



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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Contents

From the Editor	2
'Pay As You Board', Spring Gathering, Sunday 9th April	3-5
Route 10 Reborn	6-14
Membership and Volunteering	15
The London Transport Cookery Book (Confidential)	16
From the Workshop and more on the Autovac	17
The War Hall Project	18

FRONT COVER PICTURE

RT1 at the Blue Boar Inn, Abridge, 10th May 2017, one time terminus of route 10.

(MHCB)



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

ITEMS FOR THE MAGAZINE

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From the Editor

Much of this edition is given up to two contrasting events, the Spring Gathering, the theme of which was 'Pay as You Board', which some of us thought of as being about modern buses, until we realised what an elastic conception 'modern' is; the other the commemoration of the arrival of the very first post-war RTs on route 10 from Leyton garage on 10th May 70 years ago. The London Transport report for 1970 declared that 'By the end of this decade, every London Transport bus will be operated by one man and the total bus operating staff reduced by 10,000'. Setting aside the implication that this one man was certainly going to find himself very busy, - luckily as it happened he was helped out by some women - before the decade was out many hundreds of AEC's Merlin single deckers were clogging up the streets of London, followed by the Swifts and then, in January 1971, the first of the DMS double deckers began work. History has judged that the Merlins and Swifts were an unmitigated disaster and, more than anything else, sealed the demise of the once mighty AEC which had dominated the London scene since the First World War, and although the DMS was seen, at the time, to be little better, it is a fact that ex-London examples worked quite happily in Birmingham, Manchester and Glasgow in some numbers, as well as in many other locations. Maybe part of the Swift and Merlin problem was that they, too, were the wrong bus for London. I always thought that, whatever their faults, they were nice looking vehicles and it was good to see much cared-for preserved examples at Brooklands.

Of the RT there can be no argument that it was, perhaps, the most perfect bus ever designed for work in London and its suburbs, and its 40 year longevity in London service says it all. Secondhand examples popped up all over the world, the first purpose-built and designed London bus of which this can be said in any numbers, whilst the many examples in preservation speak of its perennial appeal.

By the way, what has happened to your reminiscences of how you got interested in buses?

The ones we have published over the years have been much appreciated and provoked constructive responses. We really do welcome them. If you feel reluctant to put pen to paper (well you know what I mean), we can help. If you have any pictures to go with the writing, wonderful, even if they are not necessarily top quality, but don't worry if you haven't. We've several promises, which haven't yet materialised, but we live in hopes. Send us an e-mail or whatever and let's see what might be possible.

Brian Jones apologises for failing to credit the 'Note' on page 11 of issue 23 to Tony Beard and the newsletter of the Friends of Classic London Buses of the Fifties.



Top: These are pictures from an Ian Allan publication of 1950 showing LT1 at the Woodford Bridge terminus of route 10. The author, writing, presumably, in early 1948, commented that for 10 years LT1 had been the oldest working London bus and if it lasted a few months longer it would be the first London bus to achieve 20 years passenger service. Sadly this was not to be, LT1 being withdrawn in November 1948 and broken up in April 1949. (Collection)

Above: RT402 begins the post-war RT era on 10th May 1947. (Collection)



A London reject, good enough for Birmingham, DMS1326 at work in the city centre in the early 1980s. (MHCB)

'Pay As You Board', Spring Gathering, Sunday 9th April

Your editor photographed these scenes from the past and of this event on a day blessed with wonderful, warm sunny weather which enticed the crowds, including many families, to Brooklands and an eclectic variety of buses and coaches.

**PAY
AS YOU
ENTER**



LBPT Chairman Chris Heaps with Garry Nicolass, Head of Commercial and Planning, Stagecoach London, marking the intended handover to the Trust of a Dart, primarily for educational use. The bus will arrive at Brooklands when a new replacement is delivered to Stagecoach.



Spring Gathering was a true title looking at the fresh green leaves on the approach road to the Brooklands site welcoming two morning arrivals, RF600 above left, and Stagecoach Dart 34366 above.

Left: "Make me an offer for anything you want, but sorry the aircraft aren't for sale"



Leon Daniels, Managing Director, Surface Transport, Transport for London, in front of the one and only short New Routemaster, ST812, which he had just driven in.



Above: Brighton Corporation, front entrance, 'pay as you enter' Leyland PD2 Titan/MCW. 23ACD.



Above: One of the stars of Spring Gathering, DM999.



Above: The photographers were out and about on 9th April.

Right: Two of the many coaches basking in the sunlight were 1954 vintage Bedford/Duple Vega of Premier, Watford alongside a 1965 vintage Plaxton bodied Bedford VAL14 of King Alfred.





Some memories of 'Pay As You Enter' buses. (all MHCB)

Left: DMS1 at the Mitcham Cricket Green, terminus of route 200, when working from Merton (AL) garage.



Left: DMS2295 at the Katharine Street, Croydon terminus of route 50 c.1980, with the rather attractive white surround to the upper deck windows.

