



AGM & Members' Day 174 & 175 Running Day Spring Gathering

Magazine

The journal of the
London Bus
Preservation Trust

Issue 48 Summer 2023

£4 to non-members



Editorial

Dave Jones

Typical - you wait ages then then four come together, events I mean, and what fun they were too! It's been a busy start to the new season, but a very good one compared to recent times.

The Trust's buses have been out and about to events, flying the flag for our Museum, and taking it to the public. The 174-175 event was huge, with 33 assorted buses carrying hundreds of curious and happy passengers. A great way to show what we're all about. The next two running days will do the same and the recently announced event for route 38 will be extra special with the added challenges of driving in central London.

We shouldn't forget our gatherings at Brooklands, where it's easier for folk to spend time up close and personal with our buses. It's also easier to part them from their money too, as a well known emporium says, "every little helps". Launched at our Spring

Gathering, the appeal for funds for restoring T 357 is now underway. It's a huge target to hit, but well worth it.

Also launched was the "In and Out of Service" book, a novel (pun intended) approach to raising funds for the Trust and a great read too. Another great idea to keep the cash trickling in.

Some of our premier preserved railways have recently appealed for survival funds, such has been the effect of recent global events. We're not at risk, but nor can we be complacent, so every penny has to work harder than before. Ideas for "added extras" or other means of generating income are always welcome.

This issue has four extra pages, so I may need some help to fill them later this year. Shorter items are most welcome - 600 words and two photos fill a page. Don't all rush at once!

Front cover photo - STL 2377 is our cover girl this time, captured by Colin Read while serving Romford Station on the 174 & 175 running day.

Back cover, top: Phil Hambling would have needed his umbrella to catch RT 4548 at Chase Cross in a midday downpour.

Back cover, bottom: John Parkin's shot of RT 4779 shows how remote the Pentowan terminus of the 174 was. In fact the vast Harold Hill Estate is less than half a mile away.

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

or: Membership, London Bus Museum, Cobham Hall, Brooklands Road, Weybridge KT13 0QS

The LBM website Members' Area contains a wealth of material of interest to members, including:

Present and previous LBM Magazines and predecessors in PDF form.

Present and past E-News as PDF's

NARTM magazines as PDF's

Diary of LBM events and Heritage Running Days, other running days, open days, and other London bus-related events

Archived pages relating to previous LBM Running Days

Take the Members' Area option from the Main Menu, then login:

Your username is your Membership number; e.g. 4825

Your password is your postcode in lower-case with NO spaces; e.g. sw1h0bd

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Chairman's Chat

Leon Daniels

We have just completed two hugely successful events and I am sure all our members will want to join me in thanking our hard-working volunteers for delivering them. Many people were involved.

Our operation on routes 174 and 175 was a huge success. Over 30 buses took part. Romford was transformed into a sea of old buses with many RTs, Routemasters, and others. As ever, our operation hopes to raise awareness of the London Bus Museum and bring people to us – preferably at an event, but also generally.

Peter Osborn led the charge on this event which involved G 351, STL 2377, and RT 4779 from London Bus Museum, as well as many others. We are really grateful to everyone that provided vehicles and crews.

Fast forward and it is Spring Gathering. Led by Deryck Fill we had over 100 vehicles attend and over 2000 visitors. We also launched our major fundraiser for T 357 – a vehicle that YOU, our members – told us should be our next restoration effort. This unique 5T4 dates from 1931, it was re-bodied at Weymanns, locally at Addlestone, and ran past the door on route 462 towing its gas-producing trailer.

T 357 is now on display inside the Museum and on our latest switcharound M 6 has replaced SMS 369 and imminently UMP 227 will come back on display.

This year's Spring Gathering was full! Please, visiting vehicle owners, help us by registering your planned attendance. This helps hugely in organising the vehicles into groups. The site might look huge but there are numerous limitations forced upon us by weight limits and so on. It is just a big help to us if you tell us you are coming.

We also launched our brand new book 'In and Out of Service' by Guy Marriott and the late Ian Read. It is a

superb 'coffee table' book about all of the vehicles in our collection, as well as other notable vehicles. Members can buy this at a special price. The whole book was produced – at no cost to us – by Ray Stenning who is the lead design guru for bus and rail branding across the UK.

We are now delivering at a high rate – three big Brooklands events every year and three running days. You can look forwards to routes 38 and 65 operating later this year with TfL's permission.

I am delighted to record that we celebrated our Vice Chairman Roger Stagg's unique contribution to the museum since 1994. Now on our Mezzanine floor, we have the Roger Stagg Emporium – an Edwardian shopfront with an entertaining collection of things from his life. I hope this will be one of several displays to improve this area of our museum. Alan Gaskell led the design and building of this great new exhibit.

So we have a new project, a new book, four more events this year and so many opportunities to contribute to the development of our amazing collection of old London buses. As ever – all thanks to our tremendous band of volunteers!

