



LONDON BUS MUSEUM MAGAZINE



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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

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FRONT COVER PICTURE

Preserved RT329 at Wisley in 2006. This Park Royal-bodied, roof number box 3RT3 is in the livery and condition it was delivered in February 1948.

(MHCb)



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ITEMS FOR THE MAGAZINE

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From the Editor

Oh my, it is seventy, yes seventy years, since the post-war RT entered service! Can it really be true that this wonderful, state of the art, cutting edge, double deck bus which made all others look second rate, first appeared on the streets of London and its suburbs seven decades ago?

Of course there had been the 'pre-war' version, which actually entered service between August, 1939 and February, 1942, but to bus spotters of the time these were so far from the norm, exotic, ultra-modern and there being only 151 of them, that they were unknown in many parts of the great London Transport empire. The post-war version was going to supplant all others, as indeed it did, sweeping away, first the petrol engined LTs, STs, and STLs dating from London General days, then the later oil engine vehicles, all the rest of the STL type, the 100 STDs, the wartime Leylands, Daimlers, Guys and Bristols, although the last of these were only a year or so older than the first post-war RTs.



The Trust's RT2657, which actually has the chassis of RT501 and the body of RT677, both of which date from 1948.

(MHCb)

It didn't stop there for next to go were the immediate post-war 'stop gap' versions of the AEC Regents and Leyland Titans. Finally, because London Transport had over estimated its needs, it consumed its own, the last examples of the RT and the Leyland version, the RTL, although built in 1954, not entering service until the summer of 1959, replacing, not just the last of the 'pre-war' RTs in passenger service, but also post-war examples. One would have thought that these would have been, first the 120 very non-standard Craven bodied examples, and this did happen, between April, 1956 and May, 1957, and then the oldest standard RTs and RTLs. Not so for, because of the curious, if logical, London Transport overhaul system, a bus would emerge from

Spring 2017



RT227, another 3RT3, which was delivered to Croydon garage in November 1947. It acquired its Country Area livery in preservation days.

(MHCb)

Aldenham with neither the same body nor chassis it had gone in with.

As an ardent spotter at the time I quickly caught on to the fact that the earliest HLW and HLX registered RTs were going in for overhaul at the same time as the last NXP and OLD registered vehicles and thus what had begun life as an OLD registered 1954 vintage bus, might be fitted with an early roof box body and, even if its chassis was much more recent, it would be sold as early as 1958. This was crazy, although, of course, so thorough was the overhaul of both chassis and body, that every bus emerged virtually as new, as their overjoyed new owners very quickly discovered.

1958 might have been seen as the beginning of the end for the RT but for various reasons, not least because the world of urban transport was changing, because some of the RTs successors were quite unsuited to life in London, and because the RT was such a superb vehicle, it had another 21 years left. I was brought up in Thornton Heath and one of our local garages, Croydon, being a former Tilling establishment, was home to some of the oldest and most worn out STs and STLs, and so got the very early post-war RTs which used to pass the end of our road. It was about this time that my friends in class five, Winterbourne Primary School, John Wadham and Clive Gillham (Hi Clive- we still keep in touch even if he



RT169, dating from September 1947, at West Croydon in November 1955 in virtually original condition, apart from its all-red, other than the cream strip between the upper and lower decks-livery, but retaining its polished wheel embellishments.

(MHC B)

is living in Sydney), introduced me to the Ian Allan ABC and explained exactly what these shiny new double deckers, which I had described as 'looking a bit like a trolleybus' actually were. Curiously they were used on the 115 which was a very local route which wound its way around the very suburban streets of Thornton Heath, Norbury, Streatham, Mitcham, Hackbridge, Carshalton and Wallington, and got nowhere near central London. However others did, going to Leyton Garage where they took over from open staircase LTs on the 10, 38 and 38A in particular. Indeed the very first was RT402 which entered service from Leyton on 10th May, 1947, followed by RT 152, again at Leyton on 23rd May. Croydon got its first examples in July that year, followed by more in August. By the end of the year 171 new RTs had entered service.

Michael H C Baker



Another Croydon roof box RT, No.214, at Thornton Heath Pond in May 1959, by which time the roof box RTs were being withdrawn. Later this year, on 10th May, Leyton garage, which along with Croydon received the very first post-war RTs, will be holding an open day, an event which buses from the Trust will be attending and this magazine will no doubt be featuring.

(MHC B)

From the Workshop - and the Autovac explained

By Roger Stagg

This might be the Spring Edition of the magazine but today outside the window, snowflakes are filling the sky and the garden has disappeared beneath a white carpet. Hard to believe that in December it was T-shirt weather.

Other than to mention that progress continues on all fronts in the workshop with RF19 now ready for glazing, some of the windows back in the Canteen Trailer, Q83 well into its pre re-painting preparation, RTL139 nearing completion of its rear of platform rebuild, NS174 getting its second layer of waterproofing and boarding to the upper deck, TAI fan pump replaced, RT2657 radiator rebuilt, the canteen trailer battery charging engine put in working order, the spare RF engine dismantled for reconditioning and all 'runners' inspected and serviced, there is not a lot to say!



The NS team at work; does this mean it is now officially a double decker once again? (MHCb)

Meanwhile the stores have now transferred from Ockham to Northchapel, the attempts to sort it pre-move having been frustrated several times, to be re-arranged when the temperature increases. STL2093 has been returned to LBM and incorporated into the wartime diorama display. At Ian Barrett's workshop dismantling of the front of T448 has commenced.

