



Magazine

The journal of the
London Bus
Preservation Trust

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Bumper 50th Edition
Splendid Day on Route 38
TransportFest
And much more!

Editorial

Dave Jones

Welcome to the 50th edition of the magazine in its current format. It's come a long way from the duplicated sheets of the late 70s to the desk-top published version you're reading now. Even in the late 80s, during my first stint as editor, along with Geoff Singer, we were literally cutting and pasting items. Such is progress. To mark this occasion, I've been allowed to add more pages, which has helpfully reduced the number of articles awaiting publication. There's always room for more, though.

Next January will be the twentieth anniversary of the passing of Bill Cottrell, taken too soon, especially as he'd only just moved to a quieter life in Dorset. I particularly recall his cheery "Hello men" on arriving at the Redhill Road premises, his claim to be "self unemployed" after a company reorganisation moved him out of Holloway garage. His evening film shows in the canteen sometimes included some that weren't about buses, nudge, nudge, wink, wink! If that building could have talked, it would have some stories to tell, as did Bill, but sadly it's too late to capture them now.

Which is why the recent Windrush reunion was so important. We are rapidly reaching the last traces of a generation of bus people who saw huge changes in the industry the like of which are unlikely to occur again.

Their stories, entertaining, amusing and occasionally embarrassing are worthy of recording so that current and future generations can gain an idea of what life on the buses was like. If you're a retired or even older current member of LT's family and have stories to tell, please do make contact, we'd love to hear them and keep the memories.

Which leads neatly to this issue's book review. Based on diaries kept between 1975 and 1990 Matthew Keyte recalls his time with London Country and beyond. Matthew and I attended the same day-release course for membership of what used to be the Chartered Institute of Transport. Towards the end of the first year (the only one I completed!) he asked if I was interested in joining a group that intended to buy an RF. I duly chipped in my £100 for an eighth share and the rest is history - spread over close to 50 years. I may yet commit my own ramblings to print! (Don't all groan at once!)

A new feature this time is "Museum Happenings", based on reports from recent Council of Management meetings. The buses are the primary focus, but there's plenty more going on within the Museum. And there's always a place for more volunteers.

To conclude, I wish you all a Merry Christmas and Happy New Year.

Front cover photo - Peter Zabek was in the right place at the right time to catch RT 1 and RM 1 passing while on route 38.
Back cover, top: A selection of magazine covers to mark the fiftieth edition of the current version.
Back cover, bottom: The conductor of RML 2760 grabs a quick shot as the bus departs Clapton. Photo Michael H C Baker

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

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

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Chairman's Chat

Leon Daniels

So our final public event of 2023 was an outstanding success. TransportFest was blessed with record attendances, great weather and huge enjoyment for all. Deryck Fill and his team put on an amazing show for which many congratulations.

I know many visitors enjoyed the arrival procession of three former STL breakdown tenders as well as other service vehicles; they also had a significant line-up of GSs, as well as dozens of other vehicles.

This was the last of three big events at Brooklands and we have also enjoyed three heritage bus operation days - on routes 174/175, 65 and 38. We plan to repeat this formula of taking the museum out to the people three times a year in 2024 as we know it generates footfall to Brooklands.

Not a week goes by without further improvements to the exhibition and during October we were able to see the outcome of volunteer Alan Gaskell's amazing work which has produced a beautiful set of display cabinets on the mezzanine floor. This has transformed this area and we have exciting plans for the content.

Pride of place will be one cabinet for the display of material from members. What we are looking for are nice

Meet Our New Trustee Aaliah Haq

I have over 25 years global consultancy experience in leading diverse organisations to conceive, develop and execute digital and business transformation strategies to deliver real value. My superpower is in making connections, and bringing people and tech together. I am passionate about delivering solutions based on high quality stakeholder relationships at all levels through transparent leadership. I am the former head of technology at the London Transport Museum and have since worked for Amazon Web Services and now KPMG.

I am a strong advocate for Sustainability, Diversity, Equality and Inclusion, mentoring and developing talent. I also lead KPMG's Women in Cloud network group.

I am a mum of two teenagers and a Shih Tzu. A little-known fact about me is that I am a fully qualified reflexologist! I cannot wait to harness the obvious love and energy of the LBM members and look forward to working with you all.

collections of material from you! Material you have, perhaps stored away in cupboards or drawers which could be shown to the public - perhaps for three months or so. Maybe maps, tickets, photographs, signs, badges, models etc. If you have a collection that could be nicely displayed please get in touch.

Progress at the Museum continues to be thanks to our dedicated volunteers who ensure we are open 363 days a year, remain safe, and look after our wonderful collection. I am delighted to announce that Phil Palmer has agreed to take over the management of our Curatorial team from Ray Thorn who is retiring (although will still with us from time to time). We get quite a bit of material from donors and through bequests and the Curatorial team works really hard to safeguard our collection, and it is in close touch with London Transport Museum, TfL Archives and The Bus Archive so as we ensure the right material is looked after by the right people and in the right conditions.

As you will imagine we have exciting plans again for 2024 and we will be announcing these in due course to you our ever-growing membership. As 2023 is rapidly heading to a close many thanks for all your support and wish you a Merry Christmas and a Happy 2024



Museum Happenings

Much of the content of this issue involves buses out and about. However, Museum volunteers are also very active in the background ensuring that London's bus heritage is kept safe and that people know about us. Here's a round-up of some of these.

Education, led by Bob Bailey

One of our obligations as a charity is to engage in educational activities as a result of which we have a steady flow of schools, primary and secondary, visiting the Museum. Our volunteer stewards are heavily involved in such visits ensuring that all questions are answered and everyone is kept safe. The visits are arranged through Brooklands Museum with whom we have a good relationship on education matters.

STEM is at the base of the National Curriculum for teenagers and it is aimed at preparing young people for work. BMT arranged another STEM (Science, Technology, Engineering & Mathematics) day on 3rd October which was very successful. They call it "The Brooklands Innovation Academy" and there were 15 workshops with Professor Brian Cox as the key speaker. The Duchess of Edinburgh also visited for a brief time. One of the workshops took place in our boardroom and Balfour Beatty came and ran a workshop using Spot the robotic dog again. This went well and about 120 of the 400 young people on the BMT site attended our workshop. Adrian Palmer, Winston Menzies and Bob oversaw the day and attended the evening reception run by BMT in a marquee on the finishing straight. This was very good and the workshop organisers greeted children and parents to explain what was available for the children's futures and included a large number of apprenticeships.

Brooklands also organises twilight events for Scouts and Guides, attended by 85 Cubs, Beavers and Brownies on 3rd November. Currently this helps achieve the Aviation Badge, but the three events planned for next year will include LBM and the Transport Badge. Grahame Bath, Gillian Watt and Bob were involved in this evening event.

We often receive requests for transport history talks from bodies such as Rotary Clubs and Women's Institutes. Paul Raven-Hill usually attends these, but another person willing to help spread the word would be much appreciated.

Buses are also taken to local schools as part of transport projects, each one contributing £100 to our funds.

Facilities, looked after by Ian Reddick

The Museum building doesn't look after itself, so Ian is kept busy with updating lighting, ensuring heating works, and sorting out issues with gates, along with many other "odd jobs".

Marketing, led by Deryck Fill

Deryck coordinates our publicity and events volunteers, almost a full time job. Besides the three main events we have other occasions such as the Windrush Generation meeting in September, reported in October's E-News, and "Quiet Hours" at the Museum which are beneficial to people with Autism. VIP visits are also under Deryck's wing, such as that by the chairman of the "Federation Internationale Vehicules Anciens" (FIVA), namely Timo Vuortio, Malcolm Grubb (former Brooklands Committee) and Keith Gibbins (National Transport Trust).

Membership & IT, led by David Harman

We currently have 1043 members, up on last year, with renewals and joiners outstripping leavers. Ten new members joined at TransportFest. A new computerised membership management system is being sought, intended to make life much easier.

Recent changes to the broadband network have greatly improved speed and access within the Museum.

Curatorial, led by Ray Thorn

Very much a backroom activity, but an essential one, dealing with researching and cataloguing the Museum's collection of artifacts in accordance with Arts Council guidance - a complex task. Tens of thousands of donated photographs and a smaller number of other items are being sorted and listed before being added to the Modes documentation system. Being an Accredited Museum requires a considerable amount of admin time. Ray is due to step down at the end of this year, we are truly grateful for his efforts. News of his successor will be available soon.

