

LONDON  
**BUS**  
MUSEUM

1972 Cobham Bus  
Museum  
2022 London Bus  
Museum

# Magazine

The Journal of the  
London Bus  
Preservation Trust

Issue 44 Summer 2022

£4 to non-members



Route 101 Spectacular  
Another Great Gathering  
Back to 1972

## Editorial

Dave Jones

With Covid in retreat, and despite increased fuel costs, we've seen a plethora of events take place in a short span of time. I've included as many as I can in this issue and hope that you'll enjoy the memories if you were present, or will find the images of interest if you weren't.

On the matter of costs, you may notice that this issue, and those in future, is printed on slightly thinner paper. This is due to increased postage costs which exceeded those of the printing for the last edition. Hopefully this change will not detract from your reading pleasure.

At the most recent Council of Management meeting, two areas of concern were subject of much discussion - lack of volunteers and the finite supply of spare parts.

The volunteer situation is approaching a critical point and the Museum is only able to open due to great efforts on the part of a very small number of individuals. The Museum desperately needs an HR Director who can take on overall control of this and at the same time encourage more people to become involved on site. Is that you? Anyone who can offer a day or so a month, or less, to help with stewarding is also most welcome, and the kettle is always on!

Spare parts, and the lack of people to fit them, is an issue which affects our ability to operate our buses for the enjoyment of visitors to Brooklands and at events. If you don't like having dirty hands, we have gloves, but we need your experience and skill. We know you're out there, please come and help, you'll be most welcome.

*Front cover photo - Back on home ground, G 351 passes East Ham Town Hall on 26 March on the spectacular route 101 event. Photo-Peter Zabek*

*Back cover photos - Top - A timeless scene as RTs 1790 and 4779 pass at the bascule bridge that gives access to the Royal Docks. Photo-Peter Zabek  
Bottom, Outside St Pancras station are Des Maybury's prize-winning C 111 and John Stiles' 1937 Austin 12/4 taxi which had a starring role in "Carry On Cabby". Photo-Adrian Palmer*

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## Chairman's Chat

Leon Daniels OBE

We had a very successful AGM and our new Governance arrangements were all approved. We now have a separate group of Trustees who have already met and made a start on their important agenda of governance, safety and succession planning as well as raising the profile of the charity across the wider world. Day-to-day management of the Museum remains with our Council of Management which continues to meet six times per year.

We welcome our three new Trustees - Paul Sainhouse, Richard Telling and Mark Yexley.

On a very sunny and warm March day we ran probably the biggest ever running day, when G 351 started on route 101 with dozens of other vehicles. The service ran well into the evening and definitely recreated the 60 buses per hour that route 101 once enjoyed. We have two more planned for this year, on routes 81 and 37, each one of them comfortably ahead of events at Brooklands and so reaching out for a wider audience.

We have had an amazingly successful Spring Gathering with a hundred vehicles attending and some 3000 visitors.

Elsewhere in this Magazine you will see our spectacular night out with C 111 returning it to mainline railway stations across London with a lucky group of members aboard.

All of the above was achieved thanks to the hard work of volunteers - everything from cleaning and preparing to driving and marketing. That work was rewarded by tremendous enthusiasm and positive reactions from the world at large and were financially rewarding for the Museum.

We were sad to have learned of the death of John Marshall - a long-serving London Transport manager until his retirement, a significant collector of documents and the owner of RFW 14 and the unique Mk1 Ford Cortina Radio Car. We are grateful to his estate for the loan of both of these vehicles to be on display as he would have wanted. Thanks to others we now have an original LT bullseye for



*RFW 14 at the ECW Centenary event at the East Anglian Transport Museum in 2017. Photo-Dave Jones*

the roof which will be fitted when it is properly restored and the illumination modernised.

D 142 is presently away undergoing repaint and will be back looking resplendent having had a considerable amount of attention inside and out.

A couple of our vehicles have had their troubles recently. RML 2760 continues to consume rather too much water and it increasingly appears to have porous injector sleeves whilst RF 19 suffered a partial seizure on its way to the East Grinstead Running Day. This serves as a constant reminder of the fragility of our vehicles as they get older and the continued decline in both skills and parts to fix them. We are continuing to try and find people to make new parts to keep vehicles moving and these will be available to members from time to time.

Finally, I'd like to say that following a few very recent events, we will, jointly with other Museums, soon be launching a campaign to get owners of preserved vehicles, and those with collections of material, to make proper provision in their wills so that these things can go to good homes. There is always the risk of losses thanks to over-zealous distant relatives doing house clearances and/or real complications in securing probate. Please find a moment to make sure you have made your own wishes clear!