We also welcomed our millionth visitor, Suzanne Hughes of Worplesdon, Surrey, who was presented with family membership, some LBM goodies and a certificate.



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

Facebook: www.facebook.com/LondonBusMuseum

T 357 - Restoration Appeal Launches

Simon Douglas Lane



A unique survivor rescued from oblivion in France in 2003 and now a restoration project voted for by our members!

So it was at Spring Gathering that this exciting project was launched: we are throwing the kitchen sink at it so to speak, a project costing £350,000 and we will have to find £175,000 to match the funding that we will be applying for from the Heritage Lottery Fund. Hopefully with £30,000 from reserves, our target is £145,000. You will have seen the themed gazebo, contactless payment units (still work in progress at the time of writing), and a themed Vintage Tour on the 16th April with a special ticket. Plus, when we run bus rides, the 14:00 departure will be a "T 357 Special" with a souvenir ticket. The Museum Shop will have themed T 357 merchandise, and the bus itself will be centre-stage in the Museum, with an explanatory banner and a contactless unit for donations set at various levels and, of course, for a donation of your choice and with a Gift Aid facility. The full information of how we can all donate will be on our website and in all our publicity from here on in and of course our summer and autumn events. We will even have a dedicated QR Code!

In applying to the HLF for £175,000 they will expect not only match funding, but a firm commitment from us to tick the boxes of inclusion, diversity and capacity for T 357 to be a bus restored to Class 6 status to be enjoyed by passengers. Gone are the days when funding is given for restoration projects that just sit and are looked at admiringly, for the applications are many but the money

available less, so we really have to be on the button for this. The T 357 group joining me in this venture consists of Roger Stagg, David Harman, David Bowker, Gerry Job, Deryck Fill and Richard Hastings. Make no mistake, this is not going to be an easy ride (forgive the pun), but we will do all we can, with your help, to bring this bus back to life. And in case you have forgotten, we have a producer-gas trailer to construct, unique to this vehicle when petrol was unavailable during the war, though health and safety and global warming will prevent the recreation of the means of combustion. The

estimated cost of this will be around £9k.

So, months of hard work lie ahead, empty your pockets, bear with us when we engage with volunteers on costing their volunteer hours, as the engine work can be done in house, but the body restoration will have to be outsourced. You all know what restorations we have successfully completed and this one is a real challenge. The early fund raising has been most encouraging and I would hope to submit our HLF application in early 2024 by which time I would hope that we had made significant inroads into the amount we need to raise: we will keep you posted through all our communication channels and in Museum publicity. The article in the Spring Gathering Programme goes into more detail on the historical background to the bus.

This is a world-beating project and we should all be so proud to be part of it! Let's go to it!



© LT Museum

Colin Wickens - Obituary

Leon Daniels

Colin was one of the original Redhill Road team and sadly passed away early in January.

When in the 1970s LOTS decided to sell RT 1431 a trio of Keith White, Sean Keating, and Colin offered to buy it. That sale of RT 1431 marked the moment when LOTS decided to concentrate on information and leave preservation to the London Bus Preservation Group.

In the event they were unsuccessful and RT 1431 was sold to John Warner. It became a Cobham resident and was for many years before being sold. Eventually, it ended up at Ensign Bus Company alongside the only other preserved Craven RT, 1499.

Instead, the trio bought STL2692 from Grimsby Corporation. It was beautifully restored and Colin made and gave it back its famous fluted lower panels. In time the trio disbanded and Colin became the sole owner. With his wife Win, and their young daughter Melanie, they attended every weekend from Kent.

AGM & Members' Day

12th March 2023

Almost 100 members joined in our AGM and Members' Day on 12th March. Following the formal part of the day, which went very smoothly, members enjoyed refreshments kindly provided by Sharon Burton and Dawn Stagg and were then free to explore the Museum. The real treat came in the afternoon, when members had the opportunity to ride on two unique vehicles from the Museum collection: newly-restored 1925 Dennis D 142 and the subject of a previous Museum restoration, 1945 Guy Arab G 351.

Colin served an apprenticeship at J & E Hall Ltd in Dartford, a company that used to produce "Halford" lorry and bus chassis up to the mid-twenties. As a result he was a skilled coachmaker and worked at Swanley, Dartford and Northfleet garages. He divided his time between the STL and other projects at Cobham, including carrying out significant work on STL-based tree lopper 971J. Colin was also involved in the preservation of experimental AEC Reliance RW 2 which remains with the family.

Shortly before his passing STL 2692 passed to Roger Wright (joining 971J!) and so remains safe. Because of Colin's age and frailty the STL has not been seen much recently although it was a star at the Year of the Bus celebrations in Regent Street in 2014.

Colin's funeral was held in Kent in February and we remember him fondly as one of the stalwarts of the original Cobham Bus Museum.