Rolling Stock, led by Roger Stagg, who writes:

"I'm unsure about winter coming but it seems close to the Great Flood, just 48 hours ago we were on alert to assist Brooklands in possible movements of valuable items to the LBM floor which is above flood level.

In readiness for winter there is now a pedestrian door through the workshop shutter, allowing us to make use of the background heating without letting it all out to just access the bins etc. Schooldays will have taught us that heat rises except in the workshop where it seemingly escapes if the shutter is only open a foot.

Now substantially re-organised, the workshop has become considerably more efficient, with woodwork and metalwork areas, distinct bays for repairs and maintenance, long term restoration plus an engine/gearbox rebuilding bay.

Whilst moving forward on one foot the other stepped back with Manager Owen Wright struck down with what is now commonly an "older man's" problem. Despite many setbacks I (and he) are, fingers crossed, hopeful that he will be "dealt with" a couple of days after I write this. We will all look forward to seeing him at the Volunteers' Xmas lunch. On a positive note, Dave Simmons has been able to take up Owen's whip and keep the mechanical side running, assisted by new workshop volunteers Andy Kaufman and John Patch, who is also one of our drivers. Heavy work is as always assisted by long term volunteer Simon Greatwood, where his comparative youth provides strength.

This team has now removed the engine and its ancillaries from T 448 and it is fully stripped down. Nothing was really known about this unit as it was fitted after the bus was acquired without an engine in 1968, and an engine fitted later at Redhill Rd. Initial diagnosis suggests that it actually may have run very few hours after a complete rebuild in 1976 (date information painted on the rocker covers). It will soon be back in the chassis joining its radiator, recently refurbished by Boston Motocool.

Behind the engine, the bodywork is in its closing stages, with teams working two days per week. Thanks go to Mike Waterman, Phill Cruise, Ed Warren, Sir Richard Lux, Gordon Dunne, Peter Wall, Dave Erlam, Keith Hales, Dave Montgomery, Steve Lynn and Tom Boden. The seat frames are being refitted and the cushions and backs are being upholstered by Paul Toomer. In accordance with the wishes of the anonymous donor member who has financed much of this work, the final finish will be in post war Country Bus livery of Lincoln green and broken white.

With works on the balcony now completed, and remarkable they are too, (see page 29) Alan Gaskell has returned to the horse bus. Meanwhile John Hutchinson, Nigel Gower, and Derek Hanlon have moved on with NS 174 and await only the silencer before attempting to fire it up. A mock up, for fitting purposes of the bonnet, has been made and the scuttle has returned, now complete with

drivers' ventilation louvres. One might have thought that a open cab would have been ventilation enough!

Amongst these works of course, goes running repairs both mechanical and bodywork, as well as Safety Inspections, although considerable thanks go to Trustee Richard Telling of Falcon Coaches who is assisting in a remarkable way, especially on pre-MoT and more modern vehicles. Falcon's brake tester rolling road has proven a boon.

A final mention to the workshop "ancillaries team" who fetch and carry, ferry, repair and test etc, Martin Watkins, Graham Burnell, Rod Lucas, Roger Shaw, Tony Bentley and those who come in from the outside to provide immeasurable assistance, Ian Barrett, Ted Prochya, Dave Kreisler and Ward Jones.

With thanks to all the volunteer members both male and female that assist us and provide encouragement (and refreshments). Shortly the workshop members will be kitted out in LBM overalls to advertise who the "real workers" are! Rumour has it that this might then result in "Workshop Teddies" being on sale from Yvette Gower at the shop.

Early in the Autumn we had the pleasure of interviewing a number of Windrush Generation LT retirees, their memories were recorded by Leon Daniels and what they had to say, both amusing, yet often sad and embarrassing, will be finally committed to written form. Imagine in 1959 leaving your home 5000 miles away, having been recruited by LT, paying your own fare, arriving in a bitterly cold UK without anywhere to live and attending your interview at Chiswick to be told "19? --- National Service for you". Thanks to Sharon Burton who did most of the leg work, to her and Dawn Stagg for catering and Winston Menzies and Richard and Mia Hastings for assistance. Thank you also to the others who assisted, and apologies that I do not have your individual names.

In October I had the pleasure of standing in for the Chairman who was overseas, to guide around LBM a number of very early LBPT members, John Warner (plus his daughters) Tim Nicholson and John Bedford. Many happy memories were stirred and they all expressed delight at the current Museum and how none could have foreseen the strength of the London bus preservation movement almost 60 years on. After lunch they were welcomed aboard Concorde courtesy of Brooklands Museum.

Finally let me please remind you that nothing written above happens without your support whether it be by being a volunteer or by just being a Member. Without you there would be no Museum."

Route 38 Heritage Bus Day

16th September 2023

Goodness, what a day we had, 21 buses of assorted vintage, all open platform - and the sun shone! Perhaps our most ambitious running day yet, taking place in the heart of London and timed at the beginning of Heritage Week, when all manner of places not normally accessible are open to the public. Massive thanks are due to Peter Osborn for pulling it all together, various Museum volunteers and those who provided and crewed buses. Talk about flying the flag for the London Bus Museum!

Buses that took part were: STL 2377, RTs 1, 714, 1658, 1798, 3933, 4777, 4779, RTL 554, RTW 467, RMs 1, 5, 848, 1005, 1397, 1400, 1527, 2208, RMLs 893, 2579, 2760.



Top left: RM 848 leaves Grosvenor Place on a curtailed journey to Mildmay Park, a name familiar only to locals-Nigel Eadon-Clarke
Top right: Another double take as RTW 467 leads RM 1005 past Apsley House-Peter Zabek
Left: RML 893 also on a short trip to Holborn-Nigel Eadon-Clarke



Top left: a well loaded STL 2377 nears its journey's end on Victoria Street-Bob Stanger

Top right: RML2579 passes the Victoria Theatre-Adrian Palmer

Left: RM 2208 leaves Victoria Bus Station with two RTs awaiting their next departure-Adrian Palmer



Left and above right: RT 1 passes the Shaftesbury Memorial Fountain and Anteros at Piccadilly Circus. RML 2760 wasn't far away either-Peter Osborn

Below: RM 1527 trundles along the bus lane on Bloomsbury Way looking very much at home-Michael H C Baker.

Below right: RT 4779 on Rosebery Avenue-Peter Zabek



Above: with 21 buses on the route it was inevitable that two would arrive together occasionally. RM 1 passes RM 5 outside the District line station.

Left: RT 1 passes RML 2760 on Terminus Place-both Nigel Eadon-Clarke



Route 38 Heritage Bus Day

16th September 2023



Above: STL 2377 departs Clapton Pond-Nigel Eadon-Clarke

Above right: RT 714 still in its Canadian condition accompanies fellow London Bus Company RT 3933 at Clapton garage-Stephen Longmire

Right: Three generations of London bus at Clapton garage, RML 893, RT 4777 and LT 816-Nigel Eadon-Clarke

Below: RTL 554 was the only bus scheduled to serve the distant terminus at the Royal Forest Hotel, Chingford-Keith Ward



Above left: RM 1005 passes Bloomsbury Square-Adrian Palmer

Above right: RT 1 departs a stop in Hackney-Michael H C Baker

Left: RTL 554, with its rare Metropolitan-Cammell body, leaves Hackney Central behind-Michael H C Baker



Right: RTW 467 pauses at Hackney Central-Adrian Palmer

Below left: RM 1005 beyond, rather than in, Clapton Pond

Below right: RT 4779's conductor in typical 60s pose-both Michael H C Baker



Above right: RT 714 runs a late journey to Piccadilly Circus while demonstrating the roof-level lights fitted for use on Prince Edward Island. It's hard to beat the atmosphere of incandescent bulbs!-Stephen Longmire



Left: the LBM contingent early in the day, RT 4779, RML 2760, RT 1 and STL 2377 all ready to go-Adrian Palmer

Bus Bits and More

Roger Stagg

Are you suffering the droop?

RT/RF/RLH, Routemaster etc trafficators that is.

The trafficator "ears" introduced by LT initially for the RT and RF models were intended to replace the earlier semaphore arms fitted at the ideal height for cyclists to remove either accidentally or frequently deliberately. They were of course unsuitable for the increasing London traffic and the new "ears" gave a far better sign to pedestrians and other road users of the intention of the driver to make a turn or pull into a bus stop. Their fitment was shortly followed by the introduction of a left turn arrow at the rear N/S rather than the original "turning only" single double arrow on the rear off-side quarter.