Below: RF19. (MHCb)



I do however seek a couple of extra hands in the bodywork department on Wednesdays where illness has depleted the Canteen Trailer workforce. Absolutely no



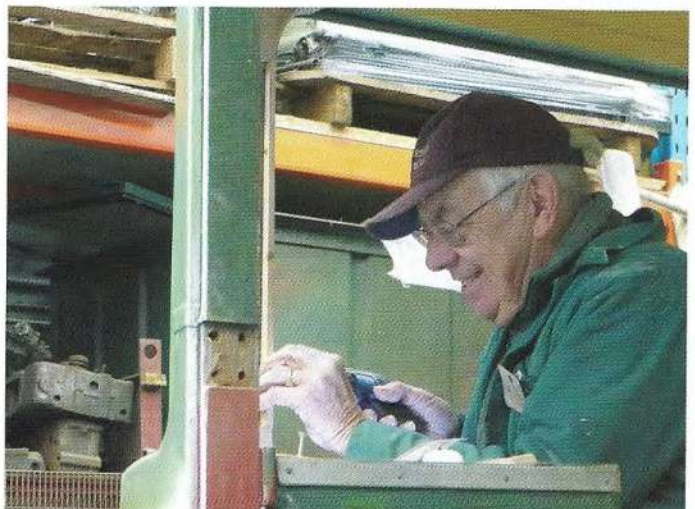
Owen Wright, Workshop Manager, at work. (MHCb)

previous experience required, just turn up and enjoy the camaraderie.

Instead of a blow by blow account of what we have been up to I am moving off to a different subject brought about by a number of questions at the Museum over the past few weeks. What is that? An Autovac unit. What does it do? It is a vacuum operated fuel pump. How does it work?

The Autovac was invented over 100 years ago. At that time and indeed for a good many years after, fuel tanks were mounted with their bottom level above that of the

Below: Edward Warren at work in the canteen trailer. (MHCb)





Autovacs prominent on LT1076 and ST922 inside Bromley garage, August 2017.

(MHCb)

carburettor bowl in order that fuel was supplied by gravity. It was normal for the tank to be mounted beneath the driver's seat (D142, S454 and NS174) or on cars at the top of the scuttle under the bonnet, not the ideal position in the event of an engine fire.

Mechanical or electric fuel pumps did not come into common usage until the mid 1930's, the first mass produced LT vehicle not to have an Autovac was the RT which features a mechanical pump mounted on the gearbox.

The Autovac consists of a header tank, normally of around one gallon capacity, into the top of which is fitted the Autovac unit. The base of the header tank has the fuel supply on/off tap and the pipe that leads to the carburettor or injector pump.

The unit consists of a bowl not much larger than a baked bean can onto the top of which the operating part is fitted with up to eight set screws. At the base of the bowl is the outlet upon which is fitted a little flap slightly overbalanced to seal the outlet. The operating part is a brass casting into the top of which are the fuel inlet pipe, the vacuum inlet pipe and the vent. On the underside is a float which slides up and down on a central rod and which is attached to a horseshoe by way of a light spring. The horseshoe is in turn connected to two small valves, one to the vacuum supply and one to the fuel.

Initially the fuel in the header tank is below the base of the bowl which is empty and the float at the bottom. The off-centre spring connected to the horseshoe has opened the valve to the vacuum pipe from the inlet manifold on petrol engines or the exhauster on diesels, and closed the valve to the vent. Once the engine is running a vacuum forms in the bowl and sucks fuel up from the tank, the vacuum keeps the flap valve at the bottom of the bowl closed. As the bowl fills with fuel the float rises and as the spring passes the midpoint the horseshoe flicks over (just like an over centre switch) and closes the vacuum valve and opens the vent. Without the vacuum to keep it closed and the weight of the fuel over the flap at the base opens and the fuel flows into the header tank. With the fuel gone the float drops and the horseshoe flicks back opening the vacuum and closing the vent and it starts again.

Once the fuel rises in the header tank to above the base of the bowl the float is floated constantly up cutting off the vacuum until the level drops and more fuel is sucked up. If the vent on the Autovac is covered/blocked by perhaps over enthusiastic painting the unit will not work.

The Autovac is a simple and efficient fuel pump and is dependent only upon the cleanliness and seal of the bottom flap and the two tiny valves which are no more than simple taper seats. Vehicles with 'out of the way'

header tanks such as Q83 have a substantial vent head but those with header tanks above the near side front wing tend to only have a small hole in the plug on the top of the unit, this is easily painted over. If you have lots of battery it is possible to pump up enough fuel into the header tank to start a 'dry' engine but if you run the Autovac dry the only sensible solution is to remove the header tank plug and pour in half a gallon of fuel. Of course if it's a diesel you will probably then have to bleed the injectors!

There are memories of my father's Austin Heavy 12/4 that ran out of fuel near Norwood Junction on a Sunday afternoon in around 1951. It involved a trip by bus to the only fuel station open near Shirley and a trip back with petrol (which the conductor would not have permitted without dad's 'sticky'). Into the tank it went but still no starting. In what my granddaughters call 'the olden days' there used to be red boxes that you could make phone calls from for a few pennies. A call to Grandad at Norwood garage produced a "did you fill the Autovac?" So back on the bus for another return to Shirley before it started.

Well that's it from me, I hope to see many of you at Members Day and Spring Gathering.



More autovacs at Sevenoaks bus station, 1950, on the left a Maidstone and District Weymann-bodied Leyland TD4 Titan and, right, STL250.

(Alan Cross)

Q83: 1966-2016 Half a Century of Preservation

The Hard Times 1966-1973, Part 2

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

In Part 1 of this story Mike told of the beginning of Q83's 1966 entry into preservation, and its return 'south' to its spiritual home in Surrey. Only then did the full reality of what they had done begin to sink in. The story now continues . . .

Since it came into Harry Pick's ownership Q83 had always been dry stored (at the AEC Depot) so we were wary of leaving her too long in the open but circumstances meant she had to endure a good few months like that, moving by the following summer to Southwater near Horsham. Undercover accommodation was being actively sought and, as luck would have it, it was eventually found on very reasonable terms, albeit rather a long way from home in the depths of rural Kent. The M&D and East Kent Bus Club had approached us about space in a dutch barn type structure at a place called Pluckley where several other preserved vehicles were also resident. It was in the middle of nowhere but I do recall that it had a railway station, not that we ever used it.

In the second half of 1967 Q83 made her way from Surrey to Kent and was able to join our (now) STL2093, and several other on-going projects. I seem, for reasons I cannot now fathom, not to have made any personal photographic record at the location although I do have some brief bits of 8mm cine film.