Peter Brown writes: "May I take this opportunity to thank all those members who were able to join us. The turnout took us all by surprise: 97 of you participated in the Meeting, way more than at any previous AGM. My apologies that we were somewhat overwhelmed and especially to those members who had to stand. We will certainly ensure more chairs are available for next year!"

At the end of the day, four old ladies lined up for photos and were snapped by your Editor.



LBM Out and About

Recent wanderings by Museum buses



On 18th & 19th February the Epping-Ongar Railway held its LT to LRT event, attended by RMC 1461, above, with RMC 1513. Also present was MBA 539, along with RM 1843, all photographed by Leon Daniels. A selection of other buses, such as LS 174 and National Greenway LS 444 also took part over the weekend.



A variety of routes were in operation, V 3 ran on route 339 to and from Epping Station, while RT 2150 was on the 20A to Loughton Station, both captured by your Editor. The end of the weekend was marked, as usual, by a road run on the outskirts of North Weald Airfield, where RF 136 was snapped again by Leon.



Gibson-wielding Edward Adoo as conductor. RM 1400 also took part on a day of mixed weather. Passenger numbers were good, as was the amount raised, a very healthy £1,200 so far. Photos by Mark Kehoe.

Meanwhile Colin Read has captured RT 3491 looking quite at home in Staines bus station, blinded for the old 441. Simon Douglas Lane peers out of the cab as only he can do!



Evadne was out and about at a successful publicity event at Staines-upon-Thames on 1st April. The outing was to raise awareness of the impending Spring Gathering and by all accounts caused much interest as well as some income from an accompanying sales stand.



Routes 174 & 175 Running Day

25th March 2023

LBM's first event of the year was a spectacular success, with many complimentary comments received. Trust vehicles G 351, STL 2377 and RT 4779 took part, along with others from the Newman Collection, London Bus Company and individual owners. Regular drivers on both routes were bemused or pleased at their load being lightened. Thanks are due to Stagecoach for allowing use of North Street's canteen and everyone else involved.



Above right: G 351 arrives at Chase Cross after a lunchtime shower. Above: Mercury Gardens roundabout didn't exist when STL 2377 was at Hornchurch garage. Both photos-Phil Hambling
Right: It's unlikely that the Pentowan turn at Noak Hill ever saw so many passengers in the past, where RT 4779 waits to make the reverse turn. Photo-John Parkin



Left: Hornchurch garage ran RLHs and the 175, but not at the same time! RLH 53 is passing the recently spruced-up Romford Station, where the bridge is quite high enough.
Below: The stand at New Road, Dagenham, was busy all day. RM 1843 is passing RTs 2150 and 4548, showing its Prince Edward Island history. Both photos-Adrian Palmer



Above left: Although RMA 50 wasn't one of the 13 allocated to route 175 in 1975, we had to have one on the route this weekend. Photo-Adrian Palmer.
Above right: When NS opened in 1953 it ran RTLs, so RTL 1105 was quite appropriate when seen passing Romford Station. Photo-Colin Read
Left: RT 624 has a good load on of from Passingford Bridge, with a typical lean turning onto Chase Cross Road. Photo-Phil Hambling



Above: RT 3933 pauses at Havering atte Bower. Photo-Malcolm Payne
Left: RF 600 ran some short journeys on route 712. Photo-Adrian Palmer
Below left: T 66 in Horchurch Ambassador guise rests at Chase Cross. Photo-Adrian Palmer
Below right: What might have been. J135 PVC spent a couple of weeks at NS for evaluation. Photo-Malcolm Payne



D 142's Tyres

Roger Stagg

By courtesy of the library of Richard Peskett I have received a copy of the following article from "Motor Transport" of May 28th 1928 headed "London Bus Progress".

"Some weeks ago when announcing that the L.G.O.C. intended to equip a number of their double-deck buses with pneumatic tyres we commented on the fact that four wheeled double-deckers on pneumatics had been running in the provinces for a considerable period and with every success. There is no reason whatsoever, we said, why they should not be every bit as successful in London.

It is of interest to learn, therefore, that the first machine of this type so equipped is now being run in the Metropolis by the East Surrey Traction Co., who obtained the approval of Scotland Yard for an NS with open body a month ago. Over twelve months ago the East Surrey put on the road an A.E.C. Model 502 with pneumatics, but until recently this was not working in the Metropolitan Police area: it has now been passed by the police, but as the overall width is 7ft. 5in instead of the regulation 7ft. 2ins., the police will only allow it to be run where there are no trams.

Now the London Public Omnibus Co. Ltd., have obtained police sanction to run an open double-deck bus on pneumatic tyres. The machine which is illustrated on this page is a 48 seated Dennis with open top deck. (a photograph unsuitable for further reproduction accompanies the article and shows D 11, identical to our D 142, on route 299) Single-deck Dennis buses, it may be recalled, were first used in London with pneumatic tyres and with front wheel brakes."