## Membership Matters

To ensure you continue to receive the LBM Magazine, LBM e-news, subscription reminders, membership cards and other LBM communications, please send changes of postal address, email address, bank direct debit details, and any membership queries to:

[membership@londonbusmuseum.com](mailto:membership@londonbusmuseum.com)

or:

Membership  
London Bus Museum  
Cobham Hall  
Brooklands Road  
Weybridge KT13 0QS  
United Kingdom

Thank you to all those members so far contacted who have provided a new Gift Aid declaration. We will be asking the remainder of members during this year in our quest for 100% response.



Not receiving your free copies of LBM E-news or Friends of the Classic London Buses of the Fifties Newsletter?

If you're not receiving these but would like to, it may be that we DON'T have your current email address. To get on or back on the mailing list, drop an email to: [membership@londonbusmuseum.com](mailto:membership@londonbusmuseum.com)



# Route 101 Running Day

26th March 2022



Above: The Rev'd John Lines MBE hands over a genuine radiator badge to Leon Daniels. Photo-Peter Zabek.

Above right: RML 2760 passes RT 786 in Cyprus Place. Photo-David Bowker.

Right: Saunders bodied RT 3062 on a journey to Lambourne End. Photo-David Bowker.



Above left: RT 4779 passes the former North Woolwich Station. Photo-Peter Zabek.  
 Above right: One of a dozen from the London Bus Company, RT 2150 leans into Cyprus Place. Photo-Colin Read.  
 Left: RMC 1461 on home turf, almost, passing East Ham Town Hall. Photo-Dave Jones

Upper left: DMS 1 nears Cyprus. Photo-Phil Hambling  
 Upper right: DM 1052 also recalls a past era on the route. Photo-David Bowker  
 Above: Route 101 also saw Titan operation, as shown by T961. Photo-David Bowker  
 Right: A number of London Bus Company RTs ran into the evening as well. Photo-Keith Valla



Above left: Ensignbus' Cravens-bodied RT 1431 departs East Ham Town Hall. Photo-Dave Jones.  
 Above right: In full Prince Edward Island guise, RT 4122 enters Beckton Bus Station. Photo-Phil Hambling  
 Right: RML 898 recalling the type's long reign on the route. Photo-David Bowker.



## Members' Day and AGM

10th March 2022

Finally we had our AGM, previous meetings having been thwarted by the pandemic. Attended by 52 members, the meeting passed off with a minimum of fuss and questions raised were either responded to or noted for follow up.

Perhaps the biggest change was the appointment of three new trustees who would be more detached from the Council of Management and thus able to take a wider and more strategic view of the organisation. Paul Sainthouse, Richard Telling and Mark Yexley were duly appointed and it is hoped that their time in the transport industry will bring experience of governance to support the museum and help to drive the Trust firmly towards the future.

*RF 19 was used on a couple of trips to and from Redhill Road, which probably hasn't seen a bus in a decade. The care home occupies the site of depot 45 and the bus is where long queues once assembled.*

Once the formalities had been completed, members were offered a couple of trips in RF 19 to the site of the old Cobham Bus Museum in Redhill Road, now a care home.

The recent untimely passing of John Marshall has resulted in new homes being required for his RFW 14 and Ford Cortina radio control car. Both are currently on loan to the Museum and the Ford was available for members to look over and perhaps recall times when "Dagenham Dustbins" were a common sight. The Cortina, one of only two purchased by London Transport, is now a very rare beast.

*The late John Marshall's Ford Cortina enjoying some sunshine outside the Museum. His RFW 14 is also on loan. Photos-Adrian Palmer*



## A Day Out to Brighton

8th May 2022

The annual HCVS London to Brighton run took place on Sunday 8th May in fine weather. C 111 and RML 2760 had been entered, but the Routemaster was not well after its trips around Surrey, so RT 4779 substituted. Phil Hambling caught both en-route. Congratulations are due to Seb Marshall as the Cub won best in class and second overall.



## Dorking Running Day

27th March 2022



By way of a birthday treat (she's 70, you know, but doesn't look it) Evadne took part in the Dorking Running day.

The old girl is seen at Reigate, bound for Capel, part way along the West Croydon to Horsham trunk route. Behind is RF 600, itself resident at Cobham Bus Museum for many years. Photo-Alan Conway

RF 600 is seen again, below left, at the end of route 412 - Holmbury St Mary. The route was unusual in that the only bus used on it was outstationed away from its owning garage. Photo-Steve Guess



Above right: Evadne is always fully dressed, as this view of her rear at Reigate shows. Photo-Trevor Hayman  
Left: Who's punching whom, or is one a dupe? GSs 13 and 62 pause at The Crown, Capel, part way along route 449 between Chart Downs Estate and Goodwyns Farm Estate. Photo-Chris Heaps

The event was centred on Dorking Station, where we find RFs 486, 281 and 644 ready for departure. It's remarkable that RF 644 is there, having been used as a workshop-cum-messroom during restoration of RF 672. A couple of owners later, it's now a very nice class 6 vehicle. Photo-Steve Guess



# Spring Gathering Brings in the Crowds

10th April 2022

The return of our traditional Spring Gathering welcomed over 3000 visitors to admire about 100 buses from London and a good number of other places, and in decent weather too. All this was thanks to a dedicated team of Trust volunteers.