We were beggars and could not be choosers at this point and we gladly accepted the almost 200-mile round trip from Middlesex via south London and Surrey to work on her, doing this on an almost weekly basis, as it turned out until early 1969. Much of the time the long journey was just Bill and myself as Ian and Pete would make their own way there.



Probably during a lunch break - part of the rear framing made by Cottrell senior stands ready. The internal part of the wheelchair ramp added by the Sutton Coldfield people can also be seen. *(Michael Wickham)*

The upside of being at Pluckley was that we could really knuckle down to work not possible before, including major paint-stripping exercises. Love it or hate it, that garish orange/grey livery had to go, and we were eventually able to get her green under-coated here too.

We unfortunately at this time though started having lots of trouble with brakes and batteries that was to curse our efforts for a very long time. We did get a wonderful boost however when Bill's father, a commercial bodybuilder by trade, came down to measure up and, the following week with pre-cut hardwood framing, perform a very quick restoration of the rear end - he was the 'who you know' referred to earlier.

When, in the autumn 1969 we were finally given notice to quit the Pluckley premises we were able to look back on a good camaraderie built up with the M&D and EK people who had often helped with a multitude of tasks over some two years, but we were then very fortunate indeed to be offered a chance to park under cover at the rear of LTE Stonebridge, former trolleybus depot garage. It wasn't long before we were joined there by RT1431, TD95 and the sadly now lost Breakdown Tender 833] (ex-STL159).

Tenure at SE came with firm stipulation that no work was to be carried out on the premises so we had to take her out on our Sunday visits to find different open-air sites to work. All the internal rexine had been over-painted gloss pale grey and early on we were able to locate and apply a pale green emulsion very close in shade to the 'apple green' that it would have been in LT days. To make this more durable it was then coated in shellac varnish. The larger brown rexine areas were dealt with using a leather paint called Nu-Again and we had great difficulty sourcing enough of this as it only came in small tins!



Q83 at the rear of Stonebridge (SE) Garage in March 1970. *(P Esposito)*

This was the time before the LBPG was able to obtain the genuine LT material so it was 'make do and mend'. We still, of course, had the missing seats curse. Very early on we had made enquiries and I visited the yard of the south-west London breaker that had taken 1035CD when it was disposed of, but this had been at least four or five years beforehand and, predictably, nothing



One place we went to often for our Sunday work was a run-down canal-side trading estate at Trumpers Way, Hanwell. Here TD95 pays us a visit. I think we were part way through the Valliants garage repaint at the time. Another group had a small garage there where they were restoring a WWII fire tender.
(David Boshier)

remained. Also we had contact with an ex-serviceman who told us of at least one 4Q4 that was still in regular use in Malta at the time of his last tour, again some years before so we could not find out anything about it.

In 1970 we were able to give the bus a quick coat of green and white to represent the post-war country bus livery - this offset the mechanical woes and cheered us up greatly. It was possible because we were given permission by Valliant Coaches of Harrow to use the facilities of their premises on Sundays. Overtures were also about then made to the owner of Q69 (CGJ 174) which had long been laid up in the Essex open air after being occasionally rallied in the earlier sixties, but the price being asked was far too high for us to afford then. These 'overtures' were to be repeated in subsequent years - more on that saga later in the story..



Just leaving Valliant Coaches in 1970, Some of the paint was probably still wet!

Quite some time before this, and before we vacated Pluckley Pete had decided that he could no longer participate and the expenses were therefore now a tripartite affair. The Stonebridge location was ideal for Bill and myself but not so for Ian, still based in Surrey and now with a young family, so we tended to see less of him

at this stage of the story.

The London Bus Preservation Group finally ended its long search for a permanent home for its vehicles with the purchase of the Redhill Road premises. Q83 was to become one of the first residents, arriving there within days of Group possession in April 1972. At last we had secure undercover accommodation that we could count on as long-term, much more convenient for Ian who was then able to get more regularly there. The place had rudimentary facilities, to put it politely - hot in summer, damned cold in winter, but the kettle was always on. On Sundays a cacophony of sound from several portable radios echoed throughout the place and mingled with a miscellany of drills and senders, but Ian went one better - he had a portable wind-up gramophone and many a pre-war melody or recitation was heard time and time again. One was 'Poor Little Willie' by Gracie Fields which became Bill's favourite - very unkind lyrics, definitely politically incorrect today but he took it all in good part and enjoyed playing it himself a good time afterwards. Tribute has especially to be paid to Bill with Q83. Though the youngest of the original quartet he was clearly, within the first few years the leader in technical ability, mechanical knowledge and just plain drive to get things done. He was of course to later play a number of long and important roles within the LBPG/LBPT for which he is remembered and respected to this day.

Friendships and a spirit of co-operation developed which meant that we could count on help and advice from many quarters to ease our task along. Serious work could now begin on those damned brakes but it was to be a very steep learning curve to get to the seat of the problem!

We began our tenure by re-building the rear floor to hide the ramp and re-covered under the seating with appropriate lino material and new wooden slats. The rear bench seat was, of course, not there anymore so we attempted, not too successfully, to re-make it. We didn't have the right size and shape of seat squab either but it looked reasonably ok, if a touch shallow. The re-constructed rear end had however been glassless since Pluckley days and we were at last able to have a go at rectifying that. We had special laminated glass cut to shape but, woe of woes, managed to break two in the fitting. They were expensive but we finally succeeded. Early attempts were then made to rebuild the luggage racks though they didn't look too good either. Bill was later to make a much better job of that.

We continued our weekly slog, being at Cobham most weekends during the rest of 1972 and made some progress with the brakes problem. Just when we were feeling at the start of 1973 that we could achieve readiness for HCVC Brighton however, we were stopped in our tracks again with major engine problems. Water had leaked into the cylinder bores, so much disassembling had to take place again. Thanks to then owner Tim Nicholson however it was made possible to borrow the cylinder heads from STL2377's (then) engine to get her going again. After lots more rubbing down and filling etc we had a finish we considered suitable for the re-paint, though, in the end that had to be professionally improved before the final coats. We chose LPC Coachworks of



Hounslow, by then well-known for their recent restoration of ST922, DI42 and the LT Collection's S742 which they repainted nicely for display at Beaulieu.

