

COBHAM HALL

LONDON BUS MUSEUM MAGAZINE



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

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£4 to non-Members

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FRONT COVER PICTURE

2018 marks the 100th anniversary of the first stage of women gaining the vote. This picture shows how Suffragettes used buses to promote their campaign.

(Collection)



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.

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From the Chairman

It is one of the important responsibilities of any officer in any association or charity, and perhaps particularly in the case of the chairman, to plan for his or her succession. I hope that members of LBM will agree that I have fulfilled this duty by persuading Leon Daniels to take over as chairman of the London Bus Preservation Trust Ltd (subject to his formal re-election as a trustee), from the next AGM. In truth, he required little persuasion, as he has been associated with LBM since its early days in Redhill Road and has been a Vice-President for many years. His LBM membership number of 25 demonstrates his long interest in our museum and its vehicles. His interest in former London Transport vehicles is clearly shown by his ownership of at least two ex-LT buses, whilst he has a half-share in one more, and by his love of driving them. He will be a welcome addition to our drivers' roster list.

Leon was co-opted as a trustee of LBM in January of this year and is already making a positive contribution to



Leon Daniels (left) enjoying meeting with Steve and Ross Newman of Ensignbus during the Regent Street cavalcade in 2014. (MHCB)

the trustees' deliberations. Leon is able to help us, as he now has more time. In December, he retired as Director of Surface Transport at TfL, where he had the responsibility of ensuring that thousands of buses were on the road every day providing a reliable service to millions of Londoners every year, and he is known to all in the industry.

A more qualified successor would, I suggest, be hard, if not impossible, to find.

Chris Heaps

[Editor: See page 11 for Leon Daniels' career retrospective]

From the Editor

The transport world seems to be full of significant anniversaries these days but for once we feel entitled to record something totally up-to-date. During January of this year the very last LTs (New Routemasters) entered passenger service, on the 267 (Hammersmith - Fulwell). Following the end of Routemaster production in 1968 it was thought there would never be another bus designed specifically for service in London. Then Boris Johnson arrived as Mayor of London in 2008 and announced a competition to design just such a bus. It created enormous interest and in December, 2009 the contract was awarded to Wrightbus to build the bus, and a month later Heatherwick was selected to design the bodywork and interior detailing.

A mock-up prototype was built by Wrightbus at their Ballymena, Northern Ireland, factory and displayed at the London Transport's Acton Museum in November, 2010. We were given a conducted tour and thought it fabulous. Remarkably *Autocar* magazine gave the first, working example a road test and was ecstatic, describing it as 'a triumph of product design in an otherwise utterly unengaging and unromantic market'. 27th February 2012 marked the entry into ordinary passenger service of the first New Routemaster, LT2 actually, on route 38. To

quote from *Boris's Bus*, published by Capital Transport in 2013, 'No bus, ever, on its first day in trial service, can have had such a public start'. The press and, most importantly, the public loved it and the rest is history.

We had hoped to interview the Heatherwick team but after prolonged negotiations, spread over a year and encouraging noises, it proved impossible. By comparison, Wrightbus gave us a tour of their Ballymena factory and we were able to talk with the firm's remarkable founder, Dr William Wright, CBE, details of which we published in issue No.15, Spring 2015.

What we can include is a feature commemorating the 100th anniversary of the first stage of women gaining the vote. You might ask what this is doing in a magazine devoted to bus preservation; we'll tell you. Gradually more women are becoming involved in what used to be regarded as almost exclusively a men's (and boys') interest. Not least is the part played by the Trust in getting its vehicles out on the road, whether within Brooklands' precincts or on the public highway, and encouraging the general public, and family parties in particular, to come aboard where, almost inevitably, they take delight in the period aspect of our buses and coaches. Then again, in these days of almost universal mobile phones, one only has to see how many phones are whipped out of handbags when a Trust vehicle appears, and pictures taken. And how pleased we are when a member of the opposite sex expresses an interest in getting involved with our work. They are, after all, half the population!

We have something from a very prominent wife, namely Dawn Stagg, wife of Roger and printer of our magazine. For the next issue Sharon Burton is working on a tribute to Jill Viner, the first driver of a London Transport bus. If there are any other women out there who would like to contribute in 2018, or indeed at any other time, we would welcome you.

Michael H C Baker



LT992, Twickenham, 31st December 2017.

(MHCB)

Women, trams and buses

While this magazine was in production it was International Women's Day. We celebrate the involvement of women with London's transport, past and present, with this selection of photographs.



Below: Strand, ST and cloche hats in 1933.

(LT)



Left: WWI conductors.

(Collection)

Above: Ladies boarding a 65, short-working to Kingston, at Ealing Broadway, 1945.

(LT)

Below: Dangers in boarding a tram, Lewisham 1952.

(Collection)



Who says today's ladies aren't interested in buses?

Below: George Street, Croydon 2008.

Right: Regent Street 2014.

Far right: Embankment 2014.

(All MHCb)



Above: Inspector and a lady passenger, 1941.

(LT)

Left: A mother and her young son waiting to board ST725 with its gas producer trailer in 1943.

(LT)

Beardmore Mark 7 London Taxi of 1955 donated to the Museum

The London Bus Museum has now added a London taxi to its extensive collection of London Buses.

A Beardmore Mark 7 London taxi of 1955, registered YPK 237 on 1st January 1956 by a London taxi owner-driver in Mitcham, Surrey, has been given to the Museum by Hon Vice-President and former Chairman of the Museum, Guy Marriott. He is pictured (right) with Chris Heaps (left), the Museum's current Chairman. The Beardmore company marketed just over 650 of this model between 1954 and 1967 with a Ford Consul Mark I chassis, Ford engine and gearbox (and vacuum windscreen wipers!) and an aluminium coachbuilt body. This early example has a body by Windovers of Hendon, and has only 3 doors, with the open space beside the driver for luggage. Later examples of the type had bodies by Weymann of Addlestone, and in due course were built with 4-door bodies.



Guy acquired the taxi in 1987 from a taxi company in the Isle of Wight; he sold it in the 1990s to an American who took the taxi to West Virginia. Some years later when Guy was living in the USA he bought it back, and in due course shipped it back to the UK. It was then placed on loan to the London Transport Museum at their Acton Depot for some years, and has now been given by Guy to the London Bus Museum.

Chris Heaps comments "We are very pleased to add this handsome, well-travelled London cab to our Collections. It is now on display at the Museum, and we intend to use it from time to time to give rides to our visitors alongside the bus rides we regularly offer."

Back to the Workshop!

By Roger Stagg

Last quarter I hopefully convinced many of you to cut down on sugar, this time we will return to the happenings in the Rolling Stock Department.

