



Barking Centenary AGM & Members' Day Spring Gathering

Magazine

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London Bus
Preservation Trust

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EDITORIAL Dave Jones

Doesn't time fly when you're bus spotting! There have been many bus events so far this year that this issue is rather picture-heavy. I've been well and truly spoilt for choice with the photos sent in and it's been difficult to give everyone a chance.

My highlight so far was the Barking garage centenary and driving a couple of RTs on route 145. My move east in 1982 was the beginning of a long association with the garage, working both with the operations and engineering sides. The garage had its own atmosphere regardless of staff changes over the years, and was always a pleasure to visit. Apart from the introduction of electric buses, it hadn't changed much since the 2019 super-event!

Besides the copious photos that record some of the season's events so far, it's been a sad duty to include two obituaries, with a tribute to a preservation pioneer lined up for next time. As Leon writes in his Chat, none of us are getting younger and it is wise to consider the future of our bus memorabilia etc. when the inevitable happens. I have made provision in my will, please don't let your valuable

items end up in a skip.

On a happier note, recent CoM meetings have noted an influx of young folk among our volunteers and ways of increasing this number have been under consideration. There will always be a warm welcome for anyone who wants to help out with the various activities that keep the Museum running. It really is a case of "the more, merrier" as anyone who has been in the canteen at lunch time will testify.

Compiling this issue has been like a game of Tetris (ask a child!) trying to squeeze as much in as possible, but it's a pleasurable challenge, although not every item can be included on receipt. I've enough general interest items to keep me going for the rest of this year, but please don't be put off sending in an article as the variety of lengths and number of photos can affect when it can be fitted in. I generally try to use items in order of receipt.

So there we are, another issue done, I hope you find it entertaining and informative. I can hear the clink of ice in a large G & T, so I'll leave you to it!

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Front cover photo: RT 1 pauses opposite Ilford Station as part of the Barking centenary event-Ian Davidge

Back cover: Mark Kehoe has some back ends for the back cover. Above is RT 4779 and RML 2499 and RML 2412 leads RCL 2233 below.



REPLICA 1950s/60s SUMMER UNIFORM JACKETS

The Museum produces replica uniforms, which represent the jackets worn by crews in the 1950s/60s. They are made with either navy or green cuffs and collars. The Navy trim represents the uniform worn by central area (red bus) crews and the green trim was for the country area crews (green buses). Members are entitled to a discounted price of £39 and drivers and conductors, who crew the Brooklands bus rides, are entitled to a significant subsidy.

The jackets are produced in sizes 40" chest to 50" chest in two-inch steps. They are equipped with the Griffin buttons designed by LPTB and which continued to be used into the 50s/60s.

Please contact Robin Helliar-Symons on RDHSymons@gmail.com, or write to: 7 Bedford Close, Maidenhead, SL6 3UP for more information.

CHAIRMAN'S CHAT Leon Daniels

I am writing this in the immediate period after our most successful Spring Gathering with almost 4000 visitors, 100 buses and great success in our shop, at our sales stand, our bus tours and over 20 new members.

As Deryck Fill lead the charge with all of our amazing volunteers; Peter Osborn delivered the bus rides and a whole raft of our people were stewards, ticket sales people, bus crews, organised the bus displays and made sure all went well.

We were sad on the same day to learn of the death of Des Maybury at his home in Cyprus. An avid vehicle collector he is well known to us as the owner of S 454, the Tilling Stevens and Inter-Station Cub C 111 which he generously gave to us one night so we could visit all the main line railway terminals. We send our condolences to Victoria and family.

The loss of Des reminds us that we must all take care of what happens to us when we are gone. I again ask members to think carefully about the arrangements for their wills. I also ask you to talk to us about how your wishes might be delivered if we are involved. We are often left collections of material, sometimes without warning. We can provide suitable boilerplate texts so that your wishes are clear, unambiguous and straightforward. When

you are doing all this, do think of your wider situation, tax liabilities and other issues.

Another way in which people can help is to think as to whether you might contribute to us whilst you are still alive and well. I am able to announce for the first time that David Stewart – the long-time editor of The London Bus newsletter – has been instrumental in the funding of T 448 which is in the final stages of restoration. I mention it because Dave has been very ill of late following a gas leak at his home. Now discharged to a care home he has for the first time consented to his generosity being made public. We will do all we can to make sure he sees it finished.

