



STL 441 restored



PHOTO CREDIT: EDITOR

While August is traditionally a quiet month, the work goes on behind the scenes. As our Chairman, Leon Daniels, mentioned in his message earlier this month, STL 441 has had its body sag cured by Alan Gaskell. On a hot day last week, this 1934 bus was temporarily moved outside to allow our team to rearrange the vehicles in the workshop. This provided an excellent opportunity to see the work in progress. Thanks to Alan and our team of volunteers for their tireless work to help maintain our unique vehicles.



STL 441

A view of the AEC 7.7 litre diesel engine with the panel removed

Read more about the history of this bus on [our website](#).

ALL PHOTOS: EDITOR

The beautifully restored interior of STL 441 (right) and an offside view showing the new panelling (below)



The rear offside view gives an idea of the work being carried out presently



PHOTO CREDIT:JOHN ADEY

Flashback to Redhill Road

Some of our members may recognise themselves in this photo from Spring Gathering 2004 at Redhill Road, our former site in Cobham prior to our move to Brooklands.

RF 672 is visible in the background alongside the chassis of RT 2213, which is on display at the Museum. Thanks to John Adey for the photo!

BE OUR NEXT CURATORIAL MANAGER

We're seeking a dedicated volunteer to direct an eight strong team of fabulous people with a wide range of skills, diverse backgrounds and high morale.

The role:

You will give direction and leadership to the team and report directly to the Chairman. You will implement the collection policy in accordance with Arts Council England Accreditation regulations supported by the Collection Trust SPECTRUM 5 standards. You will attend the bi-monthly Council of Management meeting to provide advice and information on matters curatorial to our directors and trustees.

What we're looking for:

Excellent leadership and interpersonal skills to motivate and manage the team, good customer rapport, accuracy, attention to detail, an interest in buses, ideas for creating displays for visitors

Get in touch:

If you would like to discuss your interest in the role, please contact Ray Thorn. He is at the Museum on Wednesdays or you can email raymondthorn30@gmail.com.



PHOTO CREDIT:EDITOR

Designing London's buses: in conversation with Eric Jones

If I had to live my life again, I would not change anything - with one exception: not meeting my father. As a war baby, I lost my father 18 months later on Operation Overlord in Normandy. My cousins gave me black and white photos of him and allowed me to see and read about his short life.

I lived with my mother and stepfather on Church Lane, Chessington and was pleased to see the first day of operation of the new route 65A from Turnham Green garage on 11 October 1950. The route passed my bedroom window, to Copt Gilders and thence returning to Ealing [Arygle Road] following the main 65 route, meeting at the White Hart pub at Hook.

It ran daily from Turnham Green garage with RTLs until replaced by RTs in May 1951. Cars were few and far between then, mainly painted black, so the 65A bus stood out to a youngster, with its red livery and colourful adverts! Additionally, the green LTE route 468 passed the bottom of Church Lane.

I attended Fleetwood Boys School and obtained my RSA exams. I wrote to LT [Chiswick Works] when I was 16. They had no positions for a craft apprenticeship at that time but suggested I try Park Royal Vehicles (PRV). I gained a place as a bodyshop apprentice at PRV in August 1959.

The apprenticeship covered four years and I gained knowledge in the bodyshop, finishing shop, seat department and latterly in the setting out department, where the timber and metal jigs are produced for bonding fibreglass panels, domes and bonnet fabrications, etc. I did one full day at Regent Street Polytechnic with two evenings and gained a two-year and four-year City & Guilds certificate in Motor Body Work.

I was successful in applying for a position in the PRV drawing office after four years. It was situated on the first floor office building overlooking Coronation Road where the rush hour buses (12 and 220 terminated at the adjacent Park Royal dog track. The Chief Draughtman was Reg Stanford, assisted by a dozen draughtsmen and one woman tracer/print room manager.