Below: DMS2374, the last of its type in regular passenger service, West Croydon, 1983.



Below: SMI, the first Marshall bodied AEC Swift, at Welling, shortly after entering service in January 1970. Note the RTW trainer heading out of the picture.

Now turn to the back cover to see SMI 47 years later.



Route 10 Reborn

By Michael H C Baker

(pictures by MHC B unless otherwise shown)

There is nothing quite like taking a ride through the London suburbs from the top of a double deck bus. One never knows what to expect on turning the next corner, what remains from long ago, what is new, what was been taken away, what has been added. To say nothing of the people. Within a hundred yards or so one can pass from an ethnically diverse area, to one where the mix is vastly less, and then in little more than a couple of stops, back to the mix. And if the ride starts in the heart of the City or the West End, and finishes out in the country then so much greater are the possibilities. There was a time when this applied to a number of routes but, over the years, although the diversity in the suburbs has, if anything, grown, traffic congestion has meant the curtailment of the routes themselves, and



A truly spectacular, top of the range, traffic jam at Aldgate, late 1920s. (LT)

very few, if any, cover quite the diversity of locations they once did.

On Wednesday, 10th May, we celebrated the arrival, precisely 70 years earlier, of the very first post-war RTs on such a route, the number 10.

So there we all were, standing at Victoria bus station, cameras at the ready trying not to get in the way of the constant arrival of 'ordinary' buses, mostly those lovely modern LTs, (a nice coincidence that it was the original, open staircase LTs which the RTs replaced) and the patient chaps in yellow jackets and LT roundels on their backs, controlling it all. A lady asked me, "is there someone famous expected?". On being told what we were waiting for she replied, "Ah, I didn't think you



Above: Victoria in 1937 with a brand new STL far left, an open staircase LT, of the type which worked both the 38 and the 10 for many years, beyond, a Bluebird LT on the far right, and several NSs in between. It is worth remarking that although the NS class ceased passenger work later in 1937, it was a familiar sight on central London routes until the very end. (Collection)

Right: A sparkling newly overhauled, fresh out of Aldenham Works, Saunders-bodied RT1177 of Leyton (T) garage loading up at Victoria for the run to Woodford Bridge, 28th July, 1961. Bowler hats and trilbys were clearly still much in fashion at the beginning of the 1960s.



looked like press photographers". Good point, I thought, taking into account the average age and the sartorial conservatism of those present.

The vintage contingent - of buses - was due at 10.45, a time which came and went and then, almost precisely at 11am, there, suddenly, turning out of Buckingham Palace Road, they came. It was pure, beautiful nostalgia to catch a glimpse, amongst the traffic, the familiar nose of an RT, or even more a sensation of moving further back in time, the red and white livery of a G and an STL. It is, of course, utterly impossible to recreate on a busy May day in central



Victoria in 1959 with, from left to right, RTs 1932, 331 and 1313.

And it wasn't just route 10 for there was also an STL on the 38a, a G on the 76, and roof box RTs on the 52 and the 38. When one thinks of the organisation which must have gone into creating such a scene whilst the ordinary business of the bus station continued, one is lost with admiration for all concerned.

Your editor leapt aboard RT1 whilst the buses lined up long enough for the battalion of photographers to record the probably never to be repeated scene, and then we were off. We followed the G and the STL, whose moments of glory were over and were returning to Brooklands, and we began our journey to cover, as best as modern conditions would allow, the long journey from the heart of London to the Essex countryside.

We passed the end of Vauxhall Bridge Road where seven tram routes terminated - I might well have arrived there in 1947 in one of the glorious Felthams

- and where Ian Allan had their original bookshop. The closure of London's tram network, which had shuddered to a halt in 1941 on account of the attention of the Luftwaffe, would resume in 1950. Today it is generally agreed that the tram has a place in any modern city, although frustratingly the excellent and highly successful network based on Croydon, has not yet been expanded. In some ways the LCC, which was the tram's most enthusiastic supporter, was also its worst enemy in that many of the cars dated from before the First World War and even the much later E3s and HR2s of c1930, were, although well built and fit for many years' service,



The Routemaster era at Victoria, c2000.

London in 2017 a scene from 70 years ago. But, however great the transformation of the area north of Victoria Bus Station, to the south the background of Victoria station itself, Grosvenor Gardens and the buildings beyond Buckingham Palace Road have barely altered since the heyday of the G and the STL. The Queen and the Duke still live down the road, just as they have done since 1947, the leaves were in their brilliant green Spring glory, and for a brief moment, with a bit of imagination, it WAS possible to imagine oneself back, Ian Allan ABC in hand, on the day RT402 appeared for the first time, resplendent on route 10.

essentially of an archaic design, and only the Felthams, originally one hundred of them, and No.1, the LCC's only truly modern car, could offer serious competition to the all conquering RT.