We had decided between us to go for the short-lived Green Line appearance of 1936-38, a two tone pale green scheme with black lining out and roof side-boards for Route 'L' Uxbridge-Great Bookham. Small flake colour samples had been obtained during our preparation and passed to a helpful technician in the Chiswick paint laboratory by Ian when he was there for driver training, and that technician then produced colour cards for the paint to be made to shade. A pair of RF boards were sourced and the all-important 'eggs' were cut to shape and added to the tops. We made these using those on TF77c as a template. Correctly spaced black/orange bands were painted on and the considerable 'Johnston' route detail lettering added by a skilled and friendly Chiswick signwriter - the end result was very convincing. The boards still exist today and are displayed in our museum.

LPC Coachworks agreed to take on the final painting job and gave us a very reasonable quote -this was more

Top: Resting at Crawley in the company of STL2093, then still privately owned.

Above: Arriving at Brighton.

(Graham Burnell)

though than we had paid for the bus back in 1966, such was the rapid change in the value of money in those few years.

During the last week of April the painting was carried out and, with all the finishing work done afterwards we were really pleased with ourselves but the very necessary MOT was still outstanding - an eleventh hour cliffhanger as it was not done until the Friday. Much to our relief however she cleared that hurdle and was ready for the run 48 hours later, albeit with the interior still needing much attention.

As it was 43 years ago there are perhaps not many of the current membership who were there and will remember that it rained and it rained, but we were proud of our efforts and she turned a few heads en-route and at Marina Drive Brighton. A day of memories that will always be treasured.

To be continued

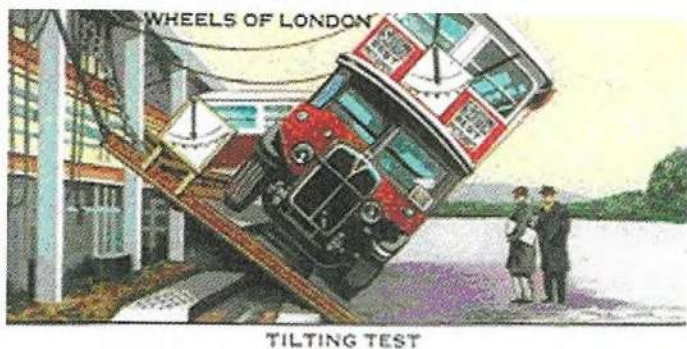
Tilt Testing Buses at London Transport's Chiswick and Aldenham Works

By Brian A L Jones

In appearance, double-deck buses may give the impression of being potentially unstable vehicles. In reality the bulk of the vehicle's weight is concentrated in its lower areas. The engine and/or motors and fuel and/or batteries are contained in heavier structures that support a lighter upper structure. Passenger loadings will, of course, vary the overall distribution of the weight contained within the bodywork.

Licensing authorities determined in the early days of bus development that each vehicle needed to be able to have an established limit within which, at any loading, the vehicle would not topple sideways and set a requirement for a minimum 'tilt' angle of 28° to be achieved.

To facilitate testing at their Chiswick Works, the London General Omnibus Company (LGOC) provided a tilt-test table there, which opened in August 1921 for the maintenance, repair and construction of bus bodies for their large bus fleet. The LGOC was succeeded in 1933 by the London Passenger Transport Board (LT).



The picture above is reproduced from a series of 30 cards issued in a presentation folder, with reproduction maps, tickets, etc., produced in the 1970s by the *Sunday Times*. It provides a somewhat idyllic impression of Chiswick Works, with trees and distant hills. It is also unlikely that the observers pictured would choose to stand on the leaning side of the vehicle under test.

The text on the reverse of the card reads: **Tilting Test** A check on the stability of each individual design of motorbus is a requirement of the Commissioner of Police in London. The test is carried out at Chiswick Works. The top deck is weighted to the equivalent of a bus with a full passenger load but the lower deck is left empty. The vehicle is then tilted to an angle of 28°. The bus must remain perfectly stable throughout this operation and show no tendency to topple over. Once the authorities are satisfied a certificate is issued which applies to the whole batch of identical vehicles that are to be built.

The table was a sophisticated asset that few manufacturers and body-builders could afford to emulate and, by arrangement with LT, a number of companies used the facility.

The following photographs have been chosen to illustrate the range of vehicles tested at Chiswick and later at LT's second large-scale bus maintenance facility at Aldenham, which commenced operation after WWII.⁽¹⁾



This unusual vehicle is in fact an AEC Regal single deck chassis bodied by Thomas Harrington of Hove as a Land Cruiser. The photograph was taken at Chiswick Works and LGOC NS class bodies can be seen on the left and at the rear. Harrington's only constructed 15 double deck bodies and this was the first. It was commissioned by Captain and Mrs MacMullen of South Godstone, Surrey and had a luxury interior including a bedroom with black finished American walnut trim and a specially designed Lalique radiator cap.



With a factory situated at Southall, Middlesex, only a few miles away from Chiswick, AEC were the prime supplier of bus chassis to LGOC and LT. LT1137 was a unique double deck Green Line coach with an LGOC body constructed at Chiswick on an AEC Renown 6 wheel chassis. Note that the bus tilt angle has nearly reached 40° and that the check ropes are still slack. (LBM collection)



Weymann's were selected by LT to supply front-entrance low-height double deck buses for Country Area services. They were, in fact, constructed to a standard Weymann's design also adopted by several other operators and were thus unusual, as LGOC and LT had previously designed, specified and often built its own bus bodies. Delivered in April and May 1934 the twelve buses operated the 410 route, which passed under a low bridge at Oxted, and were named after their usual home garage the 'Godstones'.

(LBM Collection)

As yet unregistered and tilted on the Chiswick table this AEC Regent 'Godstone' STL has an LT class body for an AEC Renown 6 wheel chassis positioned behind.