The Bromley Bus Preservation Group brought along their 21<sup>st</sup> century ex-Metroline TPL 264. It's a Dennis Trident with a Plaxton body from the earliest generation of accessible deckers. Photo-Phil Hambling

Stagecoach London sent along the "new" Spirit of London, 11377, an ADL E400MMC which replaced the original bus donated by ADL after the London bombings. The first Spirit of London is now with the LT Museum. Photo-Adrian Palmer  
Below: Far from home is this 1934 Leyland Lion LT5A which once operated in the Perth area. Its crew seem camera-shy! Photo-Michael H C Baker



Spring Gathering wouldn't be the same without a selection of London's finest. RMC 1497 is to the fore of the Routemaster line, while RTs 1702, 2293 and 1777 represent an older generation. RFs were represented by 271 and 354 along with 537 on a rare outing from the LT Museum. Younger visitors were catered for by LSs 174 and 30, contrasted with Alder Valley's 251. Photos-Adrian Palmer



The Trust currently has on loan RFW 14, owned for many years by the late John Marshall. It is the second survivor of 15 ECW-bodied AEC Regal IVs, the other being RFW 6, currently owned by the Trust. Photo-Michael H C Baker  
Seb Marshall, son of Prince, brought along his late father's 1931 Gilford, currently under restoration. No need for air-con on this bus! Photo-Leon Daniels



Above: Midland Red were as innovative as LT and produced this C1 type with an underfloor engine and Duple body in 1948. It is now in the care of the BaMMOT Museum at Wythall. Photo-Adrian Palmer  
Left: A rare survivor is this King Alfred (Winchester) Bedford VAL of 1965 with a Plaxton body. When discovered in 1996, its body had been cut down to transport vehicles, so much work has been done to achieve this splendid vehicle. Photo-Phil Hambling



Coming up to date, H M Queen Elizabeth's Platinum Jubilee was marked by two ADL deckers from Stagecoach and an ADL single deck from Go Coach wearing suitable commemorative liveries. Photo-Adrian Palmer



# The Return of the Interstation Cub

Leon Daniels

An early resident at Cobham Bus Museum was InterStation Cub C 111 owned by our (then) Treasurer Alan B Cross and David Hurley.

It was restored in the late 1970s in time to take part in a railway station-based commercial promotion activity and thereafter for many years was displayed at Cobham.

Several decades later and C 111 is now owned by Des Maybury and under extensive restoration at Sebastian Marshall's Heritage Vehicles Restorations company in Surrey.

As completion was nearing we hatched a plan to secretly take it to its old main line railway station haunts under the appropriate cover of darkness the week before it was unveiled at the annual HCVS London-Brighton run.



Much has changed since Cubs ran on the InterStation service. Although always remembered as an all-night service, it actually has a history in all-day operation, becoming nocturnal in 1946. It famously ran down the ramp at the east end of Paddington station and stood on 'The Lawn'; it made a 'U-turn' across the Euston Road outside Kings Cross station and at Victoria it ran, for many years, in the

opposite direction to the bus station east to west along with the taxis which still rank there.

Nevertheless we devised a plan which would take it to its familiar stations but also to Marylebone (served by the service but never with Cubs), and to the St Pancras Hotel. In both cases they were included as they are architecturally attractive. We were able to agree a date which was convenient for the owner, took advantage of the early May bank holiday, and was as close as practical to its debut at Brighton.



C 111 at Victoria. Changes in the road layout and extremely poor custom left us unable to reach our spot due to waiting taxis. A small bribe released the bottleneck and both vehicles were positioned. The TfL Bus Station Manager was intrigued but didn't venture past the TfL/Network Rail border between the bus station and taxi road.

By now it was dry and our dozen followers had their tripods erected and the first shots captured. Once done we headed for Waterloo. There was a big surprise for everyone but an even bigger one for me. The passengers were delighted to see a period TCP bus stop cemented into the ground and even more impressed to see a real InterStation bus stop flag attached to it!



Des was keen for the event to be a fundraiser for LBM so we offered a limited number of tickets at £100 each. It sold out immediately. We used RMC 1461 to carry everyone from Brooklands and also Hammersmith Broadway. The itinerary was a carefully guarded secret – no guerrilla photographers welcome!