As of yesterday (early February) we had for the first time background heating in the workshop that relieved some of the problems of working with frozen metals and bare hands. It might also assist in paint drying in 12 hours instead of twelve days. It was a fitting day to get heating as upon arrival my car still had a covering of snow that had fallen in Kent in the early hours. A snowball, not too well aimed across the Curatorial office was not particularly well received by its sole occupant, Mrs Burton.

RF226 was beginning to look a little more than tatty around the edges so with new door seals to keep out the draughts it has been at London Bus & Truck for a repaint into original Green Line livery. Its decals were applied yesterday and after renewal of all its various water pipes it will be back into service before you read this. Following Autovac problems on both Q83 and STL441 the fuel tanks were removed from both, the former going to Ian Barrett and the latter to Aaron Radiators where they were cut open and substantial quantities of sludge removed, in the case of Q83 of such magnitude that much had to be cut up by chisel before it could be extracted. They call diesel the 'dirty fuel' but it seemingly is dirty in what comes with it too. Both Autovacs have had to be overhauled to remove the sludge and get the valves sealing. Both vehicles are now on the road.

The Class 6 fleet continues to pass through the



The Canteen Trailer.

(MHCB)

workshop for inspections and adjustments but to relieve some pressure on workshop staff and costs of tax and insurance, the number of vehicles on Class 6 call is being reduced each year from 2018.

As RF19 looks externally as though it is nearly finished,

Attention RT, RLH, RF and Routemaster owners

RT, RLH, RF and Routemaster Blind Box and interior bulbs.

CEAG have agreed to make a new run of 816 and 827 bulbs being for blind boxes and interior tungsten lights. 816 are available at a minimum of 50 bulbs but 827 are minimum 200 and normally at £4.27 each + VAT.

The price for orders through the Museum will be £2.20 for the 816 and £2.50 for the 827 bulbs (plus VAT) with CEAG offering a minimum quantity of 50 for each, making it possible for us to make them available to Members by pre-order in quantities of 10.

Firm orders only please to me at the Museum or on rrs@tagg.co.uk by the end of March 2018. CEAG tell us that this may well be the last batch of these bulbs manufactured unless the order is for a minimum quantity of 1000. The 816 bulbs are the small 38 dia 24V 12W Pearl and the 827 the standard 50 dia 24V 20W Pearl. These bulbs are unlikely to be able to be manufactured again after August 2018 due to EU regulation changes.

Roger Stagg

Roger Stagg Consulting Engineers Ltd

, Teston Rd, Offham,

Kent ME19 5NE



RF19

(MHCB)

it becomes clear just how much is still to be done internally. The casual visitor seems to feel that it just needs the seat frames. There is no lack of output from the enthusiastic crew working on it but it's likely to be the end of the year before it's ready for the final coat of paint. That is, of course, if anyone can agree what colour green a Sightseeing RF actually was!

Getting the remaining glass especially the drop light windows into the canteen trailer has not proven the easiest of jobs but it's done at last. The very cramped space in the kitchen does not help in restoring it but the work is progressing. A suitable cooker (non-working) has been located but the hunt is still on for a fridge. The original was an against worktop model with rounded edges all round (a bit like a miniature modern Smeg fridge). If you know of anything similar the trailer team will be very interested.

Due to reasons beyond our control, progress on NS174 has been slow this past quarter. The team leading this project have been hard at work producing equipment for Museum displays to benefit our visitor experience. This work is now nearing completion and will enable works to re-commence shortly.

The rebuild of a new engine for RF395 is currently halted due to illness but it is close to a date for instalment. Another engine has been dismantled to form the basis of a spare overhauled unit.

As we become a more professional outfit old practices that do not live up to current Health & Safety rules have to be substituted and much work in that respect has been and continues to be in hand. It's sometimes hard to move away from things people have been doing for a lifetime but H&S has changed the railways and building industry from being at the top of the leader board for death and injury at work. Progress in the past 12 months has been very noticeable and improvements continue to take place. This is one of the reasons why we now ask you to seek permission to enter the workshop and as importantly to sign in and out in the canteen when

Not Krispy Kremes but AEC Rubber Donuts!

I am pleased to say that after some protracted correspondence with Sydney Transport Museum the new engine mounting donuts for AEC 9.6 and 11.3L vertical engines for buses and coaches should by the time you read this be in our Museum. As soon as the freight and Customs duty has been assessed and paid we will know the price. As I have said all along they will not be cheap but they never were even from AEC as they are made from a very high grade rubber. Those who have pre-ordered or indicated a firm interest will hear from me as soon as they arrive, If you have not ordered this is your very last chance, these will be unlikely to be made again in the next 30 years. The Museum will NOT be a stockist. If you think you ordered or if you now want to order and have not heard from me ASAP then contact me urgently on rrs@.co.uk or via the Museum as there is but a small reserve over the current allocation. When your existing donut fails, and as most are already over 40 years old it will, then your bus/coach is out of service until replaced. Twisting of the engine will result not only in the rocker box joining you in the cab but loss of the rear engine mounting which we currently have no plans to remanufacture.

Roger Stagg

visiting the Museum.

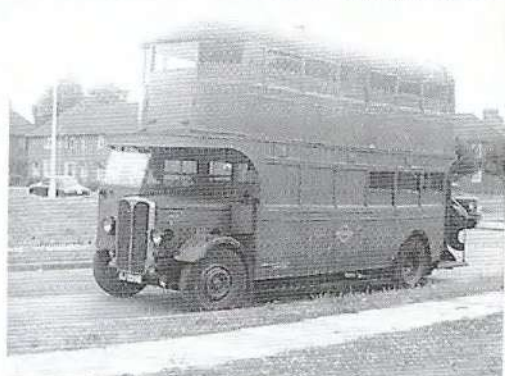
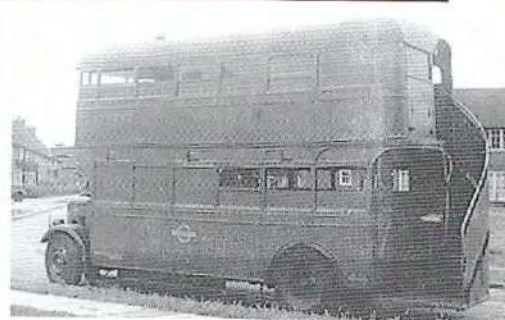
With Members Day being not too far distant this magazine may not reach you before but Workshop tours will be featured and we shall be around to answer questions. Shortly thereafter will be Spring Gathering, the first since the re-opening of the Finishing Straight. As always it is the help of you, the members, even if for just a couple of hours, that makes this event a success. Please contact Steve Edmonds.