Of course, the ears projecting from the side of the bus were vulnerable, especially on the nearside, to being caught by overhanging foliage and for this reason they were designed as sprung loaded to fold back if struck and thus avoid damage. The extra benefit was that if folded back, the indicator lamp on the speedometer housing ceased flashing, thus warning the driver of the need to exit the cab and spring the offending ear back, although I am assured that during bell punch days a swiftly aimed ticket rack could do the job.

The spring action was made by having a compressed hollow rubber ball within the hinge mechanism, the ball being compressed by the ear mechanism mounted on a strongly tapered joint. Rubber has a limited life and in many cases the ball no longer has much, if any elasticity, leading in many cases to the ears being folded back, even by strong wind, and also causing the ears to droop towards the floor.

Several attempts have been made to produce replacements for the ball, often with little or no long-term benefit. The Museum has been fortunate to have an original unused ball and the original rubber specification giving the correct spring action. As a result, repair kits will be available from the Museum early in 2024. The kits will include two balls and two rubber gaskets together with detailed instructions on how to dismantle and reassemble an "as new" pair of ears. Supplies will be limited as the Museum is not a retailer, thus few if any over and above pre-orders will be kept in stock. Prices are not as yet finalised but will be sent out as soon as received.

Plastic Mudguards

Shortly after the introduction of the RT, London Transport moved the manufacture of the rear half of RT front mudguards, and both halves of rears, to thin plastic. Whilst these proved generally successful, time and plastic are not good bedfellows and this is becoming increasingly obvious with, in particular, front O/S and rear front half N/S. The former provides a convenient but fragile "step" for our increasingly less mobile drivers, and the latter because it is the one that suffers first from any misjudgement, especially of overgrown bushes etc. in country areas.

Lothian Buses have long since been making and fitting reinforced glass fibre replacements for all these sections on Routemasters.

The Museum has been fortunate in having a reasonable supply of original items, but stocks of the above are now generally, or totally, exhausted as of course the number of originals "collected" years ago was low because these were the parts that garages were replacing. Now, however, age is affecting even "as new" originals and on several occasions it has been found that "originals" are splitting whilst being drilled for fitting because the age-related unreinforced plastic has no remaining near-edge flexibility.

As a first, the Museum is about to arrange the manufacture of rear N/S front halves in reinforced glass fibre. This will be followed by front rear halves. These will not be stock items, a short run is planned based upon pre-orders only. After that, they will be made to order and consequently far more costly.

Express your interest in either item to:

Roger.stagg@Londonbusmuseum.com



Chesham Running Day

1st October 2023



Organised by the Amersham & District Motorbus Society this popular event featured some familiar green buses, plus a couple of red interlopers!

Left: RTs 604 and 3491 take a break between trips

Below left: T 792 and SNB 312 meet at Great Missenden Station

Below right: RF 180 heads away from The Broadway

All above- Nigel Eadon-Clarke



Above: RML 2456 loads up at Chesham Broadway

Left: GS 13 heads off to the countryside-both Nigel Eadon-Clarke

Below left: RT 2293 is well loaded at Gerrard's Cross

Below right: RLH 69's driver seems happy to have reached his destination, Ashlyn's School-both Adrian Palmer



TransportFest

22nd October 2023



Our event was blessed with fine weather, which, besides the attraction of numerous GSs marking their 70th birthday (left), drew in over 1,800 visitors- Adrian Palmer.

Below left: the LT Museum's GS 64 on a rare outing, bound for Penn via country lanes. On withdrawal in 1971 it spent about a year with Tillingbourne Valley before entering preservation-Phil Hambling.

Below right: GS 40 was one of several bought by West Bromwich Corporation in 1961-Adrian Palmer.



WVL 234 rather stands out from the crowd, but was placed there due to its weight. Its "leaning back" front contrasts well with the classic RT design while the RM's more upright stance gives an impression of authority-BBPG.

Below: further along the finishing straight was a good assortment of current and preserved modern buses-Michael H C Baker



Left: BEA 2, a relative newcomer to the rally circuit, has been fully restored to original condition. A trailer is in the pipeline-Adrian Palmer

Below left: RTs 1499, 1702, 2083 and RTW 185 typify the 50s-Peter Goddard.

Below right: a "before and after" comparison. RM 1791 has some way to go, while RML 2499 looks like it's just come from Aldenham-Adrian Palmer.

Bottom left: the appeal for T 357's restoration is well underway, some £27,500 having been raised so far-Michael H C Baker.

Bottom right: NS 174, now sporting a prototype bonnet, attracts an interested crowd-Michael H C Baker.



Above left: a number of service vehicles converted from STLs also featured in this year's event, left to right - 738J (STL 169), 830J (STL 390) and 832J (STL 162)-Adrian Palmer.

Above right: former Cobham resident 971J (STL 1470) is still useful as a tree-lopper while 1279LD, a railway breakdown tender, is a more recent vehicle from 1964-Adrian Palmer.

Left: although destined for Catford garage, 82006, a Wright StreetDeck, Electroliner BEV, shows what will soon be running from Romford garage as well. It carried its first passengers on route 462. D142 shows the progress of almost 100 years-Michael H C Baker





Above: father and son? Prototype AEC Regal IV enjoys the sun with former Cobham resident RF 600-Bob Stanger
 Right: Cravens-bodied RT 1499 about to take up service on the 462-Bob Stanger
 Below: T 1064 will celebrates its 40th birthday next year, how time flies!-Phil Hambling.



Right: RT 4779, RMC 1461 and RM 5 take a break-Peter Goddard
 Lower right: contrasting Bedford/Duples. A 1948 OB and 1958 SB3
 Below: entering preservation in 1965, FUF 63 is a AEC Regent I of 1939 with Weymann body
 Bottom right: Safeguard's Burlingham-bodied Reliance will no doubt star in their centenary next year-all Adrian Palmer.



Out and About LBM Buses in Action



Right: RT 3491 wasn't far from home, but was nevertheless very useful in providing transport when Brooklands Museum hosted an event for cadets from the three armed forces on 9th September. The day culminated in a march-past, taking the cadets from the bottom to the top of the finishing straight. Photo-Richard Hastings



Above: RMC 1461 was in action for Surrey Mayors' Day on 12th September. The mayors were collected from Surrey Civic Centre in RMC 1461 and besides Brooklands and LBM, visited Chelsea FC's training ground and Academy. After lunch they continued to D'Oyly Carte Island for a tour to end the day. Photo-Glyn Matthews



Left: RM 5, with which our Chairman is associated, was in service at the annual Imberbus event on 19th August. Organised by our Hon. President, the event has grown in popularity over the years and almost as many people come to ride on the buses as to see the abandoned village. The lack of public traffic on the area's roads leads to a considerable amount of dust accumulating on buses, but the funds raised for charity make the effort worthwhile. Photo-Adrian Palmer.



Above: RMC 1461 was in action again at the Amersham Heritage Day on 10th September where it was photographed with RM 835 wearing Clydeside livery. The event is organised by the town council and includes many themed attractions to celebrate the town's past. Photo-Robin Helliars-Symons

Left: RT 4779 was one of many buses out on 5th November for an event to mark the 30th anniversary of the closure of Chalk Farm garage. Heritage buses ran on routes 24, 29, 31, 68, 74 and 139. More than a dozen buses were in action on a great day. Photo-Keith Valla

The Spirit of Mortlake - Part 2

Brian A L Jones

Perhaps the most notable event related to the garage that John Topman recorded on film resulted from the proposal to close it. That decision followed the realisation that the garage layout would not be suitable for operation by the longer vehicles which were then being introduced.

A 'Coffin March' was organised on 13 June 1983, which followed the 9 route from Hammersmith to Mortlake. Routemaster 1563, judged to be the smartest in the garage at the time, was chosen to be the lead bus and the union representative apparently directed that any following bus should not attempt to overtake the march.

The Metropolitan Police were informed of the march in advance and, as can be seen, provided adequate numbers of foot and motorcycle personnel to accompany the procession.



At an early stage of the March, the procession begins a crossing of Hammersmith Bridge. That grade II listed bridge, the second on the site, was opened in June 1887. When cracks were discovered in the structure, it was initially closed to motor traffic in April 2019. Subsequently the closure was extended to pedestrians and cyclists in August 2020 until limited use was restored in July 2021.