Eric with RML 2760, his favourite bus

PHOTO CREDIT: EDITOR



Eric's photo from Fleetwood Boys School (far left, front row)



RT 2005 on Eric's local route 265

PHOTO CREDIT: ERIC JONES



The Park Royal Drawing Office staff in the 1970s including Eric (far left, front row)

PHOTO CREDIT: STEPHEN CHURCHER



RT 4779 (with Weymann body!) outside the Brooklands Clubhouse

PHOTO CREDIT: ERIC JONES

Eric Jones (continued)

I did my daily commute by Lambretta scooter, relying on Route 265 in the winter of 1963. That route had replaced the 65A to take me from Chessington to Acton Town, with a workman's ticket of 1/9d saving half fare in bad weather. Then I went by Piccadilly tube to Park Royal station and took a walk past the Guinness Brewery. You could smell it in the air - just as you could for Heinz next door to PRV by the canal. I could always tell what the soup of the day was!

Between 1968 and 1974 the Drawing Office acquired the services of Percy Hayward, Chief Draughtsman (Duple) and Moss Nelson, Chief Draughtsman (Weymann). Both having seen their respective bus and coach operations closed down, they were welcomed by Reg and the lads in the Drawing Office. They both settled in quite well and became part of the Drawing Office before retiring.

Our buses were well designed. We usually only took fairly large orders - mainly, but not all, LTE, with AEC, Leyland and Daimler engines. We were then part of the ACV group which included Roe in Leeds at that time. Other large orders came from Birmingham Corporation/WMPTE and 490 Mancunians for Manchester City Transport. SL Stockholm in Sweden ordered 50 double and 200 single deck buses, plus large orders of 500 for Baghdad double deckers and Tehran 400 double deckers - one or two built, the rest in knock down kits. 50 double deck buses in New York were ordered too, to name just a few!

I had dealings with two other colleagues on the FRM project, with visits from engineers from Chiswick. I can still visualize the FRM adorned with stress wires all over the double deck body and located out in the open between the body shop and finishing shops. It was in that condition for several weeks. Chiswick sent over three sets of parts for an initial batch of three. Due to the complexity of running through the RM lines, two sets were damaged beyond repair, so just one FRM was produced. The plan for a new FRM was quashed by LT, which wanted single deck buses at that time. Bad decision. Onwards to the DMs and DMSs, which were not bad buses but were blighted by the all-over red livery. How much more popular these might have been if they had followed the earlier Mancunian livery, which shared some of the PRV design features and standards.

When at Park Royal I saw the Leyland Titan (B15) in its early stages. It took some time to iron out the problems.

I left PRV in August 1974, married Sandra and moved away to Camberley. PRV closed down in 1980, which just left Roe to continue building buses to PRV designs.

Eric Jones (continued)

As I wander now through the London Bus Museum with so many of my old friends from Park Royal Vehicles' showroom, I marvel at ghosts from the past in a different setting. Images of past friends and colleagues in the decades of the 1950s-70s who worked on these beauties come to mind. The only enhancements now are the colourful exterior and interior adverts applied at the Museum, which were absent from the brand-new vehicles as they left naked for the first time from NW10 to their new owners.

I continued as a draughtsman to BAE Weybridge, our full-size office just a few yards from where our Museum now stands. Then I went to Kingston to work on the Hawk 200 and the AV8B Harrier, funded mostly by the American Marines. I was also at RAE Farnborough working in an external office in Blackwater Hants on camera work on their Douglas DC3 – a sturdy aircraft which was a stable base on the latest eighties aerial photography for the Ministry of Defence. Finally at the Blackwater office, which is now above Lidl, I ended up working on the Airbus 321.

With the loss of manufacturing aircraft in the home counties at BAE Weybridge and Kingston to other sites in Bristol, Walton and Brough, I secured employment in the corporate security field in Bracknell, Aldershot and Chertsey for my remaining working life.

Having built and assembled Routemasters in all their forms from RM89 – 2760, I have now travelled full circle as a rookie conductor on the RTs and Routemasters based at the Museum, travelling on Park Royal Bodies, plus those of our main competitor in the 1960s, Weymanns of Addlestone, which manufactured the body of Routemaster RML 3.

I will be 80 next year, married for 48 years with two daughters and two grandsons and with a godsend in the form of a free bus pass, which can take me from home to Bracknell, Reading, Woking, Guildford, Dorking, Reigate and Horsham for a day trip!

