value. Further change is inevitable and the negotiation between the two Museums currently underway heralds a signal moment in our history as we anticipate the longer term future. I trust that you will join me in wishing all the participants well in this important exercise.

I wish you a joyful Christmas time and prosperous New Year. Another reason to be cheerful is the first social event of the year; our members' New Year lunch, details of which are published in this issue. I hope to see you there.

Can you help?

Roger Stagg has sent these photographs of AEC buses in Belgrade. They come from the Belgrade Transport authority who are trying to identify some of the buses that came from the UK after the war.

Photo 1 is a very poor quality photograph of an ex-LT Utility Guy undergoing inspection in Belgrade after arriving from the UK. Photo 2 is an unknown 10T10 and 3 & 4 are not LT but can any reader identify them?



Reigate Garage

By Grenville Williams



Towards the end of my RAF National Service in 1951 I looked at the possibility of working for London Transport. They had a vacancy for a clerk at the Country Bus headquarters at Reigate so I successfully applied for it; this meant that after my last day's National Service I would have a job to go to straight away. It involved daily commuting by the 414 bus from Croydon to Reigate but a free pass meant that it was at no cost.

The STL or RT buses then were not heated and had open doors so for the journey in winter one needed to wrap up well. One memory of that journey was riding in an RT bus that had been fitted with trafficators (it was before the days of 'winkers' and the drivers still largely used hand signals). Imagine my delight at a recent rally at Brooklands to see RT2775 beautifully restored complete with working trafficators - and the driver kindly activated one for me on request.

It was interesting work in the office at Reigate, helping to prepare local timetable route maps and compile the fortnightly staff instructions.

Sometimes, in order to check local details I was sent out around the

country area to remote spots such as Welwyn Garden City and Grays. I took my camera and obtained shots of buses and bus stations etc. which were of use to the office - and to me. At Grays I came across two Guy buses from Eastern National now in London Transport livery following transfer of the area to the LTE.

Occasionally there would appear unusual visitors to the garage or forecourt, sometimes older buses being evaluated for further use (or perhaps scrapping). Some of the oldest

lowbridge buses were still being needed for the 410 route, some had a less prosperous future. Newer ones appeared while being tested in service.

One very unusual visitor was tram No. 1025; (this photo makes a good quiz item if folk are not told its location) - it was on its way to join the vintage collection at that time stored at Reigate.

It was fortunate for me to be able to see all these older vehicles in the corner of the garage. Amongst them, nearest to the entrance, was the Shillibeer horse-bus and I found that the longitudinal padded seats made a very





Opposite page top: Two former Eastern National Wartime Guy Arabs at Grays.
(Grenville Williams)

Opposite page bottom: Lowbridge ST136 at Redhill on its way to Bromley.
(Grenville Williams)

Left: A Lowbridge ST receives attention inside Reigate Garage.
(Grenville Williams)

Below: Preserved trolleybus No.1, LT165, ST821, NS1995, S742 and K424 in Reigate Garage.
(Grenville Williams)

Bottom left: E1 tram No.1025.
(Grenville Williams)

Bottom right: Saunders-Roe bodied Leyland Tiger Cub on trial with London Transport at the Reigate terminus of Green Line route 711.
(Grenville Williams)

good place to have a quick kip after lunch in the garage canteen!

Some older buses had managed to survive in other guises.

The General office in the main building had acquired a mascot - a grey squirrel who would call at the open window on request.

Derek Fisk, who later became LT's Publicity Manager, was working at Reigate at that time. He was a keen railway modeller and brought one of his models under construction to show the staff. Even he took the occasional holiday and is seen at Sandown during a tour of the Isle of Wight railways just before many of them closed.

All in all it was a happy and interesting five years working there.





Letters

Dear Editor, I well remember ST922 at Belmont terminus and it was a regular in Merton Hall Road, Morden, on Derby Day providing sustenance to the crews of the numerous buses operating the special service from Morden Station to Epsom Race course. In the late '40s and '50s these buses were queued the length of Morden Hall Road and almost the full length of St Helier Avenue early in the morning on race day before being moved up in batches of three at a time to be filled in seconds at the special pick up point in Kenley Road behind the Underground Station, the railings of which were still there when I looked several years ago. In the early days the buses were mostly LTs and STs, Gs, STLs etc., many with open staircase bodies including Tilling STs and standard STs and LTs etc. that were about to be scrapped.