Escorted by police, the coffin is borne in front of four Routemasters as the procession passes under Barnes railway bridge. RM1563 leads and 1678, 124 and 948 follow.



On the route, the procession moves forward at an appropriate funeral pace, no doubt dictated by the buggy riding infant. Readers' attention may linger on the advertised price of fuel at the Esso filling station!



RM 1623 ready to leave Mortlake on the last night of the garage's operation.



Demolition of Mortlake garage underway during Summer 1983. Part of the original site of Mortlake Garage was adopted as an uncovered bus route terminal point that is presently in use.



John Topman's enthusiasm for buses included attendance at events and rallies. Possibly of interest is the photo above that shows the LBM Canteen Trailer at a Cobham event serving real food! Notable is the addition of the Dexion safety rail in an unusual early example of attention to H & S (but had a risk assessment been made?)

(A list of acknowledgements and thanks was published with Part I of this article).

Book Review

Michael H C Baker

Book Review – A London Country Busman 1975-1990 by Matthew Keyte, pub Capital Transport 144 pages. ISBN 978 1 85414 4812, hardback £30.00p.

The author describes his fascinating career, first with London Country, later London Country North West, moving from conductor to management, profusely illustrated in colour and black and white as one would expect of a Capital Transport production.

Matthew's career goes back far enough for him to have trained as a driver in December, 1977, briefly on one of the very last Country Area RTs, 3461. His instructor was 'Sid' of the 'old school' who 'had an incredible vocabulary of curses which he used extensively.' It is these human revelations which lift the book out of the ordinary, not that any recount of a London busman's career is ever simply that. But time and time again we are given insights which are revelations to your reviewer and, we suspect, to anyone who has never actually been employed on a London bus, whether as a conductor, driver, engineer, or management. Your reviewer remembers RT 3461 in London Country livery working out of Chelsham. It was subsequently preserved.

Matthew quickly moved on to RMLs. He makes no bones of the fact that he failed the driving test three times, which might well have meant dismissal. 'All my instructors (said)...that I knew how to drive the bus, but approached potential hazards too fast.' So Matthew gets one more

chance, drives RT 3461 to Crawley, on a bitterly cold December morning, the bus is put over the pit to 'thaw out the air pipes,'...eventually the test started at 11:15 ...I have no idea where we drove around, but by 12:00 we were back at Crawley Bus Station, the Highway Code questions answered and – I'd PASSED. phew.'

The latter part of the book takes us deep into the traumatic period when what had been the Country, 'green bus' area of London Transport, disappeared almost without trace. Falling passenger numbers, OPO buses, vehicles often unsuited for what was being asked of them, deregulation, new forms of ticketing, funding, disputes between unions and management. A bumpy ride indeed. The foregoing is, of course, only a hint of what is an absolutely fascinating story, and highly recommended.

RT 3461 photographed at Chelsham by MHCB, it is now being restored by Dean Sullivan of Sullivan Buses



Inter-Station Buses

Colin Read

What started out as a gentle stroll portraying how this service was shown in the bus maps has turned into a major opus!

The Inter-Station Bus Service went under various names over the years and was intended to provide a convenient service between the various London rail terminals, as opposed to using the Underground. Although it commenced under London Transport in October 1936, a service between London rail terminals has been traced back to the horse-bus days of 1851, details of which are not available.

The London General Omnibus Company and the Combine introduced two motorbus routes from September 1915: the 93, a circular service in one direction only from and to Victoria station, serving Liverpool Street, Cannon Street and Charing Cross stations and the 95, King's Cross to Victoria via Russell Square, Charing Cross and Whitehall, both routes calling at intermediate points. Both operated weekday early morning journeys, no doubt using the ubiquitous B-types.

Considering that it was wartime, by the end of the year the routes were advertised as 'special services if required by military traffic'. They were operating thus in June 1916 but had disappeared by the end of the year and the route numbers were used elsewhere.

In July 1928, P. Hearn (trading as Gray's Inn Coaches) and with sponsorship from at least two of the Big Four railway companies (LNER and SR), introduced the 'Inter-Station Autobus Service', operating Mondays to Saturdays. More is known about this operation, as follows:

Hearns had a fleet of seven 12- or (mainly) 14-seater 27hp Daimlers, built between 1921 and 1928. The service and vehicles were not taken over by the LPTB, pending introduction of a custom-built type of vehicle for the service, using LT's then standard type of chassis. A decision taken by them in 1935 stated that whilst the buses were in extremely good condition, they were of obsolete design, with low headroom and had no more than three years of life left. There would also be maintenance and engineering problems if they were acquired. Hearn was permitted to operate for a further period of six months from the beginning of 1936. It's thought that the prospect of operating a service in the following (Coronation) year would have stretched them too far anyway.



Preserved Inter Station Cub C111 at Waterloo in May 2022 on an overnight photo-shoot. Note vintage taxi and lady actor in costume. A stop post with an identical flag to that at Victoria was specially erected at Waterloo for the 2022 photo-shoot-Adrian Palmer

As stated, London Transport introduced its new Inter-Station Bus service (ISBS) as from 1 October 1936 using five of the eight one-and-a-half deck crew-operated Leyland Cubs (C106-113), coded 3C3, finished in a distinctive sky blue and yellow livery. Twenty passengers could be accommodated in the Park Royal-built bodies. A large luggage compartment was located beneath the raised rear seating portion. The Cubs were supplemented by red or green T-types during the summer months.

The Cs (and presumably the Ts, temporarily) were based at Old Kent Road (P) garage, which continued to operate the service, using later types, right up until the garage closed in 1958.

Until 1939, the service was run on behalf of (and maybe under contract to) the railway companies. It was initially restricted to railway passengers with through - cross London - tickets (but only to/from the continent according to LNER flyers) but this restriction was later lifted.

Routeing was from Victoria to King's Cross stations (Mons-Sats daytime) stopping only at Paddington, Marylebone, Euston and St Pancras. In April 1937 the service was extended to serve Waterloo and the allocation increased to seven. A Sunday service was introduced the following month, five buses being adequate for that day of the week.

By July that year, Cannon Street station was added, with the complete routeing (still clockwise only) being Waterloo-Victoria-Paddington-Marylebone-Euston-St Pancras-King's Cross-Cannon St-Waterloo (daily, daytime). The Cannon Street stop appears to have been dropped

from October 1937, the service being maintained by six Cubs, seven by the following March, with later minor allocation variations between the C- and T-types over the next few years.

Cannon Street was served again, possibly during part of 1938. (It's curious that a service to that station was thought necessary, as opposed to, say, Liverpool Street or London Bridge.)

My searches indicate that it was not until 1939 that the service made an appearance in the bus map, it being shown under the title 'INTER STATION BUSES as an irregular daily service stopping only at the stations' (as above). (St Pancras seems to have dropped in and out of the wording over the years.)

Eight 3C3s were allocated by April 1939 (Mon-Sat) with six on Suns suggesting that Cannon Street journeys were reintroduced. However, the service was withdrawn entirely as from 16 September 1939, following the declaration of war.

Under London Transport auspices, the route never carried a number and remained crew-operated with initially a flat fare of 1/-, increasing to £1 by 1985. The buses were then put on loan to ENSA (Entertainments National Service Association). The ISBS was however re-introduced as from 20 December 1943, at the request of the Minister of War Transport, as a normal night service from around 18:00 to 05:30 and available to all passengers, but omitting the Marylebone and Cannon Street stops.

Five ST double-deckers had appeared, seemingly from this date, (including nos. 613 and 771), also painted in the special sky blue and yellow livery with the special INTER STATION fleetname, between four and five STs being allocated for the service. The route was as before and returning to Waterloo (clockwise only). Special luggage racks were installed on the lower decks of the STs, resulting in a reduction of their seating capacity to 40. I

One of two STs allocated to the Inter-Station service stands at Waterloo-LBM Collection



cannot find any reference to the service in any of the maps produced during the war, maybe to save paper.

As from April 1944 the service became circular in both directions, as opposed to clockwise only. Operation continued with a mixture of the 3C3s and STs. The service reappeared in the 1946 map, advertised as 'Inter Station Buses' operating from 6pm to midnight with early a.m. journeys, Waterloo, Victoria, Paddington, Euston, St Pancras and King's Cross only.

October 1946 showed two STs and three 3C3s operating the daily evening service and one Cub or ST nightly, all, of course from Old Kent Road garage. The Cubs had nearside and offside single line destination indicators displaying INTER-STATION BUS with the smaller letters underlined. One photo shows a Cub displaying a destination blind in the window forward of the nearside sliding door displaying CALLING AT/VICTORIA/PADDINGTON/EUSTON/KINGS CROSS/WATERLOO.