On we went, stopping and starting in the heavily congested Victoria Street, sharp right turn into Horseferry Road, and crawled over Lambeth Bridge. The congestion was grim, half of the roads of central London seemed to be under repair and, as everyone acknowledges, traffic was back to pre-congestion charge levels. Giving the Archbishop in his palace a wave, we proceeded down Lambeth Road, past the Imperial War Museum, which, 70 years ago, had barely begun to take on the task of recording the horrors of the war which had ended less than two years earlier. The easing of the traffic enabled us to speed around the one way system into Borough Road, then, crawling up Borough High Street, we

Road and the Mile End Road. Today Stratford, the site of the 2012 Olympics, is hardly recognisable compared to that of 1947. The trolleybuses are long gone, as is the last RLH route, but it is still a huge road and rail traffic interchange.

Now we are well into suburbia, the terraces, blocks of flats and markets, are giving way to rows of semi-detached houses and parades of shops built between the two world wars. Next comes Wanstead, there are more green spaces and tree lined avenues on this glorious late Spring day, and we reach South Woodford and then Woodford Bridge, where many 10s used to terminate. On to leafy Chigwell, past the tube station, the extension of the Central Line doing much to encourage house building in the Essex countryside. But the countryside is still here, we headed along the A113, a narrow, tree lined road with fields on either side as it was in 1947 and served only by route 10. At last we reached Abridge, a delightful village, with a country style public house and accompanying, many centuries old highly-desirable residences. Our journey ended in the car park beside the village hall.

A little earlier we had lined up seven RTs for a photo opportunity and at Abridge village hall we found another 'pre-war' RT, 113, awaiting us. More photographs, exchanges with old friends, Peter Osborn, who had driven us through traffic jams, gaps which appeared to be seven feet and six and a quarter inches wide, never missing a gear change, but always missing gawping pedestrians who stopped in the middle of the road to admire his gleaming charge, and handed over the driving of RT1 to Robin Helliar-Symons.

The original terminus of route 10 was the tiny forecourt of the Blue Boar Inn. It hadn't seen a bus for years but we had special dispensation just for today. Approaching it a local remarked to me, "he'll never get into that gap", but of course Peter did; he is, after all, an LBPT driver.

Then it was back, passing the edge of Epping Forest, to Leyton garage, the traditional home of route 10. Here RT1 parked itself inside the garage, alongside a pair of LTs on route 55. Was it possible to detect the ghost of one of the original, open staircase LTs, upon which the design of the rear, illuminated staircase of the new LTs is said to be based, lurking in the depths of the garage? No it wasn't, but you can't have everything.



When Titans worked the 52.

eventually gained London Bridge, where we spent several minutes stationary, long enough for several of us to nip out with our cameras and record RT1 with RT191 immediately behind. A cruise liner was, unusually, anchored beside *HMS Belfast* in the Pool of London. In 1947 there would have been dozens of cargo ships unloading with dozens of lighters alongside, part of the busiest dock system in the world. In 1947 *HMS Belfast*, commissioned in 1939, and a veteran of the Arctic convoys, the Battle of North Cape, and the Normandy landings, was serving in the Far East.

Into the City, where, however many of the buildings have altered and grown skywards, the pattern of the streets is the same as it was before the Great Fire of 1666. Along Fenchurch Street, and so to Aldgate where, until 1961, we would have found ourselves under the trolleybus wires, the City of London authorities resolutely refusing trams and their trolleybus successors into its hallowed precincts. Heading eastward we found the going easier along Whitechapel Road, Bow

The bendi-bus era, 2007.



Waiting to go, Victoria 10th May 2017, with left to right
G351, RTs 1705, 190 and 1784.
(Peter Zabek)



every
6
DALSTON
TOTTENHAM
body's
EVERY MONDAY
HGC 130

FESTIVAL GARDENS
BATTERSEA PARK
OPEN DAILY
ABRIDGE
ALDGETE LETCHWORTH
10
BATTERSEA PARK
FUNFAIR
OPEN DAILY
KYY532

WINDSTRA
GET IT
EVERY WEEK
ABRIDGE
ALDGETE LETCHWORTH
10
WINDSTRA
BEST
PICTURES
HLW 177

MILL HILL
52
KENSINGTON
WILLESDEN
KYY 622



Above: More Victoria scenes on 10th May 2017.