LBM's ST922 in a previous existence

By Brian A L Jones

A recent examination of photos donated by member Jim Andress produced these prints taken while ST922 was serving as a mobile canteen 693J. The photos, I believe, were taken at the terminus point in Homestead Way, New Addington.

Converted in April 1947 it was removed from service, primarily based at Merton Garage, in November 1954. Judging by the vehicle's appearance these photos were probably taken towards the end of its staff refreshment use.



Riding the Tunnel Buses

By Peter Gulland

Part of my journey to school through south-east London in the early 1950s was on route 108 (Bromley-by-Bow to Crystal Palace); I rode between Blackheath and 'the Palace'.

Once at the Palace I would find seven motor bus services terminating there, their vehicles laying over along a couple of hundred yards of the east side of Crystal Palace Parade. Four of these (routes 2, 3, 94, and 137) had already been modernised with RT family buses before I started to travel there, late in 1950, and there were no more new buses to see there until the winter of 1952/3. That winter was considerably brightened for us bus spotters when route 49's austerity Daimlers, dating from 1945, were replaced at Merton garage by an influx of new RTs in the range RT 2939-71 and Bromley garage's single deck 'Scooters' were replaced on route 227 by new RFs.

corners in a 'U'-shaped plan so that passengers reaching the upper deck stepped from the stairs straight on to the central gangway where there was maximum headroom. This layout reduced the downstairs offside bench seat from three to two places. These vehicles carried forty fleet numbers scattered through the range STL1809-84 except for two whose bodies had been moved to different chassis during the war - STL834 (instantly recognisable by having non-opening upper deck front windows) and STL2437 (noted for its highly appropriate ELP 108 registration).

The reasons for the special bodies were the two sharp changes of direction of the original (1897) single-bore Blackwall Tunnel; at these pinch points (one at each end of the straight section beneath the river) the tunnel's side wall would have grazed the external profile of a normal double

the morning the tunnel bus would be crowded with homebound workers who, at the time, I assumed to have come from the London docks. With hindsight, they were more likely to have come from the night shift at the huge gas production plant at Blackwall Point on the site now occupied by the O2 Dome and its neighbours. Many upstairs passengers were smoking and, in winter with the windows shut, the humid top deck atmosphere could be cut with a knife; the ceiling was stained light brown by exhaled nicotine. Most of these passengers alighted at Lewisham and Catford, to be replaced by shop and office workers and school children heading for the interchange at Crystal Palace.

When traffic was flowing freely through the Blackwall Tunnel our journey to school on route 108 was predictable. But when two large lorries met at one of the sharp bends mentioned above, or when a vehicle broke down in the tunnel, queues of up to a mile could quickly build up on both sides of the Thames. At such times some southbound 108s would be turned short at 'The Royal Standard', Blackheath, leaving a depleted onward service to Crystal Palace.

A feature of route 108 in the 1950s was its remarkably slow schedule, which was popularly explained as being to allow for incidents in the tunnel. This did not satisfy my youthful sense of logic because, when a blockage did occur, the period of disruption was unpredictable and the insertion of several minutes of recovery time into the schedule for every bus seemed arbitrary. In practice it had little noticeable impact on the delays which actually occurred. Thus, with some 70 minutes for the 11 mile journey from Bromley-by-Bow to Crystal Palace, route 108 drivers developed special skills in losing time in order to adhere to the timetable. They drove slowly, stopped at request stops at which nobody was waiting, and were experts at giving way to other traffic. But their real speciality was in crawling up to green traffic lights, so as to reach them just as they changed to red.



STL1872 (DLU 238) is parked in Athol Street, Poplar, at some time in 1951 - 53, with the garage behind it and a bombed site beside it.
(Peter Gulland)

So, as 1953 dawned, 'my' route, the 108, had become a lone survivor from another era as it was still worked by a batch of 1937-vintage AEC Regents known as 'Tunnel Buses'. These non-standard STLs had been built with bodies whose upper deck windows sloped slightly inwards to meet a domed roof, resulting in a most pleasing external appearance. The upward tapering was achieved by turning the staircase through two

deck bus. This constriction was removed when the road's surface camber was eliminated at both spots in the late 1940s; after that tall vehicles no longer leaned towards the tunnel walls. Following tests in 1950, permission was given for standard double deckers to go through the tunnel, but this did not result in the immediate replacement of the Tunnel STLs.

When I boarded at Blackheath in



STL1868 (DLU 233) relegated to the training fleet and seen in the yard of Barking garage in 1953. (Peter Gulland)

The 108's schoolbound passengers developed an almost inverted snobbery at riding the oldest and slowest buses on the road but even their loyalty was stretched in 1951 when tram route 54 (Victoria - Grove Park) was replaced by bus route 69 (worked from Peckham, Rye Lane garage). Its gleaming new RTs in the 2727-74 and 3344-3403 series shared the road with route 108 between Lewisham and Catford and seemed to put the ageing Tunnel Buses to shame as one 69, quickly followed by another, would effortlessly overtake a crawling 108. On rare occasions the 108 supporters were rewarded when their bus actually became late and its driver wound his 1937-vintage machine up to unusual speed. These moments produced a melodic roar from the AEC Regent engine and a strange rhythmic surging sound as all the metal blind rollers in the destination indicator boxes rattled loosely in unison.

Mention of destination blinds recalls another feature which made the Tunnel Buses stand out. They had had their wartime restricted blind layout augmented in about 1948, with front and rear route number boxes brought back into use, but without the destination blind box being reactivated. This arrangement was very similar to the wartime blind display on Country Area double deckers, but was unique among Central Area buses. We assumed (there was so little hard information for enthusiasts in those days) that this was because the Tunnel Buses had been earmarked for an extended life which would show them unfavourably against the new RT family buses with full blind displays.

Route 108, and its predecessor in the Blackwall Tunnel, the 69 (Poplar-Plumstead), had been worked by Athol Street, Poplar, garage since 1912. By

the 1950s the garage, built in 1879 by the LGOC for horse buses and converted to motor bus operation in 1907, was as unusual as its buses. It lay across the end of a cul-de-sac immediately north of the East India

Dock Road in an area which had suffered from many Luftwaffe near misses intended for the docks. By the early 1950s the war-damaged buildings around it had been demolished, leaving the garage, with its cramped layout and inadequate natural lighting, as an unlikely island of activity. Lack of space within the gloomy building was partly compensated by using the east end of Athol Street's roadway for bus parking, but the problem was not resolved until 1961 when the garage was closed to allow housing development and its buses were moved to the former Poplar trolleybus depot. Today it is difficult even to guess where the garage once stood.