The 1949 and 1950 pocket maps actually give a full timetable of what is described as the 'Nightly Bus Service Between Main Line Stations' via the same route and returning in service non-stop from King's Cross (KX) to Waterloo. (Although expressed, of course, in am and pm times, I'll use the 24-hour clock for convenience.) First departure was at 18:11 from Waterloo then basically half-hourly until 00:11, with an 03:22 KX to Waterloo and a complete 'rounder' at 04:26.

In the *anti-clockwise* direction, departures from Waterloo were at 18:26 then half-hourly until 23:56, an 03:03 to KX (returning as the 03:22) which then formed the 03:41 via KX to Euston, returning thence non-stop to Waterloo. St Pancras is not mentioned.

The January 1950 map contained an amendments leaflet to various day routes (oddly with a March 1951 print date) which shows that the evening service had been heavily reduced, with just three clockwise departures from Waterloo from 23:09 (one Sun night/Mon morning only) then a lengthy gap after the 00:13 departure from Waterloo until one complete circuit at 04:47. The *anti-clockwise* service consisted of a 23:41 Paddington to Waterloo with a handful of others (Waterloo to KX or Euston) and no complete rounders. Detailed descriptions would be a good cure for insomnia!

Between 1947 and 49 the Inter-Station Cubs were used to cover severe shortages in the double deck fleet and were used on ordinary services, the 53A (Camden Town-Plumstead Common) being a case in point.

It appears that these ISBS reductions did not commence until November 1950, coinciding with the complete withdrawal of the 3C3 types (the last petrol-engined buses in London). Eight were hired to BEA for a period in 1951 and transferred to GM (Victoria garage) after which all were sold by August 1953.

Standard red RTs took over (ex-day routes), one operating Mon-Sat nights with three on Sunday nights. The service remained thus during the 1950s, with variations at Christmas. From July 1958, one clockwise journey Sun night/Mon morning from King's Cross to Waterloo was diverted to serve Holborn Viaduct station.

With the closure of Old Kent Road garage in November 1958, the allocation was switched to New Cross (NX), which remained unchanged until the service ceased operation.

Special bus stop flags were erected for the Inter Station Service. Photographic evidence of an early design at Waterloo (and probably elsewhere) shows the following wording on the flag:

INTER-STATION
BUSES FROM
HERE FOR

KINGS +

EUSTON

ST PANCRAS

PADDINGTON

VICTORIA



The Special bus stop at Victoria in April 1977-Colin Read

At Paddington, the buses pulled right into the station and stopped on the concourse, a quite remarkable sight!

By January 1964 there was a type change from RT to RM, one sufficing Mon-Sat nights and three Sun nights. The

Fri/Sat service was withdrawn completely in September of that year then reintroduced later that month (Sun nights only) with no stop at Holborn Viaduct (*was there much of a night train service?*) but a new stop at St Pancras on anticlockwise journeys. Two RMs were allocated.

I can only surmise that the reason for St Pancras appearing and disappearing from the maps was that the buses presumably mounted the sloping approach road and later, maybe just served King's Cross, which is, of course, immediately adjacent, only a short walk away.

A summer seasonal service was introduced from June to September 1965 on Fri/Sat nights (one RM), with a stop at St Pancras as before but on all three nights. Two RMs operated Sun nights.

The pocket maps showed either 'Main-Line Station Buses' or 'Bus' as appropriate, which must have been a headache for the compilers!

Christmas services on the ISBS operated over the years, with variations, but as from 1965 the service was suspended over the yuletide holiday period. I imagine that this was due to lack of demand, with the increasing use of private transport at that time, which continues, of course, today.

January 1966 and the service was reduced, using just one RM (Sunday nights only) and the St Pancras stop was no longer served. Routeing was Waterloo-Victoria-Paddington-Euston-King's Cross-Waterloo in both directions. Here again, from June to September, the summer seasonal service was reintroduced as before with the St Pancras stop served only on anti-clockwise journeys, for some reason, but on Sat nights only. Again, there was no Christmas service.

RML2516 on the service at St Pancras/King's Cross, June 1978. The white on blue intermediate blind reads: WATERLOO/VICTORIA/PADDINGTON/KING'S +. The red brick gabled building in the background has long since been demolished-Colin Read



The seasonal service reappeared again in 1967 (June-Sep) as before but with the stop at St Pancras served in both directions Fri & Sat nights. The same situation operated during the seasonal period for 1968 and right through until 1979.

The 1970 map shows the title as 'Inter Station Bus'. Over the New Year 1973/74 a Sunday night service operated on 30/31 December but again there was no service during the rest of the holiday period.

The start of the summer seasonal service in June 1977 saw a type change to RML, one bus being used as before. A further type-change to a crew-operated Metropolitan (MD) took place from November 1979. The period May to September 1980 saw the service introduced on Friday and Saturday nights but clockwise only, with St Pancras served Fri, Sat and Sun nights. The frequency was also increased to hourly - with an hour's meal break - and an adjustment to the routeing, which became Waterloo-Victoria-Paddington-Euston-St Pancras-King's Cross-St Pancras-Euston-Waterloo. Allocation remained the same. The Friday night service was withdrawn in September.

Another type-change took place in January 1981 from MD to crew-op DM, still from New Cross, of course. It's 1982

Dunkirk Little Ships Veterans Trip Glyn Matthews

Every year the Association of Dunkirk Little Ships arranges a veterans' cruise from Penton Hook Marina to Shepperton Lock, with lunch provided for the veterans upon arrival. On Sunday 3 September the Association hosted others from the Falklands Veterans Foundation, Special Forces Veterans, Argyll and Sutherland Highlanders and members of the Not Forgotten Association. The cruise departed at 10am from Penton Hook Marina and headed downstream to Shepperton Lock, with 23 little ships taking part. The Museum was delighted to help with



and all change. The pocket maps show it as the 'Interstation Night Service', complete with moon symbol and running on Saturday and Sunday nights between the same stations, but St Pancras is again omitted. (The print size on the map seems unnecessarily small, there being plenty of room for a larger typeface.)

The 1984 map relegates the 'Inter-Station Night Service' to the All-Night bus routes list but shows the revised routeing.

One crew-operated Titan (T-type) had taken over in November 1983 and this situation remained until the Inter Station Service was completely withdrawn completely as from 22 April 1985.

Subsequent operations serving the London terminals will be dealt with in Part Two.

(I am indebted to Peter Osborn, Treasurer of the London Bus Preservation Trust for access to notes from the Omnibus Society's London Historical Research Group for much of the material in this article, also to Guy Marriott of the LBPT and to Leon Daniels, Chairman of the LBPT for additional information supplied)

this event. This year, we provided RF 226 and UMP 227. Graham Burnell and I drove the buses and transported all 63 attendees back to their vehicles at Penton Hook Marina after lunch. All the passengers were very impressed with the vehicles and thoroughly enjoyed the ride!



Above: veterans all. The moment is captured for posterity.

Left: awaiting their passengers, UMP and RF 226 at Penton Hook Marina.

Photos-Glyn Matthews

Routemasters - Going

London verliert ein Wahrzeichen
Abschied vom roten Doppeldeckerbus / Geld ein Hauptargument

Von Marc Baumann

London. London verliert eine seiner beliebtesten Touristenattraktionen - die roten Doppeldeckerbusse. Nach 50 Dienstjahren werden die rollenden Wahrzeichen auf immer mehr Buslinien durch modernere ein- und zweistöckige Busse ersetzt.

Wer doch noch einen »Routemaster«, so der offizielle Name der roten Doppeldecker, findet, der darf für etwas mehr als einen Euro pro Fahrt seinen Mut beweisen. Denn das Ein- und Aussteigen ist jederzeit während der Fahrt möglich. Für deutsche TÜV-Prüfer undenkbar, im unbekümmerten London erlaubt - aber nur auf eigene Gefahr. Denn die Busfahrer bremsen so unvermittelt wie sie Gas geben. Fahrgäste, die gerade aus dem Bus springen wollen, fallen dabei schon mal unelegant aus dem Bus. Und wer noch mit einem Bein am Trittbrett steht, das zweite aber schon auf der Straße hat, der lernt den Spagat.