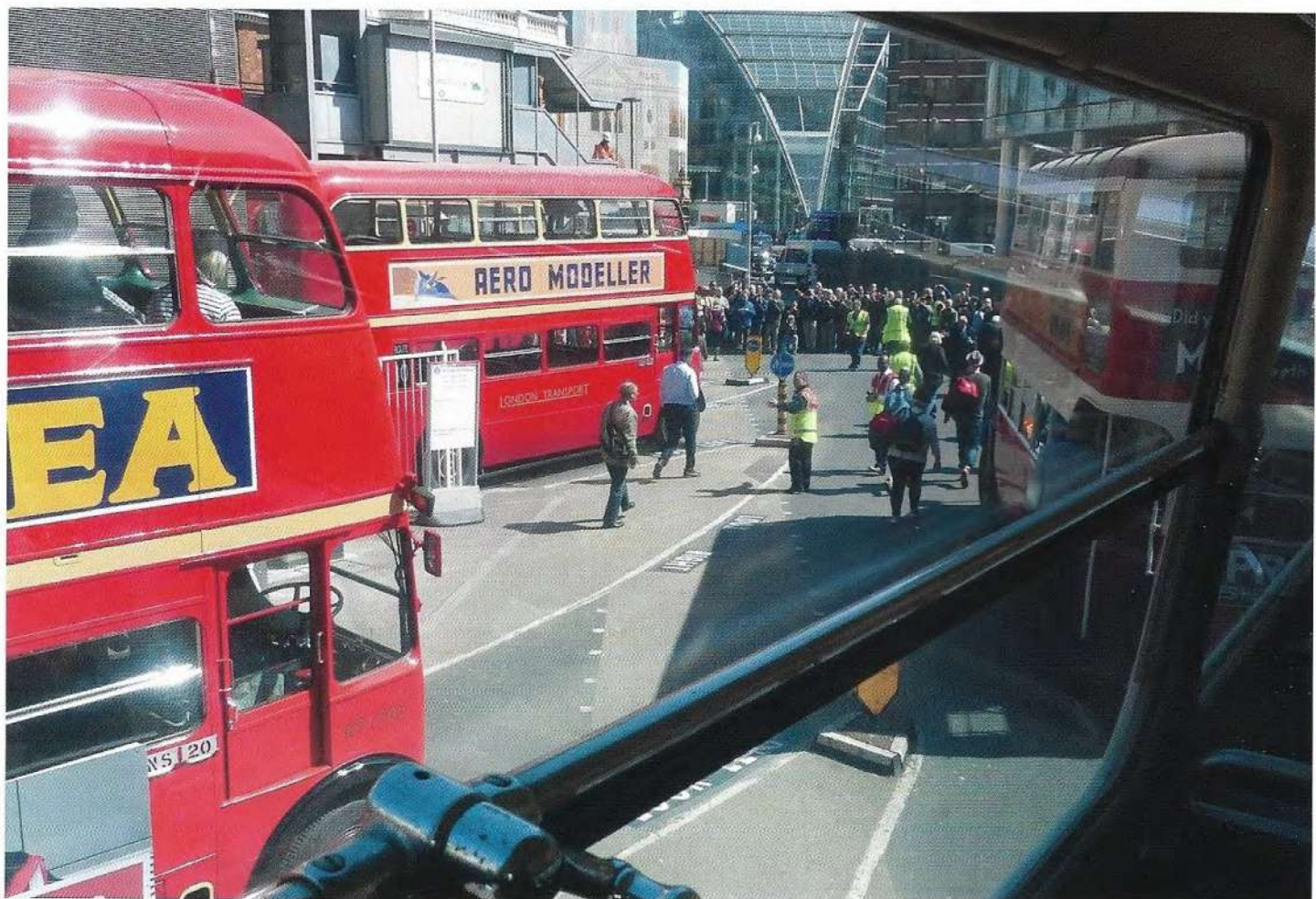


Above: Assistance was on hand - just in case.



Right: RTI has arrived and STL441 is being directed to its stand.