Staying with the garage, one small incident there slightly dented my teenage belief that London Transport was a benchmark of operational excellence. One morning a Tunnel STL appeared in service with the stains of a black, oily, substance trickling down the rear nearside corner of its roof. I assumed that this disfigurement would be quickly removed but,

instead, bus after bus acquired the same black trickles in the same place until they became an identifying feature of Athol Street buses. If my memory is correct these blemishes remained until the Tunnel Buses were withdrawn.

From conversations with several conductors on route 108, I gained the impression that quite a few of the crews were part of a small community living within walking distance of Athol Street garage who had put in many years' service on the garage's small number of routes. I particularly regret not having the bus knowledge at the time to prolong my conversations with one silver-haired man with military smartness and bearing who told me that he had been conducting on route 108 since the 1930s. Years passed before I realised that I had probably missed the opportunity to learn from someone who had started work on the solid-tyred, tunnel-bodied NS buses which were replaced by the Tunnel STLs in 1937. (At the time, as a teenager impressed by novelty, I was more surprised by the fact that he had apparently enjoyed working on the same route for twenty years). The Athol Street community spirit seemed to me to be obvious when their buses were laying over at the Crystal Palace terminus and the Poplar men (and one woman) appeared not to mix with their colleagues from south-of-the-river garages.

Our distinctive mode of travel to school began to end in March 1953 when nine brand new Leylands (RTL

Continued on page 9 ➔



STL1871 (DLU 240) in store at Wendover, Bucks., in 1966.

(Peter Gulland)

→ From page 8

1460-68) were delivered to Athol Street garage and the withdrawal of the Tunnel STLs was started. Initially we revelled in the new buses - the polished, poster-free exteriors, the interior smell of new paint and varnish, and the loud, echoing bell which seemed deafening after the muffled tinkling on the STLs. Further STL withdrawals were enabled by the transfer of older RTLs to Athol Street and, all too quickly, the Regents of 1937 were gone. About a dozen of them were briefly transferred to the training fleet but, for most of the rest, it was a one-way journey to the scrap yard.

At that time I naturally assumed that I would never see another Tunnel STL, so it was with some surprise that, while watching the HCVC London - Brighton run in April 1965, I saw the distinctive roof of a tunnel bus come into view. It was STL 1871, repainted into pre-war livery, and bought for preservation by a member of the newly-formed London Omnibus Traction Society (LOTS). Almost a year later I was visiting the Buckinghamshire village of Wendover, without a thought about Tunnel Buses, when the familiar sight of a domed roof drew me on to backland where I found STL 1871. Externally it appeared to be in good condition, but a walk round to the platform entrance revealed a worrying amount of rust in the staircase.

That really was my last view of a Tunnel Bus. Unfortunately STL1871's preservation turned out to be impracticable in the circumstances of the time and I believe that it went for scrap soon afterwards. In compensation, LOTS went on to start the magazine which became the definitive record of the London bus and route scene - a worthy memorial to STL 1871.

A superb model metal kit model of Tunnel Bus STL1872. (MHCB)



A wonderful picture taken some time between 1926 and 1928 at Burford Bridge near Box Hill. The bus nearest the camera is solid-tyred, covered-top NS1787, dating from 1926, the year covered-tops were first allowed by the Metropolitan Police. The other two buses are East Surrey open-top PSs. All three are working joint route 70. (Collection)

Members' Excursions 2018

Saturday 7th April - South East Bus Festival, Detling £15

Sunday 6th May - HCVCs, Brighton RMCI461* £15 including programme and admission.

Monday 28th May - 34th Annual Quainton Bus Rally by Vintage Bus £20 Price includes admission if booked before 20th May

Sunday 5th August - Tinkers Park Bus Rally with RMCI461* £15 including admission

Saturday 18th August - Imberbus £15

*Vehicle will be subject to availability and may be substituted in case of need

For more information and booking, please contact

Adrian Palmer, Heathside, Weybridge KT13 9YL. email akpalmer@.net or, in extremis, call 07774 871

Leon Daniels - A Career Retrospective

By Barry Le Jeune

At the LTM Friends' evening meeting on 2nd October 2017, Leon Daniels gave a highly entertaining 'retrospective' on his lifelong interest in buses, particularly heritage buses, and on his long career in transport. With the kind consent of Barry Le Jeune, the editor of London Transport Museum Friends News, the report of Leon's address published in Issue 132 is reproduced below.

But how did it all start? Leon took us back to his childhood with a picture of himself as a small boy in a conductor's uniform. He had made full use of the travel opportunities opened up by Red Rovers and was fascinated with the big metropolis: Central London. From an early age, he had resolved that he would live and work there; he wanted to be part of it. Over his long career, he had been very fortunate in that he had achieved much more than he ever imagined at such a tender age.

Leon's first active involvement with heritage vehicles was through the Cobham Bus Museum and he recounted tales of working with RT1320 and RF332, the latter with a story about a free-standing paraffin heater that certainly wouldn't be permitted today! He then became involved with Prince Marshall, a vintage vehicle enthusiast and proprietor Obsolete Fleet. Prince wanted to restore ST922, which required serious fundraising and led to sponsorship from Johnnie Walker. Prince knew the LT Chairman of the time and, during conversations while walking their dogs in the park, he floated the idea of a vintage bus service - which became route 100. Other contracts followed, helped by LT's staff shortages, including route 74Z to the Zoo and sightseeing tours.

London sightseeing then became a significant step in Leon's career. The inability of LT to engage wholeheartedly in the sightseeing market meant that the Traffic Commissioners granted other companies licences and the market became very competitive. This led to Leon's involvement with London Pride sightseeing and Ensignbus.

But Ensignbus had much wider interests and bid in the first bus service contract round in 1985 - winning contracts for routes 62, 145 and 252. Leon went on to tell the tale of Ensign buying the Aldenham bus tilt test equipment, which involved a dispute over the rightful owner. In 1990, the Ensign bus operations were sold off and Leon went with the operating arm, which was in turn bought by Citybus (Hong Kong). Why did the Chinese buy it? It was part of a general move to try to repair relationships with the rest of the world after the Tiananmen Square massacre. So a London bus company became a small cog in a much bigger big diplomatic picture and Leon found it fascinating to be on the inside. The Chinese had money to invest and put forward ideas for a prototype articulated bus for the Red Arrows.