Immer für eine Beule gut sind im roten Doppeldecker aber auch die niedrige Decke und die enge, steile Treppe zum oberen Stockwerk. Und doch hängen Touristen und Einheimische an den altersschwachen roten Bussen. In der Metropole fahren sie seit 1954 zwischen Oxford Street und Buckingham Palace, zwischen Trafalgar Square und Big Ben - und sind längst ein Wahrzeichen geworden.

Die Londoner müssen schweren Herzens Abschied nehmen. Und nur die Verfasser der alljährlichen Unfallstatistik können darin etwas Positives erkennen. Die Zahlen seien deutlich gesunken, seit moderne einstöckige Busse mit vom Fahrer überwachten hydraulischen Türen auf immer mehr Buslinien zum Einsatz kommen, so die »BBC«.

Neben mangelnder Sicherheit und fehlenden Einstiegsmöglichkeiten für Rollstuhlfahrer ist aber vor allem das Geld ein Hauptargument gegen die Doppeldecker. Auf dem »Routemaster« fährt immer ein Schaffner mit, weil der Fahrer zum Inneren des Busses keinen direkten Zugang hat. Die Schaffner sind der Stadt, ebenso wie die häufigen Reparaturen, zu teuer.

Billig hingegen ist der Preis für Liebhaber. Sie können die roten Bus-Klassiker kaufen. Schon ab 2000 Pfund (rund 3000 Euro) gibt es einen originalen roten Doppeldecker.

Ein traditioneller Doppeldeckerbus fährt durch die Innenstadt von London. Im Hintergrund ist der »Big Ben« zu sehen.
Foto: Harris

Der Mann, der uns im Autibus eine Fahrkarte gibt, heißt der Schaffner.

The above newspaper cutting from a 2005 German newspaper, was sent in by Malcolm Keen. In view of the recent launch of the T15 service by Londoner Buses, it seemed appropriate to include it along with this translation.

London loses an emblem

Goodbye to the double-decker bus / Chief reason is cost

London is losing one of its most popular tourist attractions - the red double-decker buses. After fifty years in service, these travelling emblems are being replaced by more modern single- and double-deck buses.

However, whoever finds a "Routemaster" (the official name of the buses) in service needs a lot of courage, as it is possible to board and get off the buses while they are still in motion. For German safety experts this would be unthinkable, although it is allowed in London - but only at your own risk. The bus drivers brake as suddenly as they accelerate, causing passengers intending to jump off to be ejected from the bus, and anyone standing with one foot on the rear platform and one foot on the ground can easily end up doing the splits.

The low ceilings and steep, narrow stairways are a further source of injury, but despite this, Londoners and tourists have taken the buses to their hearts. They travel between Oxford Street and Buckingham Palace, as well as between Trafalgar Square and Big Ben since 1954 - and have become an emblem of the city.

Londoners must say goodbye to the Routemaster with a heavy heart. The only people who can be glad are those who compile the accident statistics. The numbers of accidents have reduced considerably since the introduction of modern single-deckers with driver-controlled hydraulically-operated doors, according to the BBC.

Apart from the safety aspects and the non-existent access for wheelchair users, the main argument against the Routemasters is cost, as a conductor always needs to be on board, since the driver has no access to the passenger cabin, and the cost of conductors, as well as the repair costs have become too great. Anyone wanting to buy one of these classic buses can do so for around £2,000 (approx. €3,000).

Below: RM 2217 arrives at Brixton garage 9th December 2005, theoretically the last service RM-Dave Jones.



Going

Roger Stagg

As a follow-up to Michael H C Baker's articles on the decline and ultimate demise of the London Trolleybus system I can report that elsewhere the opposite is happening.



Vancouver in British Columbia and Victoria Island in particular, the final destination for many London buses is changing. Twenty five years ago the motor bus reigned supreme and whilst the service bus fleet was by then of mostly USA manufacture, the tour bus fleets were mainly made up of RTs. Victoria Island, probably the most British place outside of Britain, still had RTs operating just 19 years ago but being replaced by Bristol Lodekkas, although of course they were red and sported London Transport fleet names.

The RTs in Vancouver began to be displaced by Routemasters, supplemented by ex-Southdown open top deckers, and certainly if you took



a "Hop on Hop off" bus it would be British, operated by Gray Line vehicles. It seemed that the migration pathway was from London/South Coast to Vancouver and then to Victoria via possibly Niagara Falls as one RM seen there in 2002 was resident in Vancouver in September 2013, along with RML 2466. At least one RM operating then still had its AV590 engine, but it was in far from good order and we corresponded for some months regarding the export of a replacement.



Service buses in Vancouver were by then seemingly of North American manufacture but in Victoria all the new vehicles were Dennis, seemingly mirror images of standard UK designs, with the addition of bicycle carriers on the front.

Fast forward to July 2022 and Vancouver central area is mainly trolleybuses, both two axle and bendy-bus variants, with diesel service buses rarely to be seen. The double deckers have gone, the trolley wire system is too low, certainly for open toppers.



Hop on Hop off is now operated by somewhat sad single deck ex-U.S. school buses without side windows and a roll-back plastic roof which offers little/no protection from the weather, either good or bad. Over 26 degrees C this July, but only just above freezing in the winter. No comments from anybody about future and winter operation of the Sight Seeing Tours. As the trolley system is expanded maybe even Hop on Hop Off may have to succumb to electric operation as much of Vancouver is doing for both cars and commercials. Interestingly, the trolleybuses have enough battery power to operate for up to 20 minutes with poles down.

No guarantees about all these "facts" taken from earlier visits, "chats" to drivers and, this year, anybody who knew anything as solidly true, that being virtually nobody. Drivers know the sights and if they know anything else it must be "top secret". Gray Line reps know how much a ticket is and the answer to "when is the next bus due" is always "ten minutes"

I've added a couple of photos of Routemasters in operation including one with LBM's Aunty Dawn looking across at the extra entrance door for the "drive on the right" Also one of a 1920's tour bus to Capilano in North Vancouver. I bet they wish they still had that now.

Not gone!

Dave Jones

Like an ageing pop star, the Routemaster has made another comeback, this time a purely commercial operation by Londoner Buses.

The RM wasn't supposed to last more than 17 years, on which basis the last one built, our RML 2760, should have gone for scrap in 1985. Yet another 20 years was to pass before the "last" one ran, but even that wasn't the real end, as two heritage routes along parts of routes 9 and 15 kept a couple of dozen buses active. In the intervening period 45 RMs had been bought back from various owners and refurbished by Marshalls of Cambridge, adding Cummins engines to Allison gearboxes and renewed electrics as well as "hopper" opening windows. It was from these that the heritage routes drew their vehicles. The



Eight of the ten 15H RMs at Waterden Road garage in February 2006-Dave Jones

reprieve was not to last, the 9 route being axed in 2014. The 15 limped on for another five years, its schedule ultimately being reduced to an unattractive summer weekend service from a daily 15-minute frequency. A major factor in the route's demise was TfL's unwillingness to invest in contactless fare collection equipment at a time when cash was no longer king. The route last operated in September 2019, with doubts about its continuation beyond then. Covid was the final arbiter.

RM 1941 was one of four RMs "unrefurbished" by Hants & Dorset trim in 2017-Dave Jones



Former 15H RMs 871 and 1941 at Showbus 2022 when route A was launched-Dave Jones

In September 2022, Londoner Buses launched new Routemaster route A, running from Waterloo to Piccadilly Circus. Two of the former 15H buses were used, joined by others as the fleet grew over the next year. Now, since 21st October, Routemasters again trundle between Tower Hill and Piccadilly Circus, with occasional journeys to Waterloo. A purely commercial operation that seems to go against the general rule of bus services in London. Starting such a venture outside the peak tourist season is a gamble, but one which I hope pays off so that the proud Routemaster can again be master of the road.

Below: RML 2583 and RM 1357 at Tower Hill-Steve Few



Standard to Maintain

Rev. John Lines MBE

I grew up in South London in a place called West Norwood. I developed an interest in London Transport very early in my life; possibly because Norwood (N) London Transport Garage was around three minutes walk from my home. On top of that Norwood Tram depot was a ten minute walk! Nearby at Crystal Palace, I had the wonder of so many vehicles on routes to exotic sounding places and, joy of joys, the 654 trolleybus route!