A Weymann's bodied trolleybus undergoes tilt-testing at Chiswick in 1942. It is almost certainly an export order that could not be delivered and was therefore diverted to a UK operator. Some diverted export order trolleybuses were the first PSVs in the UK to be allowed to operate with a width of eight feet, rather than the maximum permitted width of seven feet six inches which was in force at the time.

(LBM Collection)



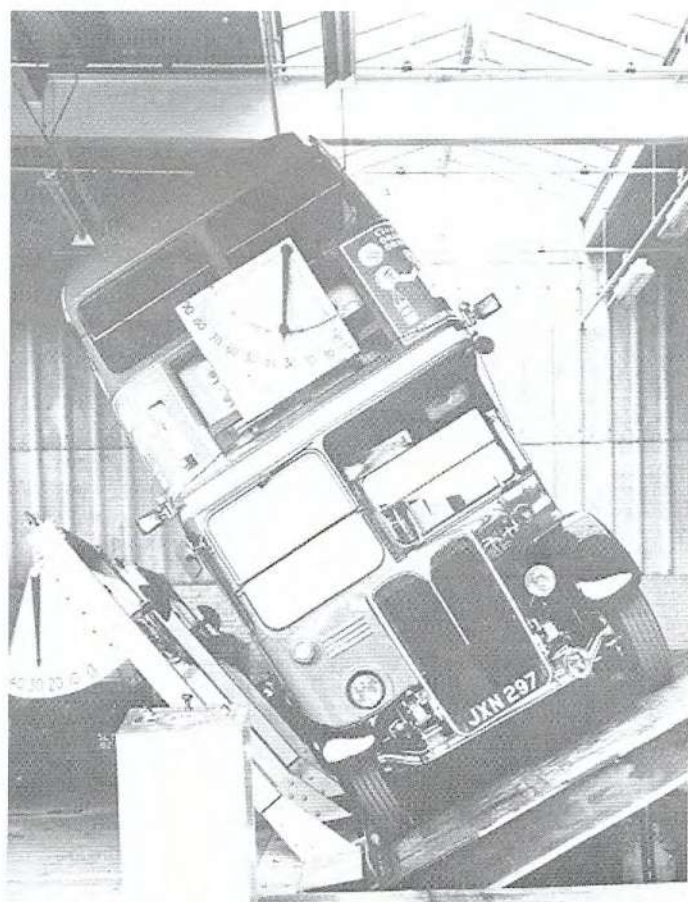
DDB252, a Weymann's bodied Leyland PD2 low height bus destined for North Western is checked on the tilt-table at Chiswick on 20th November 1949 on what appears to be a cold day.

(LBM Collection)



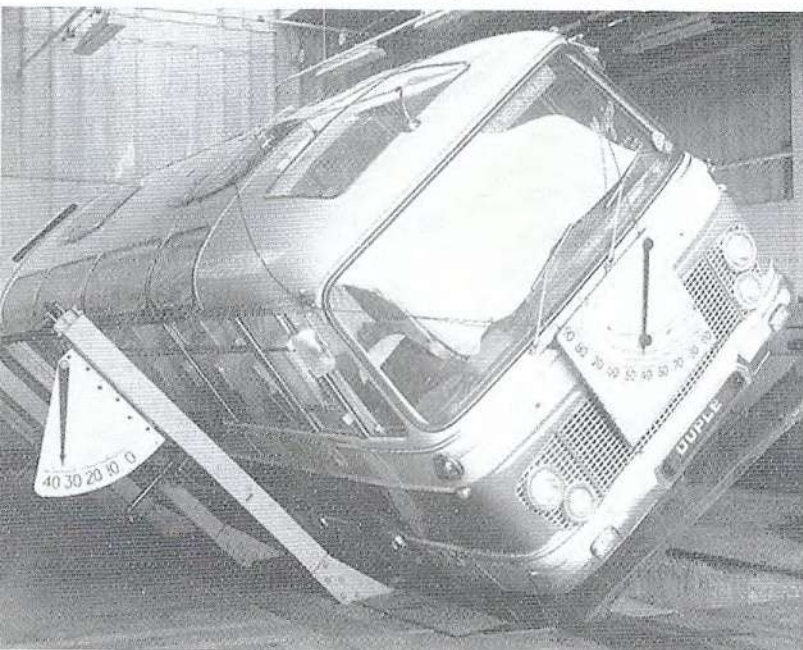
Routemaster CRL4 on the tilt-table at Aldenham. Note the more sophisticated design of the equipment on which the check ropes were replaced by a buffer arrangement to support the vehicle if the stability limit was exceeded and the direction of tilt has been reversed.

(LT photo dated 23 May 1957 and numbered V351)



A freshly overhauled RT bus rides the tilt table at Aldenham Works in July 1960. While RT919 had been delivered with a Park Royal Vehicles body in 1947, as bodies and chassis were separated and interchanged during overhaul it is possible that the original body had been replaced by one built by Weymann's. Note that the control console has been totally changed from that in the above photo to a more compact unit.

In case I have given the impression that only London Transport provided tilt-testing tables and such facilities only need to be used by double deck vehicles, here is a photo that corrects both those possible assumptions:-



A Bedford VAL14 fitted with a Duple Vega Major body undergoing a tilt-test in May 1962 at the Chobham Army test centre in Surrey.

References

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- Chiswick Works - Colin Curtis and Alan Townsin - Capital Transport (2000)
- London Bus File 1933-39 Double Deckers - Ken Glazier - Capital Transport (2001)
- Bedford Buses of the 1950s & '60s - Mike Berry Trans-Pennine Publishing (2001)

Despite constructors' and operators' best efforts, buses were still occasionally involved in accidents that resulted in them falling on their sides. Staff training on the equipment needed to right vehicles in such circumstances continues to this day.