It might be fairly well interpreted from the above article that our D142 would have been one of the first pneumatic-tyred double-deck buses to run in Central London, certainly ahead of the conversion of many NS types by the L.G.O.C.

D142 is expected to attend on 18th June at the Dennis Extravaganza at the Rural Life Living Museum at Tilford and at the Cart Marking Ceremony at the Guildhall City of London on morning of 22nd July.

The photo below was among a batch that I've recently been cataloguing for the Trust. Taken by an unknown photographer, it shows D 104, XW 3424, on route 529 while in service with London General. The bus was new in November 1924 to M & E of Camden Town, renamed Embassy in February 1927. In October of that year the bus passed to Public, which ran over 125 Dennis 4-tonners, so may well have worked alongside our own Dennis, which, oddly enough was taken over by Public from LGOC - it's a complicated story! D 142 also worked on route 529 while based at West Green garage. Fascinating stuff that just shows how complex London's bus history can be. Dave Jones

Tony Wild "Retires"

Dave Jones

Tony Wild has recently "retired" from being a volunteer driver at LBM at nearly 85. Leon has bestowed Tony with a complimentary Life Membership of the Museum and letter of thanks for his contribution.

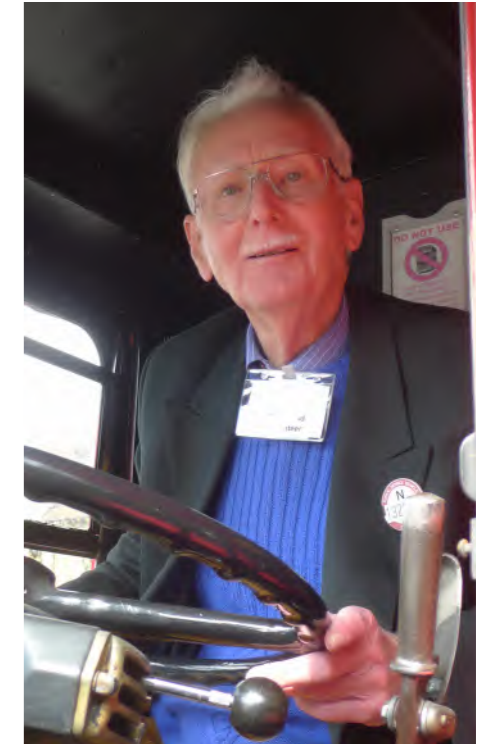
Tony lived in Caterham so his nearest garage was Chelsham where he took many pictures. He remembers Godstone garage's red and green RMLs on routes 409/410/411, red ones being used due to shortage of new green RMLs at the time.

Tony spent many years at 55 Broadway, including the Schedules Department and Mileage Section. He started in 1964 and retired in the very early 90's. Whilst still based at 'head office' Tony worked part time for the

Round London Sightseeing Tour, but once retired he went full time with them at Wandsworth.

Tony also made good use of his PCV licence by assisting owners of 'Class 6' preserved buses keen to offer their vehicles to the organisers of special events in London and further afield. These included the popular running days organised by the London Bus Museum, where both the Group involved with the preservation of RM 613, and intending riders keen to enjoy the day, benefited from his reputation as a friendly, safe and competent driver.

We hope that Tony will not be a stranger at the Museum and wish him a long, healthy and happy retirement.



Book Review - In & Out of Service

Dave Jones

In & Out of Service by Guy Marriott and Ian Read, Best Impressions, 163 pages, Hardback, £40 (discount available for members), ISBN 9780956574077

This collaboration between our Vice President, Guy Marriott, and the late Ian Read, launched at our Spring gathering, records significant preserved buses in our collection and elsewhere, along with photos of the same or similar vehicles in service. This aim is achieved remarkably well given that photographers would not have known that their subjects would eventually enter preservation.

Each vehicle has its own page or two, along with more general information on the type. The book, in an eye-catching design by Ray Stenning from cover to cover, opens with a brief history of London's buses, then proceeds through the story of road transport in chronological order from Shillibeer's Omnibus to the latest electrically powered buses.

As well as the individual bus pages we have sections on two pioneering bus photographers whose work features in the book, Alan Cross and Fred Ivey, along with informative explanations about why some London buses were green,

the route numbering system, red and green rovers and much, much more.

This weighty volume, almost 1.5Kg, both informs and entertains and will be an attractive addition to any coffee table or library as well as helping boost Museum funds.

Thoroughly recommended.



David Bowker

2023 DIARY DATES

Sunday 11th June - route 65 heritage event
 Sunday 25th June - On the Buses
 Saturday 16th September - route 38 heritage event
 as part of Heritage Week
 Sunday 22 October - TransportFest

A Glorious Gathering

16th April 2023



This year's Spring Gathering took place in fair weather conditions for a change. The finishing straight was lined with buses of all ages, and was busy with visitors for much of the day as in your Editor's photo, left. The sale of donated and surplus items inside the museum was also very busy making money to keep our fleet in good condition. Among the visiting buses was RTL 326, returned from Jersey in 2020 and now wearing Barton's very smart livery. While Barton did run RTLs, this wasn't one of them, but it looks great anyway. Photo Phil Hambling



Above left M 6 has recently returned for display at the Museum. Photo-Phil Hambling.