At that time Norwood Garage was home to a mixed fleet of LT and STL types and I soon realised that standardisation was an important aspect of London Transport, especially with regard to maintenance and spares availability. However, I guess that I have always been a bit of a rebel and like items that buck the trend as they say! Readers will probably be aware of the dawning of my interest in non-standard London buses due to an encounter with a wonderful, for me at least, Utility Guy Arab at Victoria. That initial enthusiasm was reinforced some years later when, on a visit to a scrap yard, I was given a Guy motif from the front of a Guy Vixen lorry.

Those two incidents started me on a lifelong quest to discover the Guy buses of London Transport since the Utilities, although I did dabble for a time with some of the earlier Arabs that came into the fleet from the takeover of some independents. There were 435 Guy Utilities Arab IIs, plus one post war Arab III, G 436, which I guess Guy Motors hoped would allow them some orders with London's post-war double deck fleet modernisation by the wonderful RLH, RT, RT, RTW vehicles. Sadly for me that was not to be. I have a feeling that the Meadows engine in G 436 might have been its downfall. G 436 was withdrawn

G 102/GXE 542 in Vasses scra yard at Amthill, Bedfordshire. Yielded spares for 351. Park Royal body.



G 146/GYE 90 ex Alexander RO 708 in Dunsmore's scrapyard, Larkhall. Park Royal body.

from service after five years and sold to Yugoslavia. I have often wondered whether it might still exist in some out of the way place in that country, what a joy that would be for me to see it sitting alongside G 351 at our wonderful museum at Brooklands!

Having talked to some London Transport drivers who worked on the Utility Guys, I soon realised that they were not the most popular of vehicles compared to the various pre-selector vehicles they had been used to. That said, it was not a universal view, one driver told me on a visit to Alperton (ON) that you really had to concentrate on changing gear and he felt that he was a better driver for that experience. The Utilities fared a little better than G 436, a good number achieving around seven to eight years service with London Transport. On their sale, not all went for scrap, a great many went to Scotland, I have a feeling that the canny Scots realised that the Arabs had a very strong chassis and the Gardner 5LW engine that they were fitted with was both very economical and reliable. Most of the large Scottish fleets such as Alexander, Highland, SMT and Western SMT received some of the London Guys eventually. The Northern Counties bodied ones were very popular as they were metal construction and thus in very good condition. A lot of the other bodied Utilities entered service with their original bodies, but eventually a lot were rebodied, some with Croft bodies from older vehicles in the Scottish fleets, others with new Alexander bodies. Yet others were completely rebuilt with either Alexander low double deck L53R bodies and given new FSD 454 – 463 registrations and chassis numbers. Thankfully London numbers of the rebuilds are known. At the same time, a number of chassis were totally rebuilt as single deckers



G 208/GYL 347 rebodied Duple Midland H31 /24R as Edinburgh Cororation 338. Original body Park Royal.

with registrations KCS 918/9; JWS 122 – 131 and LSC 91 – 101 for Highland Omnibuses and Scottish Omnibuses. Sadly, although the London numbers of some of the rebuilt single deckers are known, others are not, which is a bit frustrating as I try to get a picture of every London Guy in service and sold. Not to be outdone, Edinburgh Corporation purchased a total of sixty Utilities from London and had them rebodied by Duple with eight foot wide H55R bodies. They were all given new chassis numbers and registrations from JWS 581 to JWS 640. Thankfully one of the rebodies, the former G 77 still exists preserved in Scotland, maybe one day a picture of that alongside G 351 may appear! Yet another interesting rebuild was that of the former G 276 which was rebodied partly by the Provincial Company and Reading with a full front H56R body and re-registered CHO 449C as Gosport and Fareham 33, surely the most modern registration on a former London Utility Guy! The Gardner 5LW engine was also replaced with a Deutz FGL 514 engine. Incidentally that vehicle had firstly been sold to a contractor in that area and the chassis only was obtained by Provincial.

G 253/GYL 392 cut-down body with showman at Pitlochry. Northern Counties body.



English Councils and independents were not going to miss the chance of improving their fleets, and Burton on Trent purchased six of the Utilities, all ex Upton Park (U) vehicles, including G 351 which became their fleet number 70, the six taking fleet numbers 65 to 70. Lancaster purchased two London Utilities, former Gs 319 and 326, which became 459 and 105 in their fleet, using the registration numbers as their fleet numbers! Many independent operators took Utilities as well, for instance Lancaster 105, the former G 326, ended its life with Charlton-on-Otmoor Services, whilst Warner's Motors of



G 297/GYL 437 as Alexander RO 718. Northern Counties body. With Gs 294 and 309 in background. Both Northern Counties bodied.

G 308/GYL 448 as Highland E9 ex Alexander RO709. Northern Counties body.



Tewkesbury took Gs 335 and 336 and fitted both with platform doors. A rather special Utility was G 150 which was delivered with a Park Royal metal body and went to W.S. Rowbotham, a well known independent, who eventually sold out to Potteries Motor Traction, and it



G 319/GYL 459 as Lancaster Corporation 459. Park Royal body.

became their fleet number H 470. Some, including Gs 138, 154, 156, 158, 172, 174, 175, 224, 225, 229, 237 at least, went to the Ministry of Supply and then to the Atomic Weapons Research Establishment at Aldermaston.

A good number of the Utilities were sent overseas, a number went to Sarajevo, and in my collection I have a wonderful view of one of them, G 36, (by the late John Gillham), still in London Transport livery with the fleet number on the rear dome, thus a former Upton Park (U) G 336/HGC 115 with Warner's Motors. Park Royal body.



vehicle at that! Other places that the Gs reached were to South Western Omnibus in Colombo; T.J.G. Gran Canaria; Kenya Bus services, Mombasa and Nairobi; A.P.J.G. Las Palmas and Trans-Rhodes, Salisbury, Southern Rhodesia. Many of those vehicles were either rebuilt by their owners or rebodied, mainly as single deckers.

Sadly, for me anyway, a great many of the Utilities went to dealers, either for sale or scrap, a number being broken up at the Charlton works, probably by Cohen's who had also

broken a number of London trolleybuses at Colindale. London Transport did dismantle some themselves, whilst at least G 92 and 289 ended up as drivers' rest rooms. Yet another, G 174 spent a short time as an X-ray changing room before its sale, whilst others were used as either staff buses or trainers before their demise. Thinking back to my days in West Norwood, I thought that no Gs ever reached that area before G 351 when in my ownership. However, a photograph appeared with some buses from the Festival of Britain special LT fleet being kept on a piece of spare land alongside Norwood Tram depot and there in



G 351/HGC 130 in disposal yard at EW.

the yard is a Northern Counties bodied G. Sadly a London Transport uniformed man is standing in the front thus blocking the registration! A dealer in Bedfordshire, Vasses of Ampthill, took a number of the Guys, including G 102 which, with the others, was used as a store shed for a while. When I acquired G 351 from Burton, G 102 received a visit at the yard from yours truly, together with the late John Christie of T 31 fame, to yield much needed LT parts for dear old G 351.

However, we do need to note at this point that these 436 Guy double deckers were not the only Guy buses operated by London Transport. In the re-arrangements of routes in the Grays area, a number of Eastern National G 351/HGC 130 as Burton 70 with its crew taking a break.





G 351 as Burton 70 leaving Burton Depot which was previously a tram depot. Park Royal body.

vehicles came on loan to London Transport between September 1951 and January 1952. There were ten 5LW-engined Guy Arabs with Brush UL55R bodies, registrations JTW 146 -8 and 233 - 9, which kept Eastern National livery but received London Transport fleet names. The garage running plates were fitted and painted red. All the Eastern National buses were returned to their owner by the end of January 1952. Sadly views of the Eastern National buses with London Transport fleet names are hard to come by so I do not have them all in my collection of views.

Moving on a few years, to 1953, I received news that London Transport was about to receive some more Guy buses, I hope you can imagine my joy at that news, but they really were a surprise when they came! I had expected double deckers, but no way, they were single deckers classed as Guy Specials, hence the fleet classification GS. Even stranger for someone who was rather used to Eastern Coach Works of Lowestoft supplying bodies for Tillings/British Transport Commission fleets, was the fact that they were to have ECW B26F bodies. Much speculation ensued amongst the enthusiast fraternity as to what colour they would be clad in. They were, in fact, ordered to replace the Cs and CRs in the KSC 919 as Highland E87 with SMT single deck body. Could be any of Gs 116, 204 or 375



country areas, and eventually some Ts. I must admit when I first saw one I was really smitten, they really looked lovely in LT's country area livery. I well recall a preserved one (GS 67) being turned out in the central area livery to show what might have been. Another impression when I first saw a GS was that it looked a bit like a Bedford OB, another favourite vehicle of mine! The GSs had really been obtained for use on routes with either very narrow roads or low passenger numbers, but it would appear that 84 in the class was actually too many for London Transport's needs as GS 84 did not finally enter service until January 1956 after being stored for a long period. With the arrival of the all conquering Routemasters in the country part of London Transport, a large number of RF type single deckers became spare and many were to replace GS class vehicles as it became possible to operate them on some of the routes the GSs were used on at that time. Thus withdrawal of the class started.