London bus RT106 was adopted as a training vehicle for LT staff and renumbered 1036TV. It is seen here at Hammersmith Trolleybus Garage in 1967 with shear-legs recovery equipment in place to demonstrate recovery of the vehicle into a vertical position. That equipment was transported in LT emergency lorries similar to that in the foreground. The bus's interior lighting had presumably been activated for photographic effect. (LT photo 67/182)

Note

1. At a meeting held by the LT Chief Mechanical Engineer on 6 June 1951 it was noted that the provisional cost for the tilt-table installation at Aldenham was £4,000 and it was proposed that outside organisations would be charged £15 per test



What's up with STL2093? Looking rather the worse for wear but if you want to know the full story come to the London Bus Museum, or, otherwise wait for the next edition of this magazine when, hopefully, all will be revealed. (MHCB)

Membership and Volunteering -

By Steve Edmonds

This is a brief update from me about the sound progress being maintained in these two key aspects of life at LBM. Membership numbers are steadily continuing their upward trend. At the time of writing, members' social events have occurred or are to take place in the shape of our annual New Year's luncheon in January and Members' Day in March.

The lunch at Silvermere golf club was attended by sixty-five of us; slightly lower than previous years but no less enjoyable. A pleasing amount was raised for funds by the raffle. My thanks go to those who attended and contributed raffle items and those stalwarts who managed the raffle with their usual good humour.

Members' Day has a range of activities in the shape of bus rides on rarely used vehicles, a talk on the NS project, a Q&A session with the Trustees, an update from Brooklands Museum on the new aircraft factory project and guided workshop tours.

I am delighted to announce the co-option to the Council of Management of Deryck Fill in the role of Marketing Director and Trustee. This has been a long outstanding vacancy and Deryck already our Events Manager and a

Duty Manager brings useful skills, strategic thinking and senior management experience to the role. The LBPT membership will have the opportunity at the AGM in July to endorse and ratify his appointment.

Whilst we continue to have vacancies in some key managerial roles, I am pleased to say that volunteering generally continues to blossom. Six new Museum stewards have recently been appointed. And there are at least half a dozen new drivers awaiting their assessments and type training. Additionally we now have the largest group working in Library and Archives that I can recall. This area is now keenly focused and positively buzzing with activity on a couple of days each week. All this growth bodes well for the future and is very encouraging.

Our membership database is being used effectively to produce membership cards electronically and new joiners now receive a 'welcome pack'. The direct debit and standing order methods of collecting annual subscriptions are also working well. However, we have not yet managed to set up renewal reminders to those who pay by cheque.

We had abandoned publishing lists in the magazine as reminders and I understand that some had relied on these to ensure that they renewed on time. The good news is that we plan to start sending renewal letters with the summer issue of the magazine. In the meantime a review of upcoming renewals will see members notified individually as required.

If you do not already do so, you may wish to consider paying by Direct Debit. This is our preferred collection method as it ensures that payments are made securely and promptly, are not missed and taken at the same time each year to facilitate members' budgeting. You can download the application form from the LBM web site, print it off and send it to me or you can send me a stamped addressed envelope to receive a hard copy.

Finally, we have the 44th Spring Gathering to look forward to on 9th April. We need about one hundred volunteers to run this prime event in our calendar. If you have not helped out before and are seeking an introduction to volunteering at LBM, it could be an opportunity for you to gain some useful experience. I hope to see you there.



Another new exhibit arrives. MRL242 - or all that survives of it - which was a child friendly attraction at Covent Garden - has been donated to the Trust and will no doubt be equally popular at Brooklands. (MHCB)

Spring Gathering Sunday 9th April

Spring Gathering this year will have the theme 'Pay As You Board' concentrating on the origins of OMO and subsequently OPO including, it is claimed, the first double deck PAYB in Britain.

There will be four heritage bus excursions, two to favourite destinations of Hampton Court and Guildford following routes 131 and 715 and two new ones to Leatherhead (route 416) and to Addlestone and Woking (462C and 436 A).

The usual 462 Circular route serving Brooklands and Weybridge Station will run all day, as will the Brooklands Bus route 110 celebrating 110 years of Brooklands also acting as a park and ride service.

For the enthusiast there will be an exhibition of PAYB documents, memorabilia and photographs and a series of guided Workshop tours.

London Buses in the Forties and Fifties

By Nigel Hart

Before WW2 my family lived at Chiswick, not far from the 88 route terminus at Acton Green; an early recollection was of being taken to Chiswick High Road to see the new trolleybuses that had just replaced the trams.

In September 1939 we moved to Horton, then Bucks, but now Berks, on route 224, Uxbridge to Stanwell, a meandering route via Colnbrook and Staines, then served by Dennis Darts. In the late autumn the Darts were replaced at Uxbridge Garage by new rear engined Leyland type CRs. We used to travel by bus to school at Wraysbury, children returning home would sit over the engine, it was vaguely warm, and 'entertain' the other passengers as customers were called in those unenlightened days. Quite often the drivers would have difficulties with clutch control resulting in heavy juddering reminiscent of nervous learners. After a fairly short time the CRs were withdrawn and replaced by the older Leyland Cs, registered in the BXD and CLE series and they lasted until two man operations commenced in about 1945. This brought the ex General petrol engined ITIs registrations UU and the Tilling equivalents to the 224, augmented by diesel engined Ts with the handsome Weymann bodies originally fitted to Rs, and a solitary ex Green Line coach now painted red, and equipped with luggage racks. In the late 1940s these were replaced by new Ts with I think Weymann bodies and the occasional ex Green Line 9T9 coach still in green livery, those with the nearside headlamp built into the wing and with a chrome bumper, CXX registrations if I remember correctly. At that time all bus routes passing through West Drayton were single decker owing to the height restriction under the GWR main line. For a short time during the war years the route was re-numbered 223 and extended to Ruislip but it soon reverted to 224. It crossed over the railway at Wraysbury station and drivers of petrol engined vehicles would accelerate hard up the bridge incline and suddenly release the throttle causing a loud explosion in the silencer, amusing small boys and frightening old ladies. At some time the final destination became Laleham and Stanwell was served by 162 from Staines. After I left Horton in 1952 RFs arrived and, when the height restriction at West Drayton was removed, RTs took over, eventually the route was abandoned at its southern end.