Jim Andress

Dear Editor,
Brilliant cover photograph and a very interesting read throughout.

With regard to route 227 an excellent photo taken by Alan B Cross of postwar T753 on this route can be found on page 195 of the publication 'The London T Types' (Ken Blacker/Capital Transport).

Can we please have a museum model of this to fill the gap between my LT scooter and RF!

Thanks again for the excellent magazine,
John Hicks

Dear Editor, On display in our Museum at Brooklands we have on loan Q1 class trolleybus 1812 which as is well-known was sold to Spain and operated by the Santander-Astillero trolleybus company as their number 8. Returned to the UK in 1977, it was rebuilt to its original London condition. The London Transport Museum has at Acton Q1 class trolleybus 1768 which was never sold to Spain, and has been in preservation since it ceased London service in 1961.

Another Q1 class trolleybus is to be found on display at the Basque Railway Museum in Azpeitia, inland from San Sebastian. This is Q1 class trolleybus 1837, sold to Spain where it operated in Zaragoza, and now preserved. It was reconstructed in Spain to enter service with a front exit and rear entrance, on the UK offside, both fitted with doors, the UK open rear entrance was panelled over, a conductors desk is on the right as you enter at the rear, and the staircase is moved to the middle of the UK nearside. The driver position was not changed. Trolley retrievers are fitted. The trolleybus is shown in San Sebastian livery as their 73 (which in fact was London trolleybus 1870, which did not survive).

I attach a recent picture of the trolleybus on display, and another of me wondering where the rear entrance that I remember has gone....

Guy Marriott



Dear Editor, You may recall that I mentioned my building of a 1/16th scale model of the Tilling ST in LBM magazine issue 10 (winter 2013); in the intervening years I have completed the model, and was asked by 'Model Engineer' magazine to contribute an article describing its construction. This was duly published in September this year with the model shown on the front cover - to my surprise. However, a bigger surprise occurred just a few days later when the Autumn issue of our LBM Magazine appeared, with our very own Tilling ST shown in its original livery of Thomas Tilling Ltd. I attach a picture of both front covers, which shows the bus in its earliest and last days, by which time it had completed nearly 20 years service with Thomas Tilling and London Transport. I also attach a couple of pictures of my model in its post-war (1949) livery.

Malcolm Hart



Right: Readers may recall we featured a picture of Malcolm Hart's 1/16th scale Tilling ST, more or less complete but unpainted, in issue No.10, Winter 2013. We thought you'd enjoy these pictures of this magnificent model now complete.



Cookery Corner

By Sharon Burton

Do not panic; this will not be a regular feature!

The subject is Omnibus Pudding. This is a recipe I came across whilst browsing through Mrs Beeton's 'All About Cookery, New Edition'. It was published around 1919. The recipe does not appear in the earlier editions.

It contains no tyres, oil, moquette or engine parts!

I decided that as a volunteer at LBM some of my dear unsuspecting colleagues should be guinea-pigs for this experiment.

The Tuesday bunch were chosen ... and we are still all friends so read on to find out how things went.

This is the recipe:

3 ozs plain flour, 3ozs finely chopped suet (I used vegetarian suet), 3ozs raisins, 2ozs golden syrup, warmed, 1/4 pint milk.

Method.- Mix all the ingredients thoroughly together, pour into a well-buttered basin. Steam for two hours. (The pudding, not you!)

Average cost: 4 1/2d
Sufficient for 3 or 4 persons.

The first thing that struck me was that the quantities were odd. I have made plenty of steamed puddings in the last 40 years or so and I do not recall any that had equal quantities of suet and flour. It is more usual to have half the fat to flour. Which made me wonder how this was going to turn out.