My favourite bus has to be RML 2760 in its original interior design. I saw so many of her sisters through the manufacturing base in NW10 (with a tilt of a hat to the FRM). My favourite non-LT bus has to be the PRV-built Manchester 'Mancunian' in the original livery of red and cream, designed by the then General Manager Ralph Bennett. He later became a full-time member of the London Transport Board in 1968.

Having been a member of the London Bus Museum for some years, I would like to thank all our unpaid volunteers who are my new friends. I am very proud to be a member of this esteemed band preserving our transport heritage!



RT 4779 blinded for Eric's local route 265

PHOTO CREDIT: ERIC JONES



PHOTO CREDIT: EDITOR



Reunion of Park Royal design office staff with Eric (far right) and his wife Sandra (far left)

PHOTO CREDIT: GERRY JOB

Diary dates from the Social Secretary

Save the date for two exclusive events, with more details to follow

Volunteers' Christmas lunch in the workshop

14 December

Post-Christmas lunch at Silvermere

15 January



PHOTO CREDIT: MIA IWAMA HASTINGS

Free events for Museum members

Register in advance if you'd like to bring a vehicle



RTs on Route 37

1 October

This exciting event for RT enthusiasts follows the route from Putney Heath to Peckham.

[View more >](#)

TransportFest

23 October

Our annual autumn transport extravaganza boasts a range of vehicles, bus rides, traders' stalls, food and more.

[View more >](#)

Spring Gathering

16 April

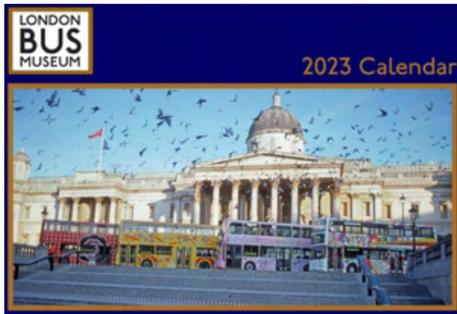
Our annual spring event returns, with an array of vehicles, bus rides, traders' stalls, food and more.

[View more >](#)



What's in the Museum Shop

Discover some of our favourite items in the shop - [shop online](#) for a selection



Museum calendar

Get really organised and enjoy stunning new bus photos

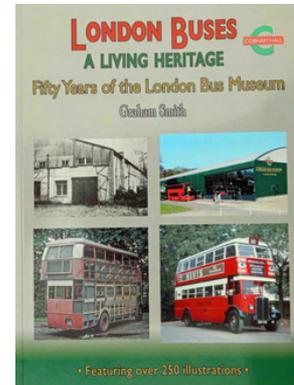
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Snap back cap

Show your London Bus Museum colours with our snazzy cap

[Buy online](#)



London Buses

Explore the Museum's living heritage with this book

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VOLUNTEER WITH US

Join our dedicated team of volunteers and share your passion for our transport heritage.

We need:

- **stewards** to show visitors around
- **engineers** to maintain our vehicles
- **drivers and conductors** to crew buses
- **researchers** to track the history of our buses

Can you help?

[Find out more on our website](#)



PHOTO CREDIT: GLYN MATTHEWS

From the Editor

I hope you had a pleasant summer and have been enjoying the warm weather and our bus rides!

Your Editor visited the [Amberley Museum](#) this month. I hope no one will object to a couple of non-London photos, from the replica Southdown bus garage at the museum. I also found a photo of our own Tilling ST on display. The volunteer bus driver, who took visitors around the museum on the 1937 Park Royal-bodied Leyland Cub, said he had heard much about the London Bus Museum and hopes to visit us soon!

If you'd like to view past editions, please visit the [members' section of the website](#) and log in.

Thanks to John Adey, Eric Jones, Simon Douglas Lane, Glyn Matthews and Raymond Thorn for generously contributing stories and photos for this edition.

Please email me any content for inclusion in the next edition.

Like and follow our [official London Bus Museum Facebook page](#) for our latest news, events and photos!



Richard

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