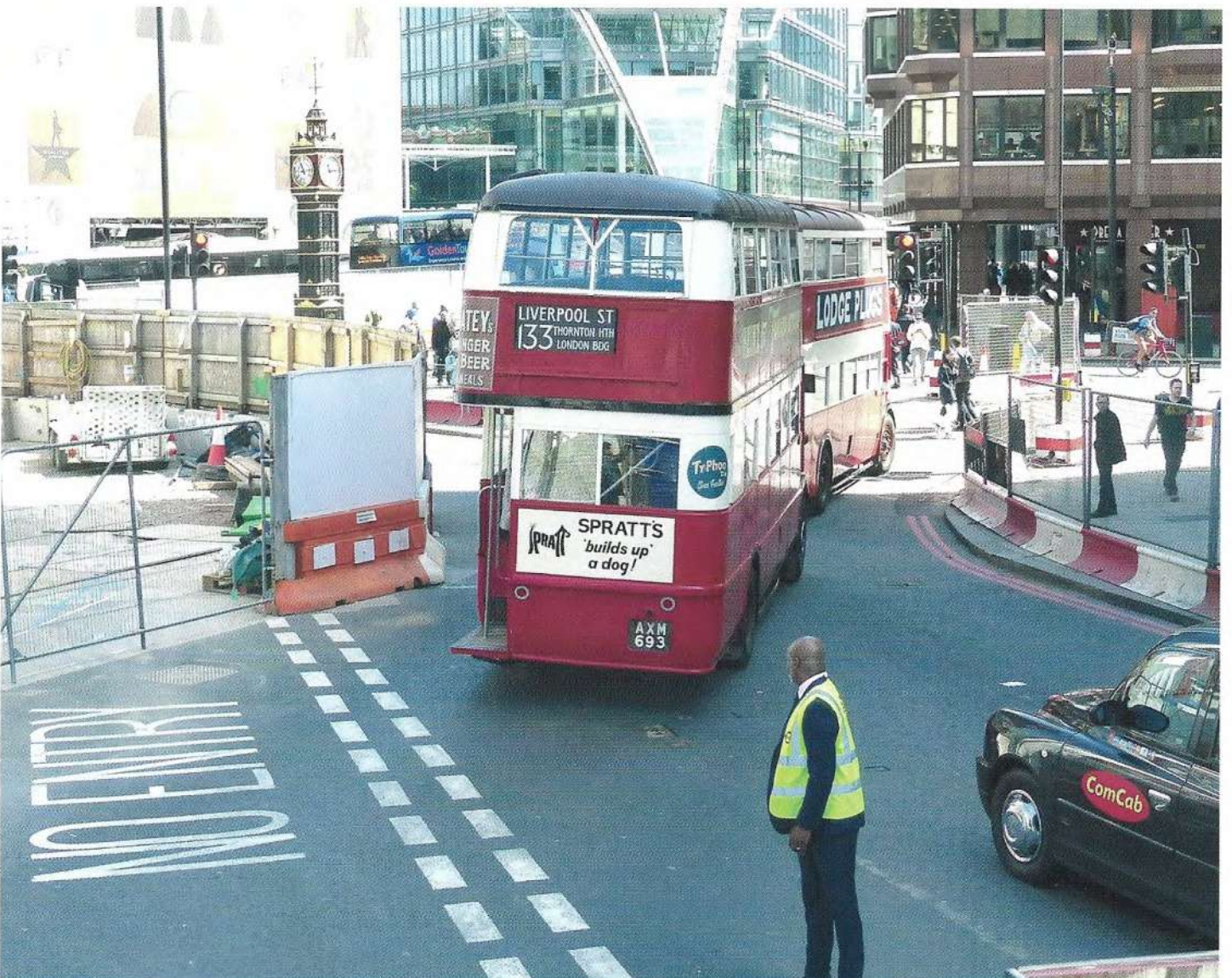
Below: The photographers are gathered en-masse, a view from RTI.





Left: STL441 prepares to move out.

Below: STL441 and G351 head out of the bus station.





Above: Victoria tram terminus c.1949. Further back behind the E1 on trainer duty is a Feltham alongside another E1. (Collection)



Above: It wasn't just those who can remember the RT era who had the cameras at the ready.



Above: RTs1 and 191 in a London Bridge traffic jam.



Above: RT191 and WHV83 working a tram replacement route head around St. George's Circus.



Above@ Aldgate bus and trolleybus terminus, 21st March 1959 with RTL32 and L3 trolleybus No.1490 prominent.



Below: For a brief moment RT1705, and RT1 seem to have the City of London to themselves.



Above: RTs 1705 and 190 head past one of the many city churches built after the Great Fire of London in 1666.



Above: Suburban greenery.



Above: Who should be waiting for us at Abridge Village Hall but RT113.



Left: Seven RTs at Woodford.

Below: Trolleybuses turned around in front of Leyton bus garage. RT1 sits alongside two LTs working route 55 which is a direct replacement of the 555.

Bottom left: K1 trolleybus No1290 at the Bloomsbury terminus of route 555, 31st May 1957.



Membership and Volunteering

By Steve Edmonds

As we are due to complete our sixth year at Brooklands on 31st July, I pause to take stock and reflect on the epic nature of what has been achieved since we made the move from Depot 45, Redhill Road formerly known as Cobham Bus Museum.

Our continued success as a working Museum has confounded the doom-laden predictions of some who said we wouldn't be able to run a working bus museum for more than a couple of years. We are now probably the largest volunteer-run national museum in the UK, to be open all year round. If anyone knows of anything comparable please let me know.

We have to thank our teams of volunteers who together are responsible for this achievement. Within a soundly managed business environment our volunteers have turned week in and week out to ensure that front of house is adequately staffed, visitors are warmly welcomed and much needed funds are raised. Back of house support has also grown into a more professional outfit ensuring that vehicles and displays are maintained to a high standard.

LBPT Membership is at a record level, new volunteers are coming

forward and the credibility of LBM is continually growing; all a result of the enthusiasm, commitment and hard work of our people. However there is no room for complacency as we have an ageing workforce which is slowly reducing bit by bit and which needs to be regularly refreshed with new blood.