Well, I followed the recipe, steamed it for two hours and lifted it gingerly out of the saucepan. I had used a glass bowl so could see it with no problem. The pudding was a lovely golden colour just as it should be. However, on the top was a clear liquid layer about a centimetre deep. No steamed pudding I have ever made has had such a thing. Could it possibly be melted suet, revolting thought though it was? The short answer is yes. Horrible! I poured it off into a

separate bowl and added a little cold water to check. It solidified instantly. Leaving that to one side, I tipped out the actual pudding. It smelt fine and seemed quite solid. More than 'quite' really.

The dilemma I had was whether to tell the chaps, before they tasted it, what had happened with the suet. I decided not to. After all, I didn't want to put them off.

So later that morning I presented the Stewards Ian, Andrew, Adrian and Mike (and Geoff H. who was a driver that day) with forks and plates and the famous pudding.

They manfully took a chunk each and chewed thoughtfully.

Verdicts: 'solid', 'nice', 'interesting', 'needs cream/custard'.

We all agreed it was a pudding that needed to be

Omnibus Pudding, we think it had nothing to do with buses. It is the Latin name that has relevance; 'for all'. It was cheap, filling and relatively quick and easy for the times. Two hours may sound a long time to us for the cooking but believe me, the preparation would have been very quick compared to many recipes in those days. Yes, the raisins would have had to be stoned and washed unlike today but any recipe containing ground almonds, for example, meant peeling the skins off real whole almonds and pounding them yourself. So many things were very time-consuming back then.

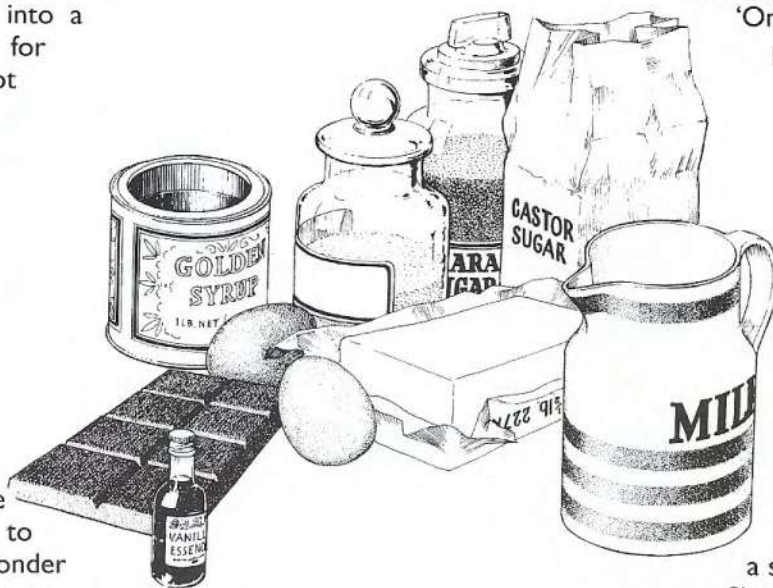
Incidentally, recipe books were set out rather differently in 1919 and before. The recipes were not in sections such as soups, main courses and puddings but organised alphabetically. Therefore, Omnibus

Pudding appeared between 'Omelet, sweet' and 'Onion pudding'!

I found one other recipe for Omnibus Pudding in Ward Lock's 1884 publication, 'The Enquirer's Oracle'. The ingredients were almost the same except that instead of golden syrup it used molasses. This would have given a much darker colour and a slightly different taste.

Should anyone be tempted to have a go at making this pudding I will be most intrigued to hear how it turns out. Will you too end up with a strange layer of melted fat or was I doing something wrong? Mary Berry or Delia would try again as a good cook should.

I am not planning on entering any great Bake-Offs any time soon so I think I'll call it a day. Don't want to make any other LBM Stewards nervous if I approach them with a cake tin!



e a t e n

hot as soon as it was cooked because as the morning wore on it became noticeably harder. In fact by the end of the morning you could probably have used it for hard-core! Or been had up for cruelty if you put it out for the birds.

At that point I told them about the suet. Reactions were predictable and there was a lot of banter and laughing.

Having discussed the name



Top: RTL139 and the horse bus outside Stockwell Garage during their event on 15th October 2016.

(Peter Zabek)

Bottom: The horse bus looking a bit out of place inside Stockwell garage earlier that day.

(John Stiles)