Citybus was then sold to a management buy-out and became Capital Citybus. In turn, this was sold to First Group in 1998 after long negotiations. Leon told a story about the single bearer share that had been lost but which was essential to confirm ownership before the sale could proceed. Thankfully, it was found at the last minute

after a long search. Leon stayed 13 years with First, very unusual for a sale in these circumstances! He worked closely with Moir Lockhead and found lots of interesting things to do outside London. Many were successful including the FTR in York and, closer to home, the reinvigoration of the Green Line to Windsor. Moir Lockhead took the view that 'if we give up someone else will try', so investment was made and "rainbow" fares introduced to segment the market. It is now a successful double-deck operation. Less successful was the purchase of Greyhound and the attempt to bring the brand to the UK. Another unsuccessful import from the US was the yellow school bus. School starting times in the US are staggered, so better vehicle utilisation is possible, but the buses were also expensive and of the wrong design for school transport here.

Leon's passion for preservation was illustrated by his part ownership of RTW 467, RM 613 and Red Arrow MBA 444. The 50th anniversary of the Red Arrows had recently passed and, while their fare collection equipment was not up to the job, the concept was way ahead of its time - with flat fares, plenty of standee space and short routes. For Leon's retirement there is the exciting prospect of restoring a Dartford Tunnel cycle bus from 1963!

It was time to move on to TfL with a reminder of some of the very impressive key statistics. Bus ridership had grown steadily since the late 1990s, but the situation had now changed. There was still growth in the suburbs, but demand in the centre had declined, the latter due to the increase in walking and cycling (a good thing!); the impact of road works; and the information revolution with better real time info via dot-matrix indicators and mobile phones. People can now decide when to walk! There had also been some transfer to better tube services, for example along the Finchley Road. Crossrail will exacerbate this, especially along Oxford Street.

So where to from here? There are lots of positives. Air quality is, of course, a big issue and we will see full use of Euro VI engines by 2020, with many buses being retrofitted. Zero emissions are the way forward, so everything in the meantime is a stepping stone - notably hybrids which are a limited short term technology. Full electric or hydrogen technology is the way forward, with electric vehicles now developing more rapidly. London is leading the way, not surprisingly because Central London has the worst air quality. Two contracts for double-deck electric bus operation were due to be let later in 2017, with introduction in 2018. A second big issue is making even better use of new passenger information technology, for example to enable information at bus stops to be updated electronically.

As Leon had now decided to move on, what was his favourite moment in his seven years at TfL? Undoubtedly it was the 2014 Year of the Bus and the Regent Street cavalcade, which gave so much pleasure to such a large number of Londoners and visitors alike.

What about the future of the bus network? Without

doubt the key issues are the funding gap; air quality; catering for an expanding population; differing forecast trends in usage in outer and inner London; and the impact of Crossrail. But, above all, there is the impact of 'disruptive' changes in the market - typified by Uber. The young use their phones to optimise their lives and public transport must adapt to keep up with their expectations. Conventional buses may not be the answer to their needs in the future. Would this lead us down the road of more demand responsive transport and would TfL's role still be the same? Some big questions. Another 'disruptive' development was increasing automation and the prospect of autonomous vehicles. Changes were likely to be incremental, but would autonomous vehicles be seen as being safer (even if the statistics demonstrated that) and would we feel safe crossing the road if all vehicles were autonomous?

- As usual, the talk attracted many questions, including:
- Battery buses vs trolleybuses - are battery buses the most economic solution given the problem of charging batteries? Trolleybuses operate successfully elsewhere but, while it may be a great pity, in London the wires are no longer there.
 - Bus tendering - is the London system of route tendering the most appropriate? In general 'yes', as smaller operators have a good chance to bid and there is a regular check on value for money.
 - Road space taken up by Uber type vehicles. Buses are much more efficient in using road space and mass transit is best for heavy corridors. But the market is telling us we should be more flexible.

1937 - A Significant Omission!

By Tony Beard

I had hopes, when I saw an item covering events from 1937 in issue 26 of the Magazine that it might have included a reference to a landmark submission made to the Engineering Committee of the London Passenger Transport Board by its Chief Engineer (Buses and Coaches), A.A.M ('Bill') Durrant. For those unaware of this significant step forward in the history of the London bus here is the Minute in full:

*Engineering Committee
Minute 4064 - 5 August 1937.*

Double Deck Design

Mr Durrant submitted a memorandum dated 20 July reviewing the progress of designs for double deck buses and reporting that it was desirable at the present stage that the Board, in collaboration with the AEC, should build an experimental vehicle as a prototype for production in 1939. It was

DECIDED that one experimental double deck bus be designed by the Board in collaboration with the AEC and be built by the AEC, provided that the total cost of the vehicle does not exceed £5,000 of which £1,500 is set aside for the chassis and that Mr Durrant can conclude a satisfactory arrangement with the AEC under which the cost of the chassis is borne as to £1,000 by the Board in any event and any cost in excess of that figure be divided in equal proportions between the Board and the AEC; drawings for the proposed vehicle to be submitted for approval as soon as ready.

The chassis (O6616749) was completed under Programme RT, which was then used to identify the type, and delivered to Chiswick on 23rd May 1938; however, the vehicle's log card shows the date of receipt as being 6th June giving rise to the notion that it was returned to AEC for further work. Programme letters were allocated by AEC to its orders and the Minutes of the Joint Engineering Committee (AEC and LPTB) refer to these including "Programme RT". For those interested, a list of the allocated programme codes follows. The codes applied to different batches of STLs vary but later models were 'programmed' in alphabetical order.

Quantity	Type	Date	AEC Programme Code
	Code		
50	2STL	8. 5.33	FG
39	4STL	1. 9.33	FS
50	3STL	20.10.33	FH
50	6STL	14.11.33	GJ
50	6STL	14.11.33	FS
50	7STL	29.11.33	GJ
11	5STL	12.12.33	FS
100	7STL	1. 3.34	GT
50	7STL	3.10.34	HJ
80	8STL		HK
80	5Q		KG
50	6Q		MQ
50	9T		MS
266	10T		QJ
132	15STL		RN
1	16STL later	1RT	RT
150	2RT		SY
188	2RT		UB

The livery in which RT1 is currently painted lasted just three days and was introduced in response to an inspection of a model of the vehicle by the Engineering Committee whose members requested that the 'silver lines' livery be used. Once outshopped, the only two known photographs of RT 1 in this condition were taken at Chiswick between 27th and 29th March 1939. The central band was then painted white on one side of the vehicle only and in this condition the bus was driven to Willesden Garage for inspection by Bill Durrant and Frank Pick on Thursday, 30th March who decided that the 'silver lines' livery was unacceptable, both opting for a colour scheme which almost anticipated the livery that would be introduced in 1950 by which time the use of white paint on the exterior of Central Area vehicles had been replaced by Chiswick Cream. I think it a pity that the current livery of RT 1 fails to reflect the wishes of two of the most influential people in the development of the London bus. And, incidentally, it has one cab ventilation louvre more than it should whilst the 'cherry stick' kerb guide was removed by the time of the vehicle met the gentlemen of the press on 13 July 1939, never to return and thus the vehicle never operated with this accessory fitted while in revenue service.