Our 44th Spring Gathering (SG) was again a resounding success due to the efforts of our volunteers. In thanking them, Deryck Fill, the Event Manager, said "in looking at the register for the day it can be seen that 78 people were required to staff the day and that was bordering on the minimum number needed, which meant that many volunteers worked longer than at previous events and probably covered more than one job"

This is an indicator of the potential concerns facing us on staffing, both for the three annual on site events and the day to day. Please bear this in mind and sign up to help out at the June and October events. They tend to be on a smaller scale than SG at present but are no less important in contributing to the continued success of your Museum

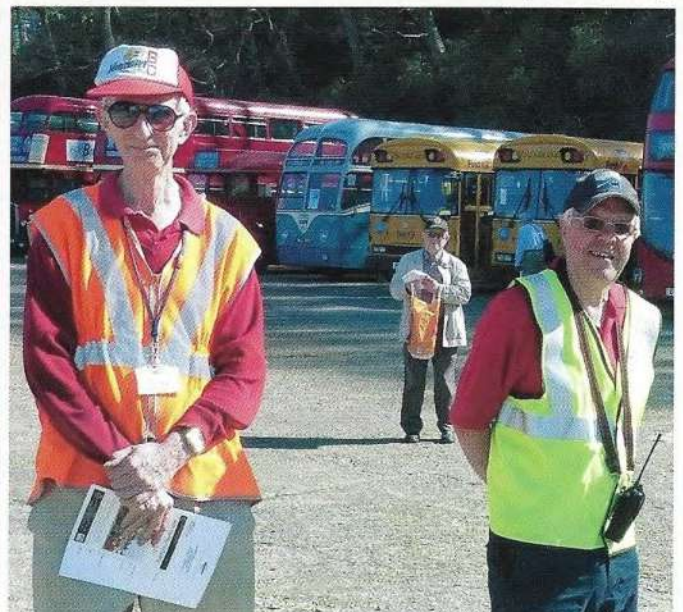
As we look forward to starting

year seven on 1st August, I am firstly pleased to announce that your Council of Management has appointed Brian Jones to the Curatorial Director role, which has been a longstanding vacancy. Brian previously worked in a professional capacity in the Museum sector and he brings much technical knowledge and experience to this key strategic role. Members will be able to endorse his appointment at the upcoming AGM.

Secondly I am exercised by the challenges that our volunteers continue to face. We have recently experienced serious front of house staff shortages which have brought us as close as we ever want to get to restricting visitor access. Also, crewing shortages for bus rides at weekends, during school holidays and half terms have had to be curtailed resulting in a significant loss of revenue to the Trust; Opportunities missed. I hope that you will agree with me that this is not where we want to be.

There are many very good things happening across the teams and we have made exceptional, if not unbelievable, progress. It's a great project to be part of so if you are not already on board as a volunteer why not get in touch with me to discuss options?

Happy volunteers at Spring Gathering.
Left: Peter Osborn and Robin Helliar-Symons.
Below: Colin Read and David Bowker of the Croydon contingent.
(Both MHCB)



The London Transport Cookery Book (Confidential)

By James Whiting

Sharon Burton asked in the April issue whether anyone had seen a London Transport recipe book. I have one dated 1st January 1950 issued by the Welfare Department of the organisation and there may have been others. It is a ring-bound hardback of 235 pages printed on one side only, plus an index and 19 blank pages for notes.

In the introduction it states 'This Cookery Book is confidential and is not to be shown to anyone outside the Welfare Department of London Transport'. Its confidential contents - some of which can now be revealed in this LBMM exclusive - include recipes for dishes that may perhaps have been common at the time but which are rarely if ever heard of now, such as Stewed Tripe, Bacon and Onion Pudding, Haricot Mutton and Herrings in Oatmeal. This was a time when the country was still recovering from war; rationing and food shortages continued into the 1950s, so some dishes may have reflected ease of availability of certain ingredients.

The cookery book leaves little to chance and includes recipes for boiled potatoes, boiled rice and two recipes for boiled eggs (soft and hard). There are no Omnibus or Railway Puddings, as described in the earlier piece, nor for that matter Trolleybus Terrines or Tram Tarts. But there are plenty of traditional desserts of the type very popular in those much less food-faddy (or health conscious) times, such as a favourite of mine - Baked Jam Roll and Custard. There are just five recipes for salads in the 241 pages. Any vegetarians there may have been on the staff would find only extremely bland offerings including the usual culprits of a baked potato or a plain omelette. No mention of Spam anywhere though, despite the meat rationing. No doubt everyone had had enough of this tinned alternative to taste during the war.

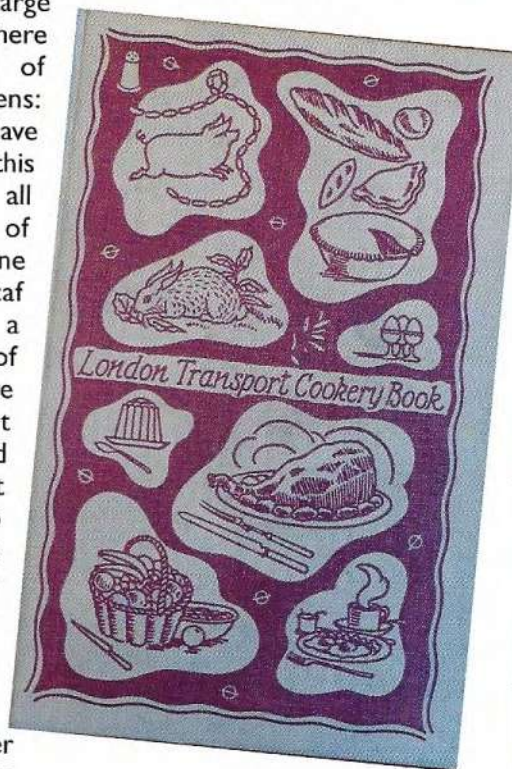
The cookery book was distributed to all the Executive's staff canteens, including the mobile canteens of which the last of the Bedford/Scammells were withdrawn 50 years ago this year. These were supplied with food and Griffin tea (LT's own brand) by the London Transport Food Production Centre at Croydon, which bought basic ingredients for meals and distributed these across the network in a fleet of its own vans (though it was not until 1977 that the first refrigerated van was bought: 2060F, a five-ton Ford).