Above right: A selection of low-floor buses produced by ADL and Volvo. Photo-Adrian Palmer

Left: Pioneering Darts with distinctive Carlyle bodies. Photo-Adrian Palmer



Right: RT family buses were not numerous this year, being represented by RTs 4777 and 1702 flanking RTW 185. Photo-Dave Jones

Lower right: BS 4 is one of two survivors of a (literally) small class of 17 buses that is now undergoing a thorough restoration. Photo-Phil Hambling

Bottom left: Recently repainted RTW 467 was carrying healthy loads on route 462. Photo-Dave Jones

Bottom right: You can't have a rally without a GS! 15 and 42 were the specimens on show. They seem to dwarf the 1931 REO Pullman Safety Bus which was new to Reynolds of Overstrand in Norfolk. Photo-Adrian Palmer



RFs were better represented this year, with five being on show. They are: 600; 644; 48; 368 and 525. RF 48 is the modernised Green Line version in rarely seen National Bus livery.

A101 SUU started life in 1985 as London Buses V 1, one of the trial buses that were being evaluated as a comparison to the Leyland Olympian, Metrobus Mk2 and Dennis Dominator. It left London for Liverpool with MTL then passed to Black Prince and a couple of other preservationists/owners. It is now with the 4738 Preservation Group of Oldbury, West Midlands. V 3, with the double staircase and rear doors is also in preservation with the London Bus Company, while V 2 survives as well. Both photos-Dave Jones



Romford Garage Open Day

22nd April 2023



Adrian Palmer

Stagecoach marked the 70th anniversary of Romford garage with an open day and vintage buses running on part of route 247. A good selection of the types that worked at the garage from its opening to the present day were on show. Funds were being raised for Macmillan Cancer Care and a total of £11,848 was collected.

STL 2377 represented the early days of the garage, being replaced by RTLs and then RTs, 4275 was actually at NS between 1969 & 1971, then RMs. DMSs were next, until replaced by Titans.



Adrian Palmer



Dave Jones



Dave Jones



Dave Jones



Adrian Palmer

Four of the single deck types that ran from Romford were present, RF, BL, and a pair of Darts. Out on the road, RT 2150 was among the buses running on part of the 247, seen at Romford Station. J135 PVC spent a couple of weeks at Romford in 1991 as a demonstrator. It is seen near the stand at Romford Station with RML 2579.



Adrian Palmer

Workshop Update

Roger Stagg

The planned reorganisation of the workshop commenced shortly after Transportfest led by Tony Bentley in Association with Owen Wright, Ian Reddick, Alan Gaskell, and John Hutchinson. Now nearing completion it has been transformed with segregated working areas for woodworking, metalworking and mechanical works. Work bays have been set out along with fire escape routes and positions for vehicles to be worked upon. Despite our being a voluntary organisation the same rules apply to us as to any other workshop and the ever-changing requirements have been taken into account. New vehicle lifts have been installed and a wicket gate will be installed into the roller shutters to allow the shutters to remain closed in cooler periods. Moves are afoot to move the battery charging station and to move the compressor to an insulated external position.

The changes have taken their toll on the work on vehicles but routine maintenance has continued to keep the Class 6 fleet on line with the unrivaled assistance from Trustee Richard Telling of Falcon Coaches with MoT preparation

STL 2377 on a successful test run following work on oil seals.
Photo-Leon Daniels



Derek Hanlon and Nigel Gower wrestling with the NS radiator.
Photo-Leon Daniels

for vehicles such as WV1 where we currently lack experience.

With warmer weather on the way, we expect to see the lino being laid in T 448, whilst in the main hall the cab area of NS 174 is being reconstructed along with the associated mechanical parts. Internally (and externally) the literally hundreds of parts that make up the seating are being assembled. The re-organised workshop has created working space for the horse bus refurbishment following a decision to swap the 3 light and 4 light vehicles as a more practical proposition.

Mechanical works and re-manufactured parts have put G 351 and STL 2377 back into use, both of which have represented the Museum on running days recently.

Thanks go to all those of the workshop whose expertise both "keeps 'em running" and rebuilds those that time had forgotten.

In Search of a Horse Bus

Michael Thomas

The following article was sent to me earlier this year in the hope that the story would be of interest and, more importantly, that a member may be able to shed (excuse the pun!) some light on the current whereabouts of the bus in question. Enquiries of the Drewitt family, who have worked with our own horse buses in the past, did not bear fruit. If anyone does know more about the bus, please let me know.