Green Line Route 702

By Peter Osborn

The old Green Line network fragmented with the privatisation of the former National Bus Company, with the trading name ending up with Arriva. The route between Windsor and London was for many years operated by First Berkshire, using the name under licence, as route 702 with distinctive double-deck coaches. One of these, together with First's heritage-painted single deck coach, took part in the Museum's 'Green Line 80' celebration in 2010 - Russell Young's photo (below left) shows the Volvo B9TL Wrightbus Eclipse Gemini VNX37276 taking part. My picture (bottom left) shows the Volvo B7R Plaxton Profile VC20367 outside the old Museum.

First withdrew from operation of the route in December 2017, the last day of their operation being Saturday 23rd December, and Reading Buses, under managing director Martijn Gilbert, have taken over the route. The first day of registered operation by Reading Buses was Wednesday 27th December, and to fill the gap

on Christmas Eve, Reading Buses arranged a free heritage operation on the route.

London Bus Museum were pleased to be invited to join the operation and sent RF226, in recognition of Windsor being the destination of the first Green Line RF to enter service in 1951, on what was then route 704. The RF carried route 704 side route boards, but specially-prepared 702 destination blinds.

In Martijn Gilbert's photo of the line up at Windsor (below right), RF226 is flanked by London Bus Company's RCL2260 and Reading's first route-liveried coach, Enviro 400 1208 specially re-registered GO11 LDN. Ahead of the RCL is Ensignbus's ex-Southend Astromega, which duplicated RF226's schedule.

On the return journey to London, the traffic was so light that (with full agreement of the passengers) we were able to build in a tour of the Regent Street and Oxford Street Christmas lights, and still reach Victoria on time. My photo (bottom right) was taken at Piccadilly Circus.



Norman Barker Reeves

By Brian A L Jones

In addition to Guy Marriott's recent donation of his Beardmore taxicab, he has made a generous contribution of books related to taxis and particularly the London Cab trade to the Museum's Luke Rees-Pulley Reference Library. Coincidentally the following article relates the story of a man whose career embraced both London buses and taxicabs.

Via our Museum website we were contacted by Paul Reeves, who subsequently provided us with two photographs related to his Father's career in London public transport.

Born on 22nd March 1915 and, after a childhood living in the Tower of London where his Father was a Beefeater, Norman



PERAEQUE OMNIBUS CO., Ltd. 1924

In a seemingly silvan setting, Peraeque's staff pose taking probably the last opportunity before joining London Transport's payroll. The bus on route 69 behind is almost certainly one of the six Leyland Titans, which was transferred to the LT fleet with the last serving until 1939.

Reeves found employment with one of the most impressively named London pirate bus companies - Peraeque - (Latin meaning is not comparable'). That Company favoured operating Dodson-bodied Leyland Titans using several different independent garages in the Kennington and Camberwell areas. Paul advised that his Father is positioned third from the right on the back row in the photo above, which was probably taken in December 1933 when Peraeque's fleet was transferred after purchase to join London Transport (LT). At that time he was a mechanic and apparently was involved in converting buses from petrol to diesel engines. Following the transfer Norman became a bus driver with LT.

Paul remembers some of the stories his Father told him related to his bus driving days. On one occasion during icy weather Norman only managed to bring his bus to a halt by scraping the tyres along a kerb. Having stopped, his bus was then struck by a following bus and while he and the other driver waited at a cafe a third bus hit the first two. At another time in thick smog he managed to reach his destination of Clapham Common and was awarded a 10/- note (a large sum at the time!) by a passenger pleased to get home. He told the tale of how on yet another occasion he assisted Paul's Uncle

With the advent of WWII Norman found that bus driving was classified as a reserved occupation when he sought to join the Army. He therefore re-applied successfully as a chauffeur and returned after the war to LT as a bus driver based at New Cross garage, usually employed on the 21 route.

Reg, another busman, along Walworth Road in thick fog by walking alongside his bus until he reached Camberwell Garage.

With the support of a large map of London, mounted on the wall behind the dining table at home, Norman did 'the knowledge' in the early 1950s, becoming a London cabbie in 1956 and was still cab driving at well over 70 years of age. Paul noted that, at that time, (has it changed?) cabbies held extreme right and left political views, were sometimes ex-boxers and one was previously a WWI fighter pilot.

Norman's business developed to the point that he was operating thirteen FX4 cabs while keeping his mechanic's hand in at the Sycamore Cab Company in Clapham Road. Norman passed away in 1996.

Reference - London's Buses - Ken Blacker, Ron Lunn and Reg Westgate - H J Publications (1977)



Norman stands in front of his Austin FX3 cab.

Snapshot from the other side

By Dawn Stagg

When I married my husband many years ago, I was aware that he had a keen interest in old transport but mainly - I thought - in steam trains. I was taken on many interesting trips all over the country and always given an excited running commentary of the names, numbers, journeys and history of every steam engine we travelled on. Sad to say, I have forgotten most of the information of those wonderful steam engines but I did enjoy the trips.

Imagine therefore my surprise one evening when we came home after a long day at the office, with glass of wine in hand, he said quite casually "I'm thinking of buying a BUS". With a chuckle and smile I replied "Oh really - will it be a "Red London Double Decker?". "Of course" came the reply. I was absolutely convinced he was joking and soon all would be forgotten.

Two or three weeks later on a lovely sunny Sunday morning, it was suggested we go out for a drive and maybe stop for some lunch somewhere. Most unusual I thought but I really should have known after a short time, we turn into a country lane and at the end of this lane there and behold you've guessed a Red London Double Decker Bus! I think it was supposed to be red but it looked so dirty, sad, and dilapidated it was difficult to tell.

With great enthusiasm (sorry not from me) I was shown around this so called amazing bus! It had no seats either upstairs or downstairs, was dirty, windows didn't work, the red paintwork was almost non existent and among other things, apparently something had happened to the platform and the engine might have to be changed, all of which passed over my head in a blur. I had no knowledge of buses whatsoever, other than travelling from A. to B. although I was soon to learn and I do now know the difference between a RT and a RM!

I could see that the man in my life was very excited - unbelievable. Then came the bombshell - "So glad you like it - I've bought it for US!" In stunned silence I listened to the desperate explanation - "I thought WE could restore it to its original state exactly how it was in 1950, WE could work on it at week-ends, it could be a project for US, a challenge? What do you think?" Any sensible wife would have walked away there and then, although I don't think I spoke to him for at least a week.