I hope this does demonstrate that you can contribute to the work of the museum in this life and the next, so please do talk to us if you might wish to do so.

Now, to more cheerful matters, we have an exciting programme for the rest of 2024 with our running days on route 406 and at Bromley this year, two further Brooklands events, and more improvements at the Museum itself. We are delighted to continue to welcome new members and encourage you to support us in what we are doing. New volunteers are, as always, most welcome.

XF 3 Leon Daniels

I am delighted to announce that XF 3 has joined the Museum's fleet, having been generously donated by Gary Wood.

This acquisition fills a gap in our collection which does not have a single example from the experimental period of the mid-1960s. None of the XMSs or XMBs survived, nor did any RC. All the XAs went to Hong Kong so it is XF 3 that represents that era for us. This was London's first foray into rear engine vehicles and the slightly bizarre experiment of closing off the upper deck during the off-peak to allow one-man operation as a "single-decker" on route 424.

XF 3 also was fitted in 1967 with a Cummins V6 engine at a time when the marque was unheard of in the bus industry. Although the unit was replaced by a Gardner engine again in 1975, Cummins went on to be the power unit of choice across many fleets of rear engine buses.

The XF will go on display in the Museum as part of our continuous plan to change the offering over time.

XF 3 in Station Road East, Oxted, in August 2018-Dave Jones



COUNTRY BUS EVENT AT EPPING ONGAR RAILWAY 25th February 2024



Left and below: Former Cobham resident STL 2692, recently repainted to its later livery, was re-launched at the event, which was also attended by Win Wickens and her daughter Melanie and family, who together with Colin Wickens who passed away last year, were the STL's former owners-Roger Wright and Phil Hambling
Below left: RF 13 is seen at Nazeing Commons-Dave Jones
Lower right: a busy scene at North Weald Station, GS 17, RT 1700 and RLH 48-Nigel Eadon-Clarke



Above: bus chaos at Old Harlow. RF 136 and XF 1 with RMC 1513-Nigel Eadon-Clarke
Upper left: RLH 48 arrives at North Weald-Phil Hambling
Lower left: Your editor in charge of RMC 1453 at Old Harlow-Nigel Eadon-Clarke

LBPT AGM & MEMBERS' DAY 9th March 2024

This year's combined AGM and Members' Day was perhaps the most successful ever, being held on a Saturday. Over 110 members attended and yet again more chairs had to be arranged, even our Chairman had to stand! The meeting was conducted in an orderly and expeditious manner, reports having been made available in advance. A great improvement on some past meetings.

Roger Stagg, Peter Osborn and Owen Wright retired as Trustees, replaced by Aalia Haq and John Duff, who also took over as Treasurer.

An increase in subscriptions was discussed and passed, and there was a lively discussion on whether members might be able to opt out of a printed magazine. A number of questions and comments were received and responded to.

Once the formalities had been concluded, members consumed tea and buns in the workshop before enjoying rides around Weybridge on ST 922, STL 2377 and D 142 made longer by an unattended set of temporary traffic lights.



Top left: NS 174 is making great progress, looking almost complete bar paint-Phil Hambling
Top right: T 448 is also making good progress-Nigel Eadon Clarke
Centre left: ST 922 is almost at capacity as it heads off for a "run round the block"-Phil Hambling
Centre right: the congestion in Weybridge provided a chance to swap buses-Dave Jones
Left: RML 2760 was on duty for Museum visitors' rides-Dave Jones

GOLDERS GREEN & MUSWELL HILL RUNNING DAY 10th March 2024



This event was linked to the BBC's Red Nose Day fundraiser with vintage buses running on parts of routes 13, 43, 102, 210 and 240 with an extra route, 603. The weather was not kind and it seems that a number of expected buses were not present. Despite this, programme sales contributed over £500 to the appeal.

Left: green RFs appeared on the 210 once more, as demonstrated by RF 673 at Golders Green. All photos by Nigel Eadon-Clarke
Below left: RF 486 represents the norm for several years after OPO conversion.

Below right: RT 4275, once a Muswell Hill bus, has just passed under the Northern line at Golders Green.



Left: the 240 was always a problem route for Watling District, even Metrobuses didn't improve matters, but they looked smart, as does M 1014 approaching Golders Green bus station.