We left Brooklands at 22:45 in some unexpected rain and, after picking up at Hammersmith, rendezvoused with



For me however the real crisis was its unexpected use for the coaches working the late rail replacement services and it took a while to clear them out of the way.

With Waterloo conquered and some beautiful shots captured, we departed for St Pancras Hotel. It isn't an InterStation stop and neither did we have any consents. However, it looks too beautiful and we were determined



locations are in the middle of a busy road. Nevertheless these locations were recorded, whereupon we headed to Marylebone. Although Cubs never served it, the



contemporary railway architecture was perfect and some further great shots were secured.

Finally, then, to Paddington, where thanks to Network Rail, we reversed down the ramp, avoiding two major construction projects. Permanent security bollards prevented us from actually getting on The Lawn itself but with some judicious manoeuvring we were able to obliterate most of the offending modern attributes

to get some shots, including with the clock tower. No one ventured to interrupt us.

Both Euston and Kings Cross are now too surrounded with modern buildings to be of much value and in any case the most obvious photographer

and create one final scene for everyone.

The sky was beginning to lighten as everyone headed for home. All those taking part kindly consented to holding off social media until the following week when C 111 was presented at Brighton. The 'official' photos are now in circulation and they all look outstanding.

Big thanks to Peter Zabek (who first thought of the idea and was official photographer); Sir Peter Hendy for loaning his bus stop flag and helping arrange the consents necessary; Diane and Derek Thompson, our actors; Glyn Matthews for driving the RMC; and especially to Des Maybury, for not only recreating C 111, but giving us

this opportunity to enjoy it and also make a contribution to Museum funds.

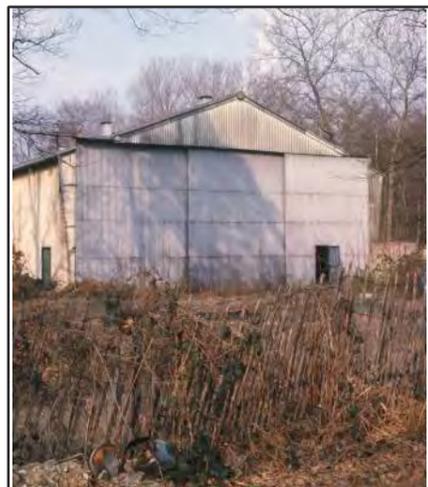
*All photos by Peter Zabek, except for Marylebone by Adrian Palmer and Leon up the pole and the two buses which Leon supplied.*



# Looking Back 50 Years

Compiled by Bill Cottrell from the Summer 1997 Newsletter

To mark the 50<sup>th</sup> anniversary of the acquisition of the Redhill Road premises, the following article has been reproduced from the summer 1979 newsletter. Thanks to Graham Smith for supplying the photos.



The future CBM, in April 1972. Photo-Mike Beamish

May/June 1972

The major news was a report on the Bus of Yesteryear Rally at Phoenix Road Commercial Vehicle Park, St.Pancras. There were nine entrants in the pre-1940 class (a figure we would have trouble matching today). The Park Royal Trophy for post-war LT vehicles was won by RF 10. The Reg Stack Memorial Trophy for the most promising contribution by young persons was awarded to the owners of the same, Dick Daniels and Dave Kriesler.

At the end of July, D 142 will be shipped out to Japan where it will be the centrepiece of exhibitions in Tokyo and other cities on behalf of the Department of Trade and Industry. It will return home around Christmas time.

ST 922 is still plodding round route 100 without too many problems apart from, recently, signs of overheating apparently due to a partial blockage in the reconditioned radiator.

From the exciting to what is almost becoming the routine – the Group's "private bus museum" at Weybridge which is now fully booked up with 35 buses. Water and toilet facilities have been restored, also the telephone, and electrical work is in hand to be connected up as soon as the local electricity board have decided the premises actually exists on their records. Following an attempted break-in, additional security work was rapidly put in hand and the building is now fully operational, although there is much work to be done including the construction of a clubroom, decorations and the inevitable cleaning and clearing of the grounds. Amongst the vehicles installed are the Dennis, Q 83, 933J, T 448, T 792, G 351, CR 14, 2 Paris buses, Birkenhead Guy, HCVC Titan, Lowestoft Regent 2, RT 1173, B 214, Provincial Regal, Dennis Ace, Blue Bus Daimler, whilst scheduled to put in an appearance shortly is LT 1059, 971J tree-lopper ex-front entrance STL, FUF 63 Brighton Regent, ex- Mulley PSI, Leyland Comet coach, ST 922 on completion of route 100 duty, chassis of 1036TV and various other bits and pieces (literally).