We came to live in Felixstowe in 1961 and rented a flat in Bath Road (now No.45). We had an Austin A30 and like most BMC cars of this era, it would have rusted away before our eyes if left out in the rain. So we sought a garage and happened upon a slot in a double garage in the Rosery in Cambridge Road. Mr and Mrs Mayes charged 10/- per week! Going to and fro, I noticed that their garden shed was obviously the remains of some kind of bus or people wagon.



Cynthia Park, the energetic lady who had founded The Felixstowe Society in 1978, took an interest and got in touch with a Tim Richards of Gawsworth Hall in Macclesfield who had a hobby cum business restoring old horse buses. Tim was interested and in early 1980 he arrived to collect the 'garden shed'. A good turnout of Society members helped with the removal.



Unfortunately, over the years contact with Tim Richards and the project was lost and it was only earlier this year that Bev Boyce, our archivist, came across the collection of photographs and asked me if I knew what had happened to the bus. I volunteered to try and find out and started by making some calls to carriage hire companies in Cheshire. I managed to track down Tim Richards' sons, Rupert and John, only to learn that their father had died some ten years ago and they had no recollection of the project. However, further calls to various organisations and the Carriage Foundation bore fruit. The very enthusiastic secretary Amy Brace, put me in touch with an authority on horse buses, Christopher Drewitt. He said our photographs taken in 1980 were 'gold dust' in that they showed a bus which still retained some important identifying features. He then went on to detail the known history of 'our bus'.

The bus was built in 1882 by the London Road and Car Co. in Grays Inn Road for the Kensington-Kennington route. It was sold to the London and Suburban Omnibus Co. in 1887 where it served on the Hyde Park and Camberwell route until 1910.



By the early 1900s motorised buses were taking over and what had now become the London General Omnibus Co., in 1911 auctioned off or scrapped all its horse buses. It is possible 'our bus' was among these, but how it finished up in a garden in Felixstowe is a mystery.

Following the trip to Gawsworth Hall the bus was sold on, still as a derelict wreck, to a Simon Bloomfield when it was restored over a ten year period by the Longfield Carriage Company.

The bus was acquired by Tich Croft where it then worked at the Chalfont St. Giles Heavy Horse Centre 1994 – 1998. It made many public appearances during this time, including a service between Baker Street and London Zoo and giving pre-Christmas rides in Kew Gardens. It also took part in

Roger Stagg's Emporium

Roger Stagg was shocked and surprised when a new first floor display was revealed at the Museum on Wednesday 22nd February in his honour. The whole balcony has been renamed Stagg Terrace, complete with an Edwardian shopfront to honour Roger, who has done so much for the Museum over many years.

Since 1994, Roger has devoted thousands of hours in the pursuit of vehicle restorations and the development of the London Bus Museum.



the 1996 London New Year parade. In 1998 the bus was sold once more, but we do not know to whom. The latest information we have is that it was auctioned by Thimbleby and Shorland of Reading in 2000. We have one or two leads which might allow us to bring the story up-to-date and find out where 'our bus' is today, but until then, the search goes on.



Following a distinguished career as a world-renowned structural engineer, Roger joined the London Bus Preservation Trust three decades ago. He has been responsible for many significant vehicle restorations and projects, including designing and creating the LBM building in 2010. He has been our Rolling Stock Engineer, a member of the Council of Management and a Trustee for many years.

The shop front was constructed in secret in Alan Gaskell's garage and erected without Roger's knowledge, so that the surprise would be total. This was almost a "Mission Impossible" task. The shop window contains many items associated with Roger in his professional life and his time with the Trust. It is planned to install further shop front displays on the balcony in which our many smaller exhibits can be displayed.

For this special tribute to Roger, volunteers Sharon Burton, Rachel DeWilde and Ian Reddick provided delectable celebration cakes and Kingston bread pudding, using original LT recipes from the 1950s. Photo by David Bowker

London Aircraft Production

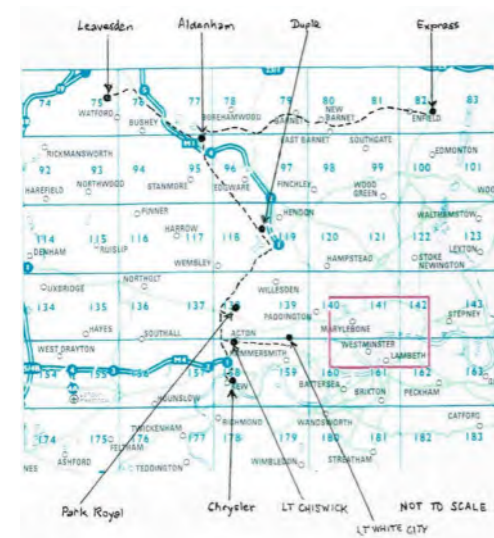
Brian Jones

When reviewing Britain's industrial output during the Second World War, one can only marvel at what was achieved in a non-digital age. The management, coordination and logistics required to bring sophisticated programmes to timely completion, I believe would be difficult to emulate in today's computerised world. A subject of that observation is the London Aircraft Production Group (LAP) which was led and coordinated by the London Passenger Transport Board (LT) between 1940 and 1945 to produce Handley Page Halifax heavy bomber aircraft.