London Transport also baked its own shortcake biscuits, which would undoubtedly have been a staple of the mobile canteens, though these also supplied full meals and in some cases deputised in the absence of a garage canteen. Mobile canteens had gas cookers supplied by portable gas cylinders. The idea of the cookery book was to achieve a consistent standard of cooked meal at all the places where operating staff meals were prepared and served. Curried beef for example (menu item 56) would be the same in all respects whether served in Guildford or Luton. It brings to mind London Transport's drive for standardisation at this time!

Standardisation also extended to the cups of tea. Tea

was to be made to a precise specification. Basically, a two-gallon urn of water was allocated 3 ounces of tea and 10 ounces of sugar. Milk was to be put into a cup first and tea then added from the urn. A small cup was to be given 28cc of milk and a large cup 45cc of milk. There was one choice of coffee at canteens: Coffee. As would have been the case at this time with almost all other places of refreshment, anyone asking for a decaf skinny latte with a double shot of espresso would have received short shrift. The so-called 'coffee' was in fact liquid instant 'Camp Coffee', a mixture of sugar, chicory and coffee that is perhaps surprisingly still available today despite having over six times more chicory in it than coffee.

In the early 1980s, consideration was given to having a new mobile catering unit converted from DMS 2030, which went to Chiswick for investigation. It was measured up for conversion but nothing further was done. I am grateful to Paul Furze for some of the information in this short article, including this item about the DMS.



BEVERAGES

TEA

223

Half-gallon brew jugs

Rinse the jug with boiling water.

Place in one measure ($\frac{3}{4}$ oz.) of tea. Add the boiling water up to the black line ($\frac{1}{2}$ gallon).

Cover with the lid and allow to stand on the hot plate for 10 minutes.

Strain into a clean heated teapot (i.e. rinsed with boiling water). Add 2½ ozs. sugar and stir thoroughly. Stand on the hot plate and use as required.

N.B. (a) The muslin on the strainer must be changed at least once per day.

(b) The jugs and tea pots must be cleaned thoroughly and kept free of tannin.

Insulated Urns

	2 gallons	3 gallons
Tea	3 ozs.	3½ ozs.
Water	2 galls.	3 galls.
Sugar	10 ozs.	12 ozs.

Rinse the urn with boiling water.

Place the tea in the infuser. Place the infuser in the urn, add boiling water.

Replace the lid and allow to stand on the counter or *unlit* hot plate for 10 minutes.

Remove the infuser. Add sugar and stir thoroughly.

Stand the urn on the counter and use as required.

N.B. (a) The urn and infuser must be cleaned thoroughly.

(b) At least once a week the screw on the front of the tap must be unscrewed and the tap cleaned with a spout brush, which is a stores item.

225

Top: The cover of the 1950 LTE Cookery Book, a hardback ring-bound internal publication.

Above: The first page of the instructions for making tea. The instructions for adding milk are included on the next page.

From the Workshop - and more on the Autovac

By Roger Stagg

Firstly, a thank you to those who called or dropped a line regarding the workings of Autovacs. A few photos appear opposite.

Tilling's 6098 went to Brighton on the HCVS Run together with 738J and RMC1461 with members on board. As this year the Run was not on a Bank Holiday weekend the traffic into Brighton itself was easier.

It was pleasing to find 6098 given the cup as best AEC and get second place behind Mike Sutcliffe in its class, well done Mike, a worthy winner.

It's amazing how fast time flies and since the last issue RML3 has received a new set of clothes and original advertisements.

We were hoping that RT2657, with its original Park Royal roof box body of 1948, and which came back to us after spending many years in Paris, would be ready to take part in the re-creation of route 10, but despite all the efforts of the organiser, Peter Osborn, alias our Treasurer, time, the constant enemy, won that particular battle. However RT1 proved a very worthy substitute. In addition we were able to send the utility Guy and STL441, and with the considerable help of the operators and Victoria Bus Station staff we were able to get about as close as was humanly possible to recreating a photograph from 1947, as the pictures in this issue illustrate.