Mid-July 1972

The chassis of the former Turnover Bus 1036TV has been recovered from Silver End and now lodges at Cobham pending decision as to its future. Meantime the local council have



Prince Marshall's "Old Motor" Magazine announced the acquisition.

submitted the demand for rates of some £1,250 against which we have entered an appeal, which should give us hours of fun in the next few months.

Mid-September 1972

The group was incorporated as a limited company on 17th July 1972 and its operations were transferred to the new company effective 1st August 1972. Work on improving the appearance and amenities at the Group's museum premises at Cobham, Surrey continues with further clearing of the grounds and guttering, erection of new fencing along the southern border, glazing of external windows utilising toughened glass from RFs, and glazing of interior windows with material from RTs. Work has commenced on the erection of canteen facilities and accommodation on the first floor, by kind assistance of RT 1173 Group.

Visitors to the premises on Sunday afternoons are on the increase and one was a former employee of Vickers who gave us some interesting history concerning the building and



A 1998 view of the museum as many remember it. Photo-Dave Jones

Silvermere Lake behind. Apparently three similar hangers were built in Redhill Road for experimental work. Sir George Edwards was then head of Vickers Experimental Department and in his team was one Barnes Wallis. The dambusting bouncing bomb was tested on Silvermere Lake, Grand Slam and Tallboy for penetration of U-boat pens, magnetic rings attached to Warwick aircraft for blowing up mines, barrage balloon cutters fixed to leading edges of aircraft wings, were all developed. Originally there were additional office facilities attached to the building on the Redhill Road side but these were dismantled some years ago when the building was let for agricultural use only.

Vehicles arriving since the last newsletter - tree-lopper 971J (ex- STL 1470) from Ipswich and now taken over by the RT 1173 Group, STL 2377 towed in from Jack Mulleys at Ixworth and LT 1059 from Winkleigh.

John Shearman returned from his world-wide journeying to report on an STD in Yugoslavia and a utility Daimler he had seen. The STD is 171, HLW100 at NoviSad and the Group has asked British Leyland to make initial enquiries of the operator with the view to ascertaining its current status and condition and the possibility of bringing it back to the UK. The other is D 205 with Ceylon Transport

Board which when last seen was in complete condition and a likely candidate for return to the UK.

November 1972

Improvements to the premises continue, the latest amenity being the lighting and power supply which is now partially operational. Signs have been fitted to the gate posts, and an additional notice is displayed at the car park entrance at weekends inviting people to view the vehicles as a day member for 5p.

Vehicle News

RT 4482 ex-Amersham and District Bus Preservation Society vehicle has been sold to an organisation in Worcester for use as a children's summer camp transport vehicle, RT 3236 will be repainted red and probably sold to Conn Murphy in Canada. RTL 1163 was recently towed from Richmond to Cobham where it was fitted with a replacement engine from RTL 305. T 448c rests temporarily at LPC Coachworks where it is having the rear end rebuilt and an internal refurbish. ST 922 ceased operations on route 100 on 28th October and after some private hire work, has now returned to Cobham for the winter. It is estimated the bus covered 15,000 miles on service and has proved to be very reliable.

RT 3915, after having the staircase and platform rebuilt to offside exit, has been exported to America.

RLH 14 was sold in Germany after attending a British week there, while RLH 45 was withdrawn from the Lesney fleet and exported to New Zealand.

Christmas 1972

Two RF buses are gracing the museum at present, ex Wimbledon Coaches, which have to be found good homes-a veritable give-away at approx. £200 apiece.

There will be an Open Day on the premises on Sunday, January 14th between 10 am and 2 pm.

Fanfare for Europe takes place in Brussels from 5th to 7th January to mark Britain's entry into the Common Market, with Prince's ST 922 taking part in the celebrations.

Thus concludes a glimpse of the goings-on in 1972, the year that saw D 142 and ST 922 put back on the road and the establishment of Cobham Bus Museum, a truly remarkable year.

Thanks to Bill for a fascinating insight into just how active things were at Cobham during its first season. Our achievements during 1997 are a fitting tribute to those pioneering efforts of 1972 and I hope that Bill will still be compiling this occasional column when our 50th anniversary occurs in 2022!