There was another route at Wraysbury, 462 Leatherhead to Slough, operated by ex Green Line petrol engined Ts, soon replaced by provincial single deckers, I can't remember the owner but they were painted red and I think were on Dennis chassis. Later during the war the route 462 was curtailed at Staines and replaced by 460, Staines to



Ex-Thomas Tilling T317 at Chiswick.

(Collection)

Slough, operated by green STLs from ST garage. Incidentally there were two vintage buses parked at the back of Staines garage, a K and an NS according to a friendly driver, access by children was banned of course. Staines in the 1940s was a great place for bus enthusiasts, in addition to 224s, red single deckers from Kingston (K), LT scooters on 216 and early Ts on 218, both Kingston to Staines via Sunbury and Walton-on-Thames respectively. 116 and 117 Hounslow (AV) to Staines and Egham via Bedfont and Feltham respectively, operated by STs from AV, and route 90 STLs Kew Gardens to Staines, I can't remember their garage. Route 90 used the short lived SRTs in the early 50s. Then the country area routes, 441 Staines S.Rly to High Wycombe from Windsor garage with front entrance STLs BXD and CGJ registrations. Buses heading south over Staines bridge had to negotiate a low railway bridge and Addlestone garage had a number of low bridge types for these routes, STLs DLU series



Former London General STL 157 working from Sutton garage in pre-war days. The children upstairs seem much taken by the possibility of being photographed, those down below, less so - perhaps because, as your editor well remembers, - if you were small it wasn't easy to see out of the early STLs.

(Collection)

and an assortment of STs some with double dropped gangways on the upper deck. Green Line coaches were re-introduced at the end of the war, route 718 Harlow to Windsor, 701 and 702 Gravesend to Ascot and Gravesend to Sunningdale respectively, all via Staines and all with the 10T10 type.

The Bath Road A4 passed through Colnbrook, a mile or so north of Horton, served by routes 224 and 81 from Hounslow to Slough, in the early days of the war the latest STLs FJJ and FXT registrations were used but soon replaced by STs, it seemed then that all buses based at Hounslow were petrol engined. Route 81 was a central area route that ended at the fringe of LT territory at Slough and mingled with Thames Valley Leylands and Bristols as well as LT green country area buses. I remember route 445 Windsor to Datchet operated by CRs and later Cs, it



Open staircase ST1139 working from Godstone in late pre-war days.

(Collection)

with drivers' cab doors, a feature lacking on most London buses apart from the new RTs. The 88 was shared with the splendid LTs from Hammersmith (R). I think that the absence of driver's doors on London buses was a requirement of the Metropolitan Police who were able to influence bus design then. Another police requirement that applied to taxi design was the doorless area on the near side next to the driver, presumably for luggage, wags suggested it was space for a bale of hay for the horses. It must have been very uncomfortable in winter for drivers of such vehicles without heaters. I was and still am interested in railways and we spent many happy days visiting London termini and a favourite destination was Willesden Junction. Trolleybus to Gunnersbury, North London Line to Willesden Higher Level, down the stairs to the Lower Level on what is now known as the West Coast Main Line. A station with several platforms with all the usual offices at which trains never stopped, I think was all swept away on electrification.

Turnham Green garage (V), close to Chiswick High Road, was the home of many



Former Thomas Tilling T297 at Chiswick.

(Collection)

took the direct route crossing the Thames by Victoria Bridge, apparently the bridge had been weakened by military traffic so passengers had to get out and walk across, eventually a different route via Eton was chosen, longer but no walking involved. Towards the end of the war a double deck bus appeared, this was ST1139, an ancient looking vehicle with outside stairs, ex East Surrey I think, 445 was abandoned at some time after the war.

My grandmother and family still lived at Chiswick and during school holidays my brother and I stayed there when the Luftwaffe were not active. By 1945 route 88 now had Daimlers from Merton (AV), very basic with slatted wooden seats but fitted



STL2616, one of the final, 1939 deliveries with the longer radiator.

(Collection)



Former LCC sand carrier No.015 is in no hurry as it leads a procession up Lavender Hill, Clapham Junction, c.1949. Amongst the traffic toiling behind is a D and an STL. Parked alongside is a Bradford van, a make which was very popular for a time in the early post-war years. (Collection)

petrol engined STLs including the early type similar to LT Bluebirds and others of the 'sit up and beg' variety, used on routes 65 and 91. Three trolleybus routes passed along Chiswick High Road, 655, 657 & 667. Route 655's southern destination was in foreign territory, Clapham Junction in South London, the haunt of trams and bandits.

I started work in 1946 at Albert Embankment Vauxhall. Routes 77 and 77a shared between Merton (AL), Daimlers and STLs, also Leyland STDs from Victoria (GM) of the wartime type and the new postwar variety passed my office.

During the nineteen thirties most tram routes north of the Thames plus those in the Kingston area and North Kent had been replaced by trolleybuses but this had been halted at the onset of WW2. South London in the late forties was still very much tram territory and Vauxhall an important hub, with routes along the south side of the river running east to west crossing those from Victoria fanning out to the suburbs of South London, one as far as Purley. Trams still crossed the river northwards by Battersea, Vauxhall, Westminster, Blackfriars and Southwark Bridges. The Kingsway Subway was in use by routes to Clerkenwell and Highgate, the northernmost tram terminus by that time. Trams came to an end in the mid-50s, replaced not by trolleybuses but, as far as I remember, by RTLs. There was a steep ramp down to the Kingsway Subway and little clearance between the subway roof and the tram, so sitting at the front on the top deck could be an unnerving experience with the imminent removal of the tram's roof.

Trams coming down a short hill in Cedars Road, Battersea joined tracks on Lavender Hill at a 90degree junction. They would come down at speed and it often seemed that they wouldn't make the turn, in fact I am sure I have seen a picture of a tram on its side that hadn't.

I moved to Ottershaw in the late fifties, 461A Walton on Thames to

Ottershaw operated by RLHs and Aldershot & District Dennis Lances with lowbridge bodies on routes 48 and 48A Chertsey to Guildford and Camberley.

I soon acquired a car and that brought my bus travelling days to an end.