(Editor's note) It is, of course, absolutely impossible to totally re-create a scene from the past, unless, perhaps, in a film or TV operation with unlimited means, and even they often get it catastrophically wrong. Nit pickers will point out that the 'pre-war' (and even that is a controversial term) RTs did not normally work route 10, the other roof box vehicles which took part did not have their original bodies on their original chassis, that they were not in totally original 1947/8 condition in every respect, various 2017 people in 2017 attire got in the pictures, and so forth. Well, all your editor, who is quite nifty at unscrewing a fountain pen top and replacing a typewriter spool, but would have considerable trouble telling an autovac from a Hoover, simply stands in awe at what those clever people who do all the restoration work and care for those wonderful, but often quite fragile, beautiful vintage buses achieve.

As usual planned work gets set aside by the unplanned and RF226 that assists in driver assessments decided that it was the end of the day for its radiator. Modern anti-freeze mixtures do not mix well with the aluminium casting that LT used but perhaps they were not looking towards a 65 year life cycle. With no shortage of enthusiasm two of the workshop team got to work on two spare 'scrap' rads and with the help of Mr Oxy Acetylene eventually dismantled them making a good one out of two and putting the RF back on the road. Now they must turn their hands to making a spare out of the bits left and the one ex the RF.

The preparation work on Q83 continues with Nigel Gower spending 7 hours each week filling and rubbing down. It was in a far worse state than we envisaged. Nevertheless I am hopeful that by next issue we will be

able to talk about a new Green Line Q.

Just behind Q83, RF19 is now being transformed, with most of the bodywork complete externally and the inside Rexined and the glass is going back in. With curved sections of glass for the Alpine windows costing around £1000 a time to remake we thought it prudent to get the professionals to put them in! Meanwhile alongside, all of the windows are back in the Canteen trailer dining section making it possible to install the tables and chairs shortly. The rear doors which enclose the donkey engine have had to be remade to the original pattern and the floor altered to enable the donkey engine to be fitted. We are on the lookout for a small caravan type Calor Gas cooker, non working so there is something to give a thought to.

NS174 has started to rise above upper deck floor, slow progress where we had zero information but eventually we have it sorted so it will soon become a double decker again.

Thanks go out to everybody in the workshop where few people realise just how much goes on, it's certainly never boring. On one side RTL139 is getting its new front brakes, on the other RT2657 is having roof hoops fitted, behind it an RF engine is stripped and having new liners installed. Just a few more weeks in a year would help. A vacancy exists on the canteen trailer for somebody on Wednesdays with ability with a screwdriver and hammer. No previous experience required, sense of humour essential, knowledge of the Goon Show an advantage. Just turn up

The three photos above show the inner workings of the Autovac. The first shows the bowl with the drop valve that discharges the sucked up fuel into the header tank. The second shows the float and the spring loaded horseshoe buckle that operated the two valves together. That to the vacuum supply can be seen just above the buckle. The third shows the top of the unit with anti-clockwise the fuel supply, the vacuum supply and with the bell shaped top, the air vent to destroy the vacuum and thus drop the fuel into the header tank.



The War Hall Project

A Gerry Job / Ian Jackson Production with grateful assistance from Tony Lewis, Rod Lucas, Round One⁽¹⁾, Roger Stagg and Arun Sharma

It has always been our intention to make more of our magnificent photograph of the LT in the bomb crater at Balham Underground Station. This photograph is full of intricate detail - the disrupted tram tracks, the bus stop with the Green Line services suspended, and the remarkably true colours for film of this period.

We have a sound loop of an air-raid, including a VI (doodlebug), it cutting out, horrible silence followed by the subsequent explosion. Of course, the dates are wrong in that VI s did not arrive until long after the Balham incident, but that's ShowBiz! The sounds had

previously been used projected from beneath G351, which was displayed in this area, with much acclaim during BMT 1940's weekends.

It has now been able to expand this to give greater impact by applying a graphic of wartime rubble to the floor and darkening the area from above. The return of STL2093 from Northchapel as the 'bomb damaged bus' gives added benefit. It is surrounded with genuine WWII rubble from the floor of the Wellington Hangar next door and a period style barricade.

Lighting has been rigged to give explosion flashes and a Searchlight, and a model Doodlebug is in hand. The co-ordination of the sound and lighting, controlled by one of the touchscreens donated by Kingston University, was a major problem, but two of Ian's ex-BBC colleagues, Peter Miller and Dave Jelly, now with 'Round One'⁽¹⁾, were able to assist.

The screen displays 'touch here for air-raid' so you now have a choice that was not available during the real thing! This starts the sequence of lights out and warning siren and lasts for two minutes to save boredom.

There are some interesting stills of the period including that of the bus being lifted from the crater and sustaining more damage than during the original impact.



⁽¹⁾ 'RoundOne', www.round-one.co.uk, provides computer systems, software and graphics for broadcast and events.



Above: SMI at Brooklands Spring Gathering (see page 5).

(MHCB)

Below: DMS2646 at Brooklands Spring Gathering.

(MHCB)