**Sadly Bill is no longer with us to see what has been achieved in the 25 years since he compiled this item. His memory lives on in Q 83.**



The last open day in 2010, as viewed from the balcony. Photo-Graham Smith

# Bye, Bye, Trolleybi, Farewell - part 1

Michael H C Baker



It's 2<sup>nd</sup> January 1962 and N1 class 1594 is seen at Paddington before the thaw set in. (MHCB)

1962 opened with some of the most spectacular snow scenes (remember them?) London had witnessed for some years. Snow had fallen for much of the last day of 1961 and it was still thick on the ground, or turning to slush, on the cold Tuesday of 2<sup>nd</sup> January, although the sun appeared, briefly, in the afternoon. There were just four routes which would be withdrawn at the end of the day: the 645 from Canons Park to Barnet; the 660 from North Finchley to Hammersmith; the 662 from Sudbury to Paddington and the 666 from Edgware to Hammersmith. Three depots were involved, Finchley, Colindale and Stonebridge and three classes of vehicle, the chassissless L3s, the BRCW-bodied AEC N1s and the Park Royal-bodied AEC N2s. These latter two classes had migrated from east London where their entire careers had been spent, until they had been called westwards to replace older vehicles. I made several journeys in the months before withdrawal and after one along Burnt Oak Broadway in a Colindale N1 wondered "if it could really be that this perfectly modern, smooth-riding vehicle, and all its brothers, would shortly be consigned to the scrapheap?". Unlike contemporary pre-



C3 No 308 was one of the vehicles ousted by the newer N1s from the east, seen here bound for Hammersmith. (MHCB)

war diesel buses, which the trolleybuses had outlived by many years, the trolleys showed little sign of their age. There were few rattles or squeaks, there was no body sag, and the upholstery and fittings, if hardly pristine, were by no means shabby. All the N1s and N2s were, indeed, withdrawn, but although the numbers of L3s were by now much reduced, some would last until the final day of trolleybuses in London.



Life seems to be carrying on as usual at Stonebridge depot, despite the snow on 2<sup>nd</sup> January. (MHCB)

There were some enthusiasts about, but the general public mostly went about its affairs seemingly not much concerned with the change from electric to diesel. A Routemaster, despite being new and shiny, was not essentially any more comfortable or better appointed than a well maintained trolleybus. The changeover from trams to trolleys had been vastly more dramatic and commented upon.

Finchley and Stonebridge depots went over to diesel bus operation and Colindale closed, although it actually saw out the last days of the London trolleybus system as



Another view of Stonebridge depot, with the snow deep and crisp and even! (MHCB)



The sorry sight of condemned trolleybuses behind Colindale depot. (MHCB)

George Cohen's scrapmen were employed to dismantle the bulk of the fleet in the big open yard behind the depot.

Route 645 was replaced by the 245, the 660 by the 260, the long established 18 was extended back to London

## Lost Property

Barry Lejeune

I greatly enjoyed the article by Sharon Burton on the Lost Property Office in the Spring 2021 issue. The LPO was one of my responsibilities as LT's Head of Customer Services in the late 1990s.

How lost property was handled at Baker Street depended on whether the property, when found, had any indication of ownership. If it did, the likely owner was sent a card stating that an item of their property might have been handed in. The item was not specifically identified, to discourage a possible fraudulent claim. It was up to the owner to contact the LPO and describe the lost item before it was returned for a fee.

Many types of article (such as umbrellas and books) seldom had any owners' details. One exception I recall was a silver tipped walking stick, which had an engraved silver plate recording that it had been presented to a named Bishop. (I am not certain whether this was the bishop's crosier mentioned in the article.) The Bishop's office was duly contacted and the Right Reverend Gentleman duly claimed his lost possession. Expressing his thanks to the staff for its safe return, he commented that he had lost it some ten years earlier; and that he hoped whoever had found it then had enjoyed its use over the intervening years!

Items that usually had no clues as to their ownership included children's dolls, teddy bears and other soft toys. Many a tearful child appeared with a parent hoping to be



RM 1734 on trolleybus replacement route 245, which worked from Cricklewood following the closure of Colindale. (MHCB)

reunited with a lost treasure. Sometimes they were lucky; sometimes not. The LPO staff had a well-rehearsed drill to console a tearful and disappointed child. The child was reassured that the lost toy was undoubtedly with another family who would take good care of it; and then the child would be told that there was another fluffy orphan who was looking for a good home. The substitute, from a stacked shelf of unclaimed bears and the like, would usually be gratefully accepted as an alternative.

I recall being involved with two items of lost property whilst briefly working as a conductor from Reigate garage in the mid-1960s. Perishable items seldom, if ever, made their way to Baker Street. They were held at the garage for a short while and then disposed of, often to the garage staff. Somewhat tongue in cheek, I once tried to hand in a cucumber which had fallen from a passenger's shopping bag. I don't think it would have been physically possible to do with the cucumber what the garage inspector suggested!

On another occasion I was given a package as passengers alighted and boarded at a busy stop in Redhill. Pre-occupied with my platform duties, I paid no great attention to it and duly handed the package in as lost property at the garage at the end of my duty. "Didn't you see the label?" I was asked. It was a package for delivery to a parcel agent further along the route!