Handley Page Halifax III

The other members of the Group were: Chrysler Motors Limited, Duple Bodies and Motors Limited, Express Motor and Body Works and Park Royal Coachworks. As may be seen on the following sketch map, it is noteworthy that all of the selected companies were situated on or close to main roads in the north and north west of London, with the exception of Chrysler, whose factory was just south of the River Thames at Kew. This was no doubt an important consideration as all the components, some sizable, would need to be moved by road to Leavesden Aerodrome for assembly. Until the latter stages of the War, when V-1 and



V-2 weapons became a menace, those areas were less liable to enemy attack, than East and South London.

Under the Chairmanship of (LT's) Lord Ashfield LAP would

eventually provide an organisation capable of completing one aircraft per hour, delivering 710 Halifaxes before production terminated in April 1945, out of a total of 6,176 built overall. Beyond the companies in LAP, there were 600 sub-contractors and, in total, 51,000 employees (more than 50%) female were engaged in the construction processes. The Halifax was initially designed and built by Handley Page, with the prototype making its first flight on 25 October 1939 at RAF Bicester. The first operational aircraft was handed over to 35 Squadron at RAF Leeming on 23 November 1940. Although it had been preceded into service by the Short Stirling, which was the RAF's first four engine heavy bomber, the Halifax was the first to bomb Germany, when, on the night of 12-13 March 1941, Hamburg was raided. Production was ramped up quickly, with, in addition to LAP, English Electric at Preston, Fairey at Stockport and Rootes at Speke all mass produced the Halifax. I have selected a range of photographs from the large number available to try and show the contribution of each company in the LAP consortium to the scheme. While most photos are obviously carefully posed, they illustrate some interesting working practices that would almost certainly raise health and safety issues today! The views also confirm the major participation of female workers and that most workshops were artificially illuminated at all time, due to the need to maintain blackout conditions.



A WW2 view of Aldenham Works

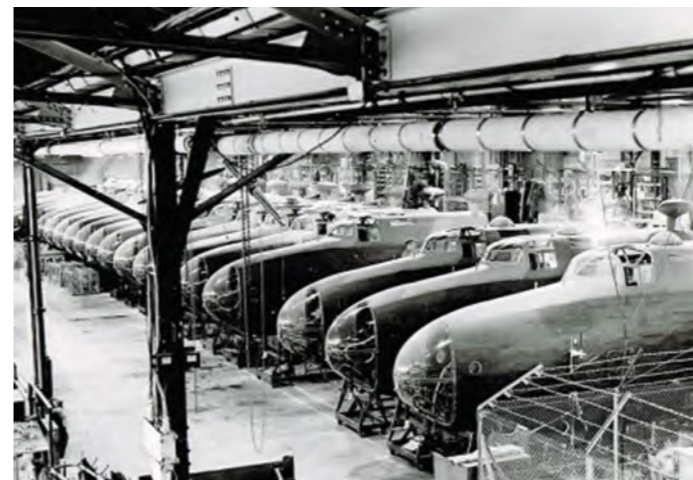
While **London Transport** had no previous experience of aircraft construction, they were able to provide strong management and engineering leadership. LT could also offer a new factory like building that had been constructed to stable and maintain underground trains for the planned

Northern Line extension from Edgware to Elstree, which had been under construction but deferred following the outbreak of war. Located at **Aldenham**, near Elstree, it had the added advantage of a location alongside the Watford by-pass, which directly connected it to **Leavesden Airfield**, located a relatively short distance away, where final assembly and dispatch of the Halifaxes could be achieved.



Above- Halifax production at Aldenham the assembly line for aircraft centre sections, with outer skins being applied.

Below-Halifax nose sections being fitted out internally



Chiswick Works during WW2

LT's **Chiswick Works** and **White City Depot** also contributed components for the aircraft.

Chiswick, which was largely given over to army tank design and production under the direction of LT's Chief Mechanical Engineer A A M (Bill) Durrant contributed detail parts for use in the assembly of centre sections and front fuselages at Aldenham.



The White City complex

LT used buildings at **White City** for the construction of Halifax engine cowlings and storage of components and spare parts. Other component parts were assembled in the subway which linked **Earl's Court Station** to the Exhibition Hall on the other side of the road.



Chrysler Motors' works at Kew

Chrysler Motors Limited – Kew

Chrysler's factory at Kew had been utilised pre-WWII for assembly of the company's passenger car ranges from completely knocked down kits imported from North America and construction of Dodge trucks.