Bottom left: RML 900 passes RM 2208 on Muswell Hill Broadway.
Below right: RML 903 has just passed Fortis Green Road



SAFEGUARD CENTENARY EVENT 17th March 2024



Safeguard Coaches of Guildford celebrated its centenary in style with a number of vintage buses operating a network of routes centred on the cathedral. LBM sent along UMP 227, RT 4779 and D 142. Buses from Safeguard's past and present took part, along with others from Aldershot & District and King Alfred of Winchester.



Above left: RT 4779 takes a break between trips-Adrian Palmer

Left: D 142 loads up for another trip-Nigel Eadon-Clarke

Above right: UMP sets off for the car park-Nigel Eadon-Clarke



Above left: Safeguard's past was represented by 200 APB, a 1965 Reliance with Burlingham body and OPC 26R a 1976 Leopard with Duple Dominant body-Adrian Palmer

Above right: preserved Aldershot & District 1958 Dennis Loline with East Lancs body is pursued by UMP-Nigel Eadon-Clarke

Left: King Alfred Motor Services 1964 AEC Renown with Park Royal bodywork leaves the imposing cathedral behind-Nigel Eadon-Clarke



BARKING CENTENARY OPEN DAY HERITAGE BUSES

23rd March 2024

The centenary of Barking garage was celebrated in style by Stagecoach and LBM. An open day at the garage with heritage buses running on route 62, the last to have RTs, and the 145, operated by BK throughout its history, except for a five year "loan" to Ensignbus.

Huge thanks are due to all involved in an amazing day, especially Peter Osborn for organising the bus routes.



Left: ADL E400MMC 12400 has been painted in a 1924-style livery to mark Barking's centenary-Nigel Eadon-Clarke
 Above: STL 2377 and RT 1702 enjoy the limelight-Colin Read
 Lower left: Barking ran Titans for a number of years, these three, 21, LBM's T 23 and "T 1983" showing different liveries carried over the years-Nigel Eadon-Clarke



Above right: RT 113 arrives at Chadwell Heath, very near its base while under restoration.

Right: Also at Chadwell Heath, RT 624 recreates the final day of RTs in London service.

Below: RML 2760, at Barking Station, shows a "might have been" had Barking ever ran RMLs. All Nigel Eadon-Clarke



Upper left: The London Bus Company supplied seven buses for the event, two of which, RTs 1790 and 3933, are seen at Woodford, Horse & Well at the start of the day-Dave Jones

Above right: G 351 contrasts with Arriva's T 173, branded for route 150, as it passes opposite Ilford Station-Nigel Eadon-Clarke

Lower left: RT 2177 rests at Redbridge Station-Nigel Eadon-Clarke

Below: RTW 75 is well loaded as it passes Barking garage. The type ran from the garage in the early 1950s-Nigel Eadon-Clarke

Lower left: The London Transport Museum's DMS 1 approaches Barking garage-Phil Hambling



Above: Between 1986 and 1991 the route was operated by Ensignbus, with a very varied selection of vehicles. Their smart MkII Metrobus queues to turn right at Barking garage-Phil Hambling

Left: Journey's end, Dagenham, Kent Avenue. RTs 1790 and 3933 take a breather before their next journey-Dave Jones



MORE BUSES OUT AND ABOUT



Above: Route 65 was also graced by vintage buses on Red Nose Day. RTW 467 leads RML 2735 across Kew Bridge. At Kew Green stand RM 1400 is being prepared for its first trip, while RML 2735 passes-Nigel Eadon-Clarke.

Right: RF 395 was at the East Grinstead Running Day on 21 April, on route 428, as was GS 62, seen at Dormansland-both Stuart Hicks



Right: T 23, looked after for LBM by the Bromley Bus Preservation Group, was also out and about in unfamiliar territory.

Below: RT 604 looks at home approaching Forest Row.

Below right: RM 1009 has re-appeared after 40-odd years following a recent change of ownership.

All three - Nigel Eadon-Clarke



COUNCIL MATTERS

As expected, much of the meeting was taken up with plans for the AGM and Spring Gathering, however, here's a brief outline of what was discussed.

Finance, Peter Osborn and John Duff

The year-end accounts were presented and we are in a very good position, with the shop contributing more than the previous year. Considerable income was a result of recent legacies, however, these are not predictable. Quotes for insurance are being sought.

Education, Bob Bailey

Advice is being sought on how under-18s can be safely involved in volunteering. The results will be subject to discussion at the Education Committee.

School visits continue to take up much time, with up to 100 pupils during the course of some days.

Membership and IT, David Harman

Membership remains steady, with a net gain of one to reach the current level of 1038.