## News From the Workshop

### Roger Stagg

There is rarely, if ever, a dull moment in the workshop area. With our fleet of vehicles ageing as fast as I am, but at least staying better looking, the maintenance to keep them safe and roadworthy is akin to repainting the Forth Bridge. With the easing of Covid restrictions everyone has wanted to see our collection on the road again and the re-run of Route 101 was no exception. Pride of place had to go to Wartime survivor G 351, but a distorted clutch flywheel plate looked like it would stop the show. Where do you find a replacement flywheel for a 1945 Gardner 5LW engine? Step forward one Joe McCool of Dungannon, who came up trumps within 48 hours and delivered it across the Irish Sea faster than a First Class letter sent from four doors away. Look up Joe McCool on YouTube.

It could not be perfect, because of slightly differing thicknesses it really needed longer pressure plate springs, but with careful driving it was without doubt the star of the show. With thanks to all of the team aided by Ward Jones that saw it "IN SERVICE".

RML 2760 has continued to be a naughty girl despite now having a fully rebuilt AV690 engine. With her new liners and reconditioned everything else there appears to be a minor leak of combustion into the coolant, possibly due to a minor leak from an injector copper sleeve. These are now rarer than 5LW flywheels! The team are on the case.

RF 19 is getting some attention after overheating en-route to East Grinstead. It all proves that mechanical things, like us get more frail with age.

As always the call goes out to those with some mechanical knowledge, and absence of the fear of dirty hands, to join us in the "rough end" of the workshop.

D 142 has finally departed LBM and has taken up temporary residence to be coach painted as a London Public Omnibus of 1929. This was no easy decision but the window of authenticity arose between it being fitted with pneumatic tyres and being absorbed into the LGOC fleet. A considerable amount of research has gone into the bus and conflicts of record and, of course, opinion abound. With considerable thanks to both Richard Peskett and Mike Sutcliffe there is now a significant collection of photographs of mainly Dennis buses of the period.



Clarification of such items as legal lettering has been a godsend to "getting it right". Nevertheless I will await with baited breath that little bit of extra information that arrives after all is finished.

NS 174 has been responsible for the loss of a whole forest of trees that has made up all of the slatting for the seats. Many of them, now assembled, have started to appear on the upper deck. Attention is now turning towards completion of the chassis itself, which may well see the body lifted clear for access.

T 448 has demonstrated that logic simply does not apply, at least in regard to window assemblies on a pre-war Weymann body. Of course there are no original drawings as unlike LPTB who put all drawings onto linen using Indian Ink, Weymann drawings were in pencil on tracing paper which does not age well and simply falls apart. Accordingly logic failed and window assemblies have been in and out too often until the solution was eventually found. Internally the ceilings are almost complete and the front bulkhead now even features the Green Line clock albeit a replica.

The departure of D 142 saw STL 441 take its place. Some 14 years ago it received a cosmetic overhaul of the bodywork, there simply being no big six figure sum available for a complete rebuild. At the time there was a view that leaving the "STL Sag" on the offside would demonstrate how these bodies became un-serviceable post-war, despite some rebuilding, and both internal and external strapping of the pillars. As a Museum it has been felt for some time that it would be more beneficial for the bus to be exhibited as it should be, a 1934 bus in working order in the period 1948 to 1952. Last year, a failing front nearside upper deck pillar was replaced and currently the

infamous "STL Sag" is being removed cosmetically. When complete it will be repainted with its period adverts restored and become part of the display.

Because it is no longer possible to send the van along to the nearest AEC or Leyland supplier, and that stores that were surplus from LT are either dried up or no longer available, the Museum is sometimes in a position whereby only "make it again" is possible. Invariably the tooling has long become part of something else, frequently melted down and reappearing as the container for one of Mr Heinz's products. The Museum is not a stockist, but where possible we let you know we are remaking something and invite commitments. The more that join the more it is possible to dilute the tooling costs. Examples that come to the end of their working lives are anything made of rubber which is finite especially in warm external conditions. Of course mechanical parts just wear out, expertise to repair some items such as injector pumps is disappearing, not just the lack of parts, but of the knowledge of how to service and calibrate them.

Over the years, after an initially unsuccessful start, because of a lack of manufacturer's records on rubber Shore Hardness scales, the Museum has been able to service its members with a multitude of replacements including RT and RF window rubbers of several patterns, RT front engine mountings, spring bump stops etc. Following the failure of a number of replacement engine mountings for Routemaster AV590/690 engine mountings that were available on the external aftermarket, LBM undertook the

## In Praise of the 101 Event

To all at LBM

A huge word and thanks and gratitude for today, in particular for my ride on G 351 from Beckton to North Woolwich.