There began my love/hate relationship with buses of all shapes and sizes. So many interesting tales I could tell of the restoration of RT2043. I remember cold Winter week-ends spent working away, the everlasting hours with always something to do, the tears and tantrums (our marriage did survive the challenge) but eventually the bus was returned, looking quite smart, to a roadworthy condition, well at least I thought so and truth to tell I found a quiet satisfaction in seeing her looking so good.

The work and involvement didn't stop of course, but after all the toil and heart-ache I am pleased to say we began to enjoy her with many happy trips - Summer Holiday Cliff Richard style picnics, Christmas lights to London with Santa and loads of children, family birthdays, trips to the coast, even a trip with friends to Luxembourg

(13 hours on an old bus doesn't do a lot for your bottom). There were also many disasters, I remember breaking down on a motorway when the bus was full of children, although they thought it was a great adventure waiting in the dark of night for their parents to collect them!

I spent 20 years with this bus being the third person in my life, but despite all the ups and downs, I have to reluctantly confess a quiet attachment. I have had many adventures, met lots of lovely like-minded people (can you believe that?) many of whom have become good friends, a few 'anoraks' thrown in for fun of course but when she left us, albeit for another good home - guess who shed a few tears.?

Book Review

**London Buses - A Living Heritage -
50 Years of the London Bus Museum
by Graham Smith.**

Published by Silver Link,

**ISBN 9781857944754 128 pages softback, £20
& ISBN 9781857944761, limited edition - 160
pages hardback (with additional 32 pages -
'Running Again in London') £34.**

This really is the book we have been waiting for. At last, in one edition, the story, not only of the London bus, which, of course, has been told, or at least aspects of it, many times before, but also of the unique organisation which is US, the London Bus Preservation Trust.

Published by Silver Link who can always be relied upon to do justice to a subject and particularly the reproduction of the photographs, they have served the author well.

Graham Smith, one of the key members for many years of the Trust, is the ideal person to have tackled this subject. The amount of research he has done, particularly into the early days of the Trust, is prodigious and absolutely essential if so much of the remarkable story of those pioneer enthusiasts, some, inevitably, not with us any more, is to be recorded once and for all. He has dug wide and deep and come up with information and photographs which many of us thought lost in the mists of time, and at least consigned to some unthinking skip, and here they are, crisp and clear, often in colour, a wonderful evocation of pioneering days at a less than pristine, but much loved Cobham Bus Museum, in itself an historic relic, leading on to the remarkable transformation to Brooklands where the membership has so risen to the call that we are now a properly staffed museum, open to the public virtually every day of the year.

Right: A recreation of a wet evening in Regent Street in the 1950s. The taxi is the Beardmore Mark 7 recently donated to the Museum, see page 4.
(David Bowker)

Membership and Volunteering

By Steve Edmonds

Membership

I must start with some news about membership subscriptions. You will no doubt be aware of the recently completed Brooklands Museum £8m Aircraft Factory and Flight Shed project. This superb development has considerably enhanced their offering to visitors, including members of the London Bus Preservation Trust (LBPT).

The site entry prices have been increased accordingly, for example by £2.50 for a single adult. It is therefore not surprising that they have also increased their membership subscriptions. These have been raised to £40 for Individual, £60 for Doubles and £75 for Family (two adults and up to three children). They also offer a Youth rate of £21 for 17 to 21 year olds.

Our agreement with Brooklands requires us to align ours with theirs so LBPT members will be asked at the AGM in July to endorse the same rise in our rates. It is pleasing that we have managed to keep them steady for four years and we understand that this increase will be seen as being more significant than previously.

However, we can help ourselves out a little. We can decide to retain our £15 rate for 16 to 21 year olds. A small contribution, which may be

appreciated, is applying a discount to those who pay by Direct Debit, halving their increase and limiting the single adult rate to £37; the same percentage reduction being applied to Doubles and Family. See you at the AGM?

Following on from the Members' lunch on 21st January, our annual Members' Day on 18th March will I hope have been enjoyed by as many of you as possible. Adrian Palmer's Members' trips programme for the year will also soon be underway and I hope you will find something there which appeals to you.

Volunteering

As reported at Members' Day, there are many encouraging signs across the range of volunteering activities with much progress in Curatorial, Workshop and front of house. Alongside these Bus Services are adding new faces to the crewing team, maintaining a strong presence at many external events and providing bus rides to visitors during school holidays. I am delighted to find such commitment to excellence and success wherever I look; evidence that we are getting it right most of the time.

Spring Gathering celebrates its 45th birthday this year and is once more bound to attract many vehicles and

visitors. We need a large team of volunteers to ensure that all goes smoothly on the day and I am most grateful to those who regularly turn up and put in a shift. If you are considering volunteering, LBM's three events at Brooklands are a good introduction. Please get in touch with me at the Museum to discuss options..

On a somewhat sober note, did you know that the speed of deterioration of short term memory loss following retirement increases by 40%? (Daily Telegraph 23rd January 2018). A recent study of public sector workers, including some high ranking individuals with demanding jobs, revealed that their brain function plummeted if they did not continue to be physically and mentally active.

It appears that crosswords, Sudoku and visiting heritage sites are insufficient to keep you sharp mentally. You need to continue to work at something completely different from your previous job. And the most important element essential to maintaining brain stimulation turns out to be interaction with people. LBM is therefore the ideal place to cover all the bases. So kick dementia into touch and find out about what volunteering opportunities might suit you. It's all good.



Letters



Dear Editor, In response to the various thoughts and observations expressed on the subject of the AEC Swift in Issues 25 and 26, I would like to offer further a little further insight as the present custodian of the sole remaining Country Area Merlin, MB90. To be honest I can only agree with a lot of what Mike Lloyd has written, the buses were undeniably troublesome in service and in my view far from a proven product when launched into revenue earning service. That the Swift never reached the stage of reliability has a lot to do with the attitudes prevailing within LT at the time, the TGWU, as well as the reactions of the travelling public.

The Swift was LT's first large-scale foray into high capacity rear engined vehicles designed for 'omo' operation, I believe also taking advantage of the 25% reduction in purchase price for a vehicle that complied with the Government's Transport Act of 1968. Whilst LT still had a hand in the design of certainly the vehicles destined for London service, this was not an LT product in the way that we might associate with the RT, RF and Routemaster. The Swift had many flaws including the flex in the chassis and tendency to over-heat as has already been identified. The flex was to some extent overcome on earlier vehicles by additional body and roof strengthening that was applied subsequently by MCW. Even so, the view when travelling on the rearmost seat in MB90 can be alarming when the front of the vehicle can be perceived to be at a different angle to the rear saloon! But funnily enough, I do actually find that she rides the road pretty well, and is arguably more comfortable than the unladen ride of our RM (which by comparison appears to have much stiffer spring settings). The turning circle is however pitiful - don't even think about taking a sharp 90 degree corner, she needs a football pitch to turn in. OK, a slight exaggeration to emphasise the point, but she is far from being easily manoeuvrable.