Continued next page

London Aircraft Production - continued

Brian Jones



Chrysler – preparing a rear fuselage for painting



Duple's Works at Hendon

Duple Bodies and Motors Limited produced 750 front fuselage sections (including all of those fitted to the LAP's 710 Halifaxes) in their works located on the Edgware Road at the Hyde, Hendon.



The available Duple workshop photos are all shown devoid of staff – perhaps they have moved next door to produce the bus bodies that Duple were constructing at the same time.



Express Motor and Body Works (above) were located at the junction of the Great Cambridge Road and Southbury Road in Enfield. Their premises had only been opened in October 1938 and provided 110,000 square feet of floor space, which included a state of the art woodworking complex. Their peace time speciality had been the construction of cab units for commercial vehicles.



A very busy scene in the Express Motor workshop

Park Royal Coachworks (below) in Abbey Road, Park Royal was selected to produce outer wings and engine cowlings. The Company, which was LT's preferred peace time supplier of bus bodies, also produced bodies for around 16,000 military vehicles and utility bus bodies during the wartime period.



Two young ladies assemble a Halifax fairing, possibly the rear of an engine nacelle, using pneumatic and hand drills.



A general view of the main assembly hangars at Leavesden Airfield

Leavesden Airfield – final assembly of the Halifax aircraft was undertaken in hangars from major assemblies which had been transported to the site on low-loader trailers. Former playing fields had been acquired by the Air Ministry in 1940 for the construction of a three runway airfield. In addition to Halifaxes by LAP, the site was used by the Second Aircraft Group for the assembly of de Havilland Mosquito aircraft.



Final assembly of a Halifax underway in a Leavesden hangar

Celebration – The Handover Ceremony for the Final LAP Produced Halifax.

On 16 April 1945, Lord Ashfield presided over the handover to the RAF of Halifax Mk. III serial PN460 at Leavesden Airfield. The demonstration flight was flown by T W (Sammy) Morton, Chief Test Pilot for LAP, who subsequently founded Morton Air Services at Croydon



Lord Ashfield officiating at the ceremony.

Airport in May 1945. That Company operated its first service on 21 January 1946.



A sight that would be unthinkable today as the low-flying Halifax passes above the crowds.

Postscript

It's no secret that the experience gained from exposure to aircraft manufacturing is believed to have influenced aspects of London Transport's post war development. In particular the design of the Routemaster bus which has an integral body constructed in aluminium for lightness and durability. In addition it used separate front and rear sub-assemblies for the engine and front axle, and another for the rear axle, to facilitate ease of servicing. When Aldenham became the main maintenance depot for the LT bus fleet, assembly line processes similar to those used in aircraft manufacturing were adopted.

Donations Received

19th January to 14th April 2023

Thank you to the following donors.

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
Sue Roberts	Large collection of tram models
Colin Evans	Old London timetable and maps
John Pollitt	Collection of lapel badges and cuff-links
Steve Edmonds	Collection of bus models
Adrian Burnell	Kingston bus items (Norbiton garage)
Philip Stringer	Collection of London bus books
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Eric Jones	Park Royal apprenticeship certificate
Paul Raven Hill	Toy bus and figures
Roy Webb	Artefacts from London Buses visit to Berlin 1949/50
Andy Gray	Maps, rule books and LT bus inspector's papers
Kevin Porter	Timetables and vintage bus and coach book
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Lord Peter Hendy	Metal 'Red Bus' picture by Andy Bridge, and paperwork
David Bowker	LT Air Raid warden tin hat
Terry Torch	Collection of badges and medals, photos and 'Bus Talk' paper
Brian Jones	Collection of models
Michael Baker	Collection of books and CDs .

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.

Not receiving 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

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Please send contributions for the magazine to the Editor at editor@londonbusmuseum.com. or by post to the Museum at the address above.

**LAST COPY DATE FOR THE
AUTUMN 2023 EDITION
Sunday 6 August 2023**

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.

Routes 65 & 71 heritage day

Sunday 11 June 2023

IT'S FREE

65

- Ealing Argyle Road
- Ealing Broadway Station
- Kew Bridge and Gardens
- Richmond
- Kingston station
- Kingston Brook Street
- Surbiton station
- Chessington Copt Gilders
- Chessington World of Adventures

Some journeys on route 71 will continue to Leatherhead.


Come for a ride on heritage buses through Ealing, Kew, Richmond, Kingston and Chessington as part of our programme of bringing buses out of the Museum to run again on the streets of London



We will be running buses from the 1930s to the 1970s from about 1000 to 1700, which will be joined by other buses from private owners. It is completely free and you can ride with us all day.

This special service is not part of Transport for London but will run alongside the regular TfL routes 65 and 71 on which normal fares apply.

Please support our volunteers by visiting the London Bus Museum. We are open Daily and located at the Brooklands Museum, Weybridge, Surrey. Londonbusmuseum.com





RT 1431 on the route in 2021, Stuart Hicks

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