I first saw this bus in 1979 in Battersea Park when I remember my late father waxing lyrical about it. As a young man he had to journey to the docks from Woodford and remembered the utility Guy Arabs. He always showed great enthusiasm for G 351 when we went to Cobham events and saw it there, especially when it was running. He never got an opportunity to ride on it and so it was a great privilege for me to take that opportunity in his place today some 8 years after his death. Thank you LBM. A moving experience in more ways than one!

Kind regards

Graham Stokes

manufacture of these to AEC specification and they have been very successful. A new batch was recently received, including not only the rear mountings, but the front mountings too. Alongside these we have also received complete sets of Leyland engine mountings for 0600 and 0680 engines. With the loss of manufacture of top gear plates for pre-selective gear boxes new complete sets of both steel and bronze plates have been made. We are currently having cylinder head gaskets re-manufactured for both 9.6 and 11.3L Regal IV (RF) engines and for AV590/690 (Routemaster) engines

None of these items are cheap but making more than the Museum's direct needs is a bonus to members that is very much "when they are gone they are gone". Further manufacture requires commitments from a number of members as the costings require minimum numbers to be manufactured. Other services include re-covering steering wheels for many vehicles as well as steering wheel recasting for Routemasters.

Finally, remember we are not a shop, the only stock we hold is a small excess beyond our own needs, plus those who commit in advance. Replacements are expensive, try buying some 9.00 x 20 tyres, or for a real shock some for D 142 at 38 x 7.00. With legislation requiring front tyres on PCV vehicles to be no more than 10 years from date of manufacture, the current cost of fuel pales into insignificance when a tyre will be deemed unusable when it is probably less than 2% worn.

A huge thanks and congratulations to the London Bus Museum team for all the hard work in organising such a superb running day yesterday - you really pulled all the stops(!) out for this one!

It was such a treat to see and a privilege to ride on "proper" buses in this part of East London again, as well as a trip down memory lane for my wife and I in an area very familiar to us both since childhood.

Just staggered to witness how many classic buses were in action on the day, so much so that, at times, it seemed the normal service buses were the odd ones out!

Massive thanks also to the vehicle owners, drivers and conductors who made it such a successful day - their time, patience with the crazy traffic and diesel was very much appreciated!

Paul Soper.

## Donations Received

22nd January to 5th May 2022

The museum is pleased to acknowledge, with grateful thanks, the gift of objects from members and others who may be downsizing their collections or from families of those no longer with us.

Donor	Objects
Malcom Eames	Cabinet and model buses
Jim Andress	Route 71 blinds and seat swabs
William J O'Brian	TGW lapel badge and several related items
Keith Martin	Ultimate ticket machine and instructions
J Reynolds	Miscellaneous books, magazines etc.
Graham Bartlett	Bus tickets, fare chart and photo
Steven Williams and Chris Porter	Books and magazines
Michael Baker	Books
Steve Edmunds	Selection of bus/trolleybus books
Alan Kreppel	Montage of transport related cigarette cards
Bill Rosam	Safe Driving Medals
Mr & Mrs McGill	Memorabilia of working for LT
A Gilbert	Variety of early 1900s staff books
Mike Beamish	LGOC winged wheel badge
R Helliar-Symons	Papers relating to T 234
John Fielder	Timetable, books and 213 E plate
Peter Noyes	Books, garage plates and LT magazines
David Gibson	Collection of books
Roger Armstrong	Collection of books
Stuart Smith	Miscellaneous transport items
Julie Luff	Conductors bag and ticket box
Adrian Palmer	Selection of books
John Hayward	Selection of items
Angela Reeves	Uniform jackets, cash box, books etc.
Steve Edmunds	Transport books.

Many thanks to those who have chosen to donate to us, and our condolences to those who have lost family members and friends.

We endeavour to add the gifts to our permanent collections although surplus material, where duplicating existing objects or not within our collecting policy, is offered for sale to enthusiasts and others. The resultant income is used to maintain and develop the museum.

If you have any items that you wish to donate, please contact the museum by telephone or email (details on inside of back cover) to tell us about the items. We welcome every donation whether bus or other transport related and whether London or elsewhere.

### ITEMS FOR THE MAGAZINE

Please send contributions for the magazine to the Editor at [editor@londonbusmuseum.com](mailto:editor@londonbusmuseum.com). or by post to the Museum at the address on page 18.

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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.

### Contacting The London Bus Preservation Trust

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

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

**Post:** The Museum's postal address is: London Bus Museum, Cobham Hall, Brooklands Road, WEYBRIDGE, KT13 0QS

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

### Museum on the Web

**Website:** [www.londonbusmuseum.com](http://www.londonbusmuseum.com)

**Twitter:** @londonbusmuseum

**Facebook:** [www.facebook.com/LondonBusMuseum](https://www.facebook.com/LondonBusMuseum)

Charity number: 1053383

Company Registration number: 1061762

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