Not much can be done now around the chassis, it is what it is. Given that it shares certain design features and/or parts from other Leyland Group vehicles of the period, one

wonders how much development went into proving the chassis, or whether this was simply a product of what was available 'off the peg' at the time. Peter Osborn also poses a good question in whether the single door variants were any less susceptible to flex, and to be honest I don't know the answer - but I suspect it would be so.

The main challenge over my 10 years of ownership has mainly been directed at mechanical reliability - all essentially stemming from the tendency to overheat at the slightest provocation. The mechanical fan drive gave up the ghost a few years back - the unit shearing off and dropping out the back of the bus one day, destroying the radiator in the process. That prompted a new-build rad and twin electric fans running in constant mode. This did bring improvement, particularly in traffic or slow moving conditions, but still couldn't cope with the tremendous heat build at the rear of the bus when moving at speed. Finally, as part of a major engine rebuild project, the decision was made to increase the size of the radiator. Once again a new-build unit was commissioned giving roughly 50% more capacity than the original. This radiator was then fitted with triple constant electric fans.

The result is a transformation! She can run fully laden all day in the hottest temperatures that 2017 had to offer, and still keep composure. The temperature does still rise on particularly long uphill motorway stretches, but she's never got close to the point of boiling, and more importantly the cooling system now has the capacity to bring the temperature back down as soon as the exertion eases. There has been no magic recipe to overcome the inherent design problem caused by having an under-sized radiator side mounted out of the main airstream. The solution has been achieved through trial and error and a fair few ups and downs along the way - I am deeply indebted to Paul Morris, Dave and Simon Kriesler for inspiration and mechanical knowhow in achieving what was never possible in their short LT/LCBS service life.

But there is nothing revolutionary

about this solution, and certainly you would think that this was well within the grasp of LT (or AEC) had they the mind-set to iron out the flaws. I just have a feeling that LT wasn't interested in making the Swift a success. The design was well outside LT's preferred halfcab front engine format. The engineers weren't used to them, parts were scarce, and frankly just putting them back on the road without curing the core design problems was only going to result in yet further mechanical failure.

I also don't believe that they were popular with the Unions, given the large intake of one-person operation replacing crewed vehicles. Presumably this must have resulted in job losses (or at least the loss of un-filled job vacancies), and in this respect I think the Swift (along with the DMS) was unfortunate in being the first vehicles to bring about such a major change in working practices.

Similarly, the Swifts were not welcomed with open arms by the travelling public. The saloons were often found to be noisy and full of rattles, the loss of the familiar conductor, and the general unreliability combined to give the vehicle a poor reputation.

Very few ever made it through into preservation, although there were some notable exceptions with other smaller operators who appeared to understand the vehicles far better and have more success than LT ever did. So is this what it all comes down to? - bad bus, or just wrong bus for the time?

Personally I think the latter. I still have clear memories of trekking up to Potters Bar when the Merlins were new there and travelling on the 242. For a young impressionable boy these vehicles were like nothing I'd ever ridden on. The power and noise from the 691 seemed breath-taking, and I remember being so disappointed having embarked on yet another weekend Red Rover expedition only to find that Merlins had been displaced by the shorter Swifts - which were feeble in comparison. I still get that same excitement from driving the MB, and to me she deserves so much more appreciation. It's impossible to change history, but

the fact is that the design was not sufficiently developed and there was insufficient desire within LT to get to grips with their problem child. It was easier to pension them off early - largely for scrapping or for sale to plug the chronic vehicle shortages in Ireland at the time. As a result we have few of these potentially fine vehicles to enjoy in preservation, although currently we do have five of the remaining six survivors in a roadworthy condition: 90, 444, 539, 582, and 641, with 588 still undergoing restoration. Enjoy while there is the opportunity!

Peter Comfort

Dear Editor, An excellent magazine as usual. However, I would like to offer a correction to the photo caption on page 4 of Issue 25 of 89Q.

There are in fact two other preserved LT tower wagons:

1074Q which spent some time at Southend and has been preserved in Kent for many years (under very slow restoration) - I saw it recently;

1076Q - preserved as Reading Corporation 332. It was acquired in April 1964. It served Readings trolleys until they were abandoned in 1968 and it was then used as a recovery vehicle and for depot painting/maintenance tasks. I think it now lives at Fifield.

Also still in existence is 1081Q one of the pole carrier lorries.

Robin Helliars-Symons



The shop needs a new 'Mr Selfridge'

As you will have read in the winter edition of the magazine, Richard Jones the shop manager is retiring and we are looking for a keen and enthusiastic replacement. Could that be you?

The shop manager is the team leader encouraging and supporting other volunteers in the team.

Duties include an interesting mix of

- selecting and ordering new stock,
- overseeing the counter & internet sales
- basic accounting & stock control.

Please contact Gerry Job at the museum (Wed/Sat/Sun) or by email

Maybe you don't feel able to take on this important role, but would like to help. Think about joining the team.

Some of the tasks of the shop team includes

- staffing the counter at events,
- processing internet orders
- manufacturing stock including fridge magnets.

Call or email for more details
Gerry Job
MD London Bus Museum Ltd
www.londonbusmuseum.com

Left: MetroBus Scania Omnidieka No466 passing young ladies of Croham Hurst School, south Croydon, in 2016.
(MHCB)


 Whether it is the
"Classic Bus" show
 or the
classic "Bus Show"

All buses and coaches, ancient and modern
 are very welcome at
 LONDON BUS MUSEUM'S
SPRING GATHERING
 on
Sunday 15th April 2018

The London Bus Museum is owned and run by London Bus Preservation Trust Ltd
 Registered Charity No. 1032050. Company registered in England & Wales No. 2071662
 Museum address: Brooklands Road, Weybridge, Surrey. KT13 0QS
 Telephone: 0181 865 8546 (during opening hours) Visit: www.londonbusmuseum.com

**THE LONDON BUS
 PRESERVATION TRUST LIMITED**
**NOTICE is hereby given that the
 2018 ANNUAL GENERAL MEETING
 OF THE COMPANY**
will be held on
Saturday 7th July 2018
commencing at 2.00 pm
in The Napier Room, Brooklands Museum,
Brooklands Road, Weybridge, Surrey,
KT13 0QS
by kind permission of Brooklands Museum Trust



SMITHFIELD CLUB SHOW

DECEMBER 10TH - 14TH