The war years were a golden age for those with an interest in transport in its various forms thanks to the wartime restrictions on new building. Railway companies were still operating hundreds of locomotives built in the nineteenth century and pre WWI rolling stock. Lorries and cars of the nineteen-twenties were still common, a few steam lorries survived, Fullers Brewery had their Fodens and the gas



The Trust's STL441 working, by a nice coincidence, route 441 at Slough on 10th May 2009. (MHCB)

company's Sentinels among others. One could still see and better still ride on outside stairway STs and LTs that by then had far exceeded their expected life span.



T733, of the first variety of post-war MCW provincial style bodied 14T12, working out of Uxbridge garage c.1950. (Collection)

Cookery Corner - Omnibus Pudding (Part 2)

By Sharon Burton

Following the Omnibus Pudding article I was contacted by Sandra Cummings. She too has an interest in old recipes and has cookery books dating from the 18th century to the early 20th century.

One of these rejoices in the title 'Tried Favourites Cookery Book with Hints and Other Useful Information' by Mrs E.W. Kirk, 1934 (23rd Edition, Enlarged). It contains a recipe for Omnibus Pudding which differs from mine by using half the amount of fat to flour and in using black treacle rather than golden syrup. Sandra informed me that the same book also had a recipe for Railway Pudding.

So I decided that the Tuesday Stewards could once more become the guinea-pigs for a tasting session.

This time the chaps involved were Ian Jackson, John Cole, Ian Cormack, Mike Garside and Adrian Palmer.

The Omnibus Pudding was much darker in colour this time and the vegetable suet had not completely



melted so that small white flecks showed throughout. Not terribly appetising, I thought. The Stewards manfully tried it and the general, but not unanimous verdict, was that it was reminiscent of Christmas Pudding. Solid, fruity and with that treacly flavour.

The Railway Pudding took much longer to bake than the recipe

suggested and contained no fat or flavouring or fruit. Rather a bland, eggy taste that reminded several of us of cheap supermarket sponges or trifle sponges. Sandra commented that eggs in Victorian times were smaller than today's which might explain the 'eggy' taste and a longer cooking time.



An interesting experiment at any rate and the Stewards are still talking to me!

Has anybody ever seen a London Transport recipe book? Did such a thing exist in the days of garage canteens? I would be very interested to know.

Book Review

The Tunnel through Time by Gillian Tindall

Published by Chatto and Windus,
306 pages hardback, £20.

Crossrail is, as I think we all know, the largest building project presently taking place in Western Europe. This quite fascinating book deals, not with the engineering aspect, but with the people, places and history of the world on, or just below the surface, through which it passes. Public transport, of course, figures in this story. Tindall quotes George Gissing, writing in 1889 of 'every omnibus that clattered by heavily laden with passengers; tarpaulins gleamed over the knees of those who sat outside'. A few pages later she challenges the generally accepted notion that 'trams (rather than tube or underground trains) were good enough for the working classes south of the river', pointing out that 'the sandy ground on that side of the Thames is not easy to tunnel'.

This beautifully written book concerns itself, for example, with 'the names of ancient farms, manors and slums that now belong to our squares and tube stations', to the archaeology which Crossrail has provoked, revealing 'the lives that walked where many of our streets, however altered in appearance, still run today'.

Gillian Tindall has lived in the same house in London for over 50 years and her deep interest, curiosity, and search for the real truth rather than long accepted but inaccurate assumptions of the minutiae of the names of alleyways, squares, long vanished stately homes, prisons, mad houses, execution sites, markets, etc. of the city she loves is utterly convincing and engaging.

There were tunnels long before there were underground railways, 'abandoned water conduits,

including Romans ones, medieval sewers leading into rivers,' which have been a rich source of legend, 'usually identified with smugglers, spies, eccentric noblemen, or concealed deaths'. Then there are the many rivers, such as the Fleet, which, once navigable by small boats, became open sewers, their appalling condition highlighted, by Dickens, which contributed to the drainage systems so essential to a modern city.

We learn of areas which have changed utterly, not least, as you would expect, the area of the East End around the docks, of the Isle of Dogs which, 'does not figure on any map of London proper before the nineteenth century' because it was too remote, was devastated in the Second World War and has been transformed again into Docklands. In Denmark Street, 'named for the husband of the future Queen Anne, Prince George of Denmark, eight houses survive today which are well over three hundred years old'. Near the top of Park Lane there is a cemetery for dogs, which came into existence in 1881, the second inhabitant being 'a small dog from Mayfair belonging to the Duchess of Cambridge'. 'It was shut, quite full in 1903... but can be visited by special appointment with the Royal Parks'.

At the time of the construction of Paddington station 'although the people lived at so short a distance from...Westminster...they had made apparently no greater advances in civilisation that those in the most remote villages in the English shires'.

The book is a wonderfully rich source of such quirks, curiosities and revelations; however well the reader thinks he knows London he will know a great deal more when he or she gets to the final page.

Michael Baker

Stagecoach South Takes Over



To mark Abellio giving up route 515 and its replacement by Stagecoach South's 715, thus reviving the old Green Line number, LBPT Treasurer Peter Osborn and Stagecoach South Managing Director Edward Hodgson pose at Brooklands a few days before inauguration on 31st December 2016.

Right: Green Line 10T10 displays its 715 blind on restoration of the route after the Second World War. (LT collection)

Below: Green Line Q199 at Manor House. (Laurie Akehurst collection)

Bottom right: RMCI461 departs from Guildford on 31st December 2016. (Colin Read)





Above: RF644 also appeared and is seen arriving in Kingston behind Stagecoach 715. (MHCb)



Left: RMC1461 attracts passers-by as it heads through Kingston. (MHCb)

Bottom left: RMC1461 and a young friend at Cromwell Road bus station, Kingston. (MHCb)

Below: RMC 1461 loading for the return journey to Guildford. (MHCb)





Although no-one commented some readers may have noticed that the cover and one or two other pages of the last edition of the magazine came out rather dark so we thought you'd like to see Graham Smith's picture of RT2775 as it should have appeared.