G 369/HGC 148 as Western SMT DY 1006 rebodied Alexander L27/26R. Original body Weymann.

As they were withdrawn, the GSs were snapped up by a number of well known Independent operators all over the country. Two such operators who built up good numbers of the class were Basil William's Southern Motorways of Emsworth and Tillingbourne Valley in the Guildford area. I enjoyed many an outing to both operators' bases to see the vehicles in their new liveries and locations. Again, I have been trying to gain pictures of all 84 with London Transport or sold, sadly a couple are still eluding me!

The aforementioned John Christie and I were both in the Metropolitan Police at that time, and were patrolling on Traffic Patrol duty when we came upon a sorry sight in the Nine Elms area, GS 15 with flat tyres and looking really sad for itself. Whilst we were looking around the vehicle a man appeared saying it was his and he would move it, needless to say we offered to move it ourselves and take it off his

hands. Another friend, sadly no longer with us, was Brian Speller who had met me when I was at Crich with G 351 at one of their Transport events arranged by the late and much lamented Prince Marshall. He had mentioned that he would be interested in preserving a London bus as he and his wife had worked or were working for London Transport. You can guess the result, Brian became the owner of GS 15, which incidentally, had a seized Perkins P6 engine, something that I will return to later! I had a series one Land Rover at that time and it was agreed that I would tow GS 15 back to our base at Crystal Palace Low Level railway yard when the tyres had been sorted out. Happy and sad memories of that day, happy because we had saved a Guy, sad because it cost me a Land Rover! The Land Rover chassis back end collapsed and we had to collect John Christie's one to complete the tow!

Knowing my interest in Guy vehicles, especially London Gs and GS vehicles, the then manager of Tillingbourne Valley rang and asked if I would like to buy GS 64 which was for

New Display Cases

Alan Gaskell has constructed the new display cabinets on the mezzanine level in preparation for updated displays, which could include your collection.

The new display cabinets will feature special rotating exhibitions of members' private collections. If you have maps, tickets, ephemera, signs, models, posters or other items, this is your chance to showcase them to the world. The display units are safe, protected from ultra-violet light, and well-lit.

To learn more, contact Leon at leon.daniels@londonbusmuseum.com



disposal. One snag, the Perkins P6 engine on that was also defunct! Bearing in mind the problems with GS 15 we decided that we would not risk another Land Rover but borrowed a wonderful ex-Crow Carrying Company Scammell artic tractor that had been converted into a tow lorry by a local friendly scrap man. Another police friend, who owned STL 2692, Mike Hebard, suggested that Chuckie Chickens at Craven Arms in Shropshire were already operating GS 54 as staff transport with a number of other single deck buses including two RFWs and wanted another GS for their fleet. Although I had intended to re-engine GS 64 I eventually agreed to swap GS 64 and some cash for RFW 6, but that is really another story! So as I come to an end of this part of my story, I am pleased to say that G 351 and RFW 6 are with the London Bus Preservation Trust at Brooklands and I am certainly looking forward to seeing the RFW looking as fine as G 351 in their collection. GS 64 still survives as part of the London Transport Museum collection and really does look and sound right!

Where Were They Then?

The photo below was sent in by Brian Jones and features former Redhill Road resident T 792, now seen frequently at events in pristine condition.

Brian's question, by way of a brain teaser, is: where was the photo taken? The building on the left should be a big clue.

If you know where this was, Brian does, but he's not saying yet, please send your answers on the modern equivalent of a postcard to; editor@londonbusmuseum.com

There's no prize, just a brief moment of fame. Any extra information and similar photos are also welcome.



Donations Received

July to November

The museum is pleased to acknowledge the gift of objects from members and others who may be downsizing their collections or from families of those no longer with us. Many thanks to those who have chosen to donate to us, and our condolences to those who have lost family members and friends.

Thank you to the following donors:

Donor	Object(s)
Chris Harbott	Transport books
Mr. A. Eaton	Transport books
Mr. M. Clout	Engineering Manuals/Fare charts
Andrew Braddock	TIM Ticket Machine
Malcolm Childs	Bus Stop/Fare Stage sign/Books
Jonathan Draper	Bus Books
Ken Bennett (dec'd)	Bus Stops/Blinds/Photos
Barbara Stevens	Leaflets, models, timetables, books
Graham Smith (Mike Scott dec'd)	Bus models/Railway Rolling Stock/Track/Books/Photos

Melvin Phillips adds, "In the last magazine there was a credit for a donation by Mike Scott. This was not really

correct and did not reflect what I had hoped to see in print. The donation of Mike Scott's bus and railway items and books, from his estate, was the largest donation we at Donated Items have ever received (27 boxes!) and was a credit to a very long standing supportive member of LBM as you will know.

However the donation of the items from the estate was in practice at the discretion of Graham Smith, another great long standing supporter, and thus Graham should be credited for his generosity in allowing most of Mike's items to come our way."

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.

Social Events

Simon Douglas Lane - Social Secretary

Two dates for your diaries both sides of the New Year!

VOLUNTEER LUNCH:

This will be in the workshop on Wednesday 13th December at 12.30pm for 1.00pm. To assist with the Catering it would be appreciated if you could sign up on the list in the canteen by Wednesday 6th December. Thank you.

NEW YEAR'S LUNCH AT SILVERMERE:

This will be held on Sunday 14th January 2024 at 12.30pm for 1.00pm. If you have any dietary requirements please let me know and at the latest by 7th January before I go to Silvermere that week to confirm the final arrangements. The cost is £35 per person which is the first increase since 2022. Payment by BACS transfer only to the LPBTLtd bank account: 00018504: sort code 40-52-40, reference NYL. If you could also meet the deadline of 7th January to book in, that again assists me when I visit Silvermere.

I look forward to seeing a wonderful turn out at both events, and a very Happy Christmas and a successful 2024 to us all.

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

X (Twitter): @londonbusmuseum

Facebook: www.facebook.com/LondonBusMuseum

Honorary positions

Hon President: Peter, Lord Hendy of Richmond Hill, CBE (Chair, Network Rail)

Hon Vice-Presidents: Chris Heaps & Guy Marriott

Museum Mentor: Gary Wragg

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Vice-Chairman & Rolling Stock Director: Roger Stagg

Secretary: Peter Brown

Treasurer: Peter Osborn

Aaliah Haq

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Health & Safety Director: Vacant

Human Resources Director: John Owens

Marketing Director: Deryck Fill

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Safeguarding Officer: Bob Bailey

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Volunteer Manager: John Owens

Web-site & Social Networking Manager: Ian Jackson

Workshop Manager: Owen Wright

London Bus Museum Ltd

Managing Director: Gerry Job

Shop Manager: Yvette Gower

Company Secretary: Peter Brown

Registered Office

Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0QS

Charity number: 1053383

Company Registration number: 1061762

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

ITEMS FOR THE MAGAZINE

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

LAST COPY DATE FOR THE

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Sunday 21 January 2024

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.

2024 Diary Dates

Saturday 9th March - AGM and Members' Day

Saturday 23rd March - Heritage bus operation on route 145 for Barking garage centenary

Sunday 14th April - Spring Gathering

Sunday 9th June - Heritage bus operation on route 406

Sunday 23rd June - Summer Festival

Sunday 20th October - TransportFest

Additional heritage bus operations to be advised

THE LONDON BUS PRESERVATION GROUP LTD



Destined to become the "25190" of the 27 class in 1972 - shown here on a visit to Cobham recently. An interview with the present operator is also shown. (See article)

LONDON BUS PRESERVATION NEWS TRUST



COBHAM BUS MUSEUM NEWSLETTER



No. 1 JUNE 1993

COBHAM BUS MUSEUM MAGAZINE
Issue 50 Spring 2006 £2



The journal of the London Bus Preservation Trust Ltd

LONDON BUS MUSEUM MAGAZINE



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