On the IT front, CoM members, and others who hold LBM data, have been asked to provide details so that potential cloud storage solutions can be assessed.

A number of cost options for the introduction of VOIP (Voice Over Internet Protocol) phone systems were discussed.

A local company has been contacted in order to review current servers and backup procedures.

Owing to rising postage costs there was some discussion on formats for digital copies of the Magazine and whether a print version was necessary at all. The result was the "straw poll" at the AGM which will form a basis for further consideration.

Rolling stock, Roger Stagg

On the restoration front, T448 is now well advanced, and the upholstered seats are due to return. A new electrician is in place and will work on to completion. The engine has now been rebuilt and reinstalled. Test running awaits the return of the water pump from a specialist who is doing similar work on the Ambulance and Ford Van. A launch towards the end of this year is the aim.

NS174 moves slowly forward with interior priming undertaken, most of the drive assembled and the braking system now being erected.

Marketing, Deryck Fill

Arrangements for the Windrush-themed Spring Gathering were well in hand. After some discussion it was agreed to hire marquees for both spring and autumn events. Four university students carried out some filming on the BYD and the rest of the museum, while Brooklands Museum Trust arranged a photo-shoot for their own publicity. Our own publicity plans were outlined.

A third "quiet hour" took place, with plans for a further four during this year.

Facilities, Ian Reddick

The new wicket door in the workshop shutter was completed. CCTV cameras are to be installed at our Northchapel site to improve security. Problems with the counter on the exit gate have been resolved, at last!

Curatorial, Phil Palmer

Some 6000 donated slides have been digitally copied so far and the future of the originals was discussed.

A model donation and plans for the new display cases were outlined.

Books within the LBM library are being reviewed and duplicates passed for disposal via the second-hand stall. A considerable number of donated magazines will be added to second-hand stock or made available at the entrance. Any relevant articles have already been extracted.

Fundraising, Simon Douglas Lane

An application is in hand for an Art Council grant towards the cost of digital scanning of our stock of engineering drawings. This has been a very complex process.

At the time of Simon's report, donations towards the restoration of T 357 had reached £35,000. There was some discussion on next stages and at what level of funding would it be appropriate to seek quotes for any work that was to be outsourced.

"London" to Brighton HCVS Run

The meeting was briefly attended by Fraser Clayton, Chair of the HCVS, and his wife Linda, to outline plans for the run which would be starting from Brooklands Museum.

**LBM SPRING GATHERING
14th April 2024**



Top left: M6 and RF 395 at rest-Bob Stanger

Top right: Stagecoach' East London Ambassador and Bow's former RM 1933 compare liveries-Mark Kehoe

Upper left: the only other RF present was 48, being stalked by a taxi-Mark Kehoe

Left: Bromley Bus Preservation Group brought along our SP 1-David Bowker

Lower left: DT 29 was representing early midi-buses-David Bowker

Lower right: Little and Large-Bob Stanger

Bottom left: work in progress on display with T 448 and the horse bus-Mark Kehoe



Top: The first BEA to enter service, the first RM, and the first and last RMLs-Leon Daniels.

Upper left: Many people and many Routemasters-Michael H C Baker

Upper right: An assortment of older "modern" buses, now worthy of preservation-Nigel Eadon -Clarke

Above left and right: the RT family was very under-represented this year-Nigel Eadon-Clarke



ANTHONY HARMAN LEWIS Ian Barrett

Our friend and colleague Tony, passed away peacefully at his home in Ashted on Friday 16th February and a number of us attended his funeral service at Randalls Park on Wednesday 13th March, using 738J as his Hearse.

He was born on 1st January 1933 and grew up in the Ewell area, going to school in Epsom. Then onto Kingston Technical College, where he studied during his engineering apprenticeship and time at Cooper Cars. Whilst at Kingston College, he met his wife to be, Dorothy (Dot).

As normal at that time, he was called up to complete National Service at 18. This Tony did with Number 6 Battalion of the Royal Electrical and Mechanical Engineers, based at Bordon in Hampshire. There he specialised in vehicle recovery and repairs of all types, including tanks. This fuelled his lifelong interest in all things vehicular.

Tony and Dot were engaged in 1955 and married on 16th March 1957. They had two children, Carolyn and Geoff, born in 1962 and 1965, respectively. Dot and Tony formed an excellent team and you couldn't have met a nicer couple, until Dot sadly pre-deceased Tony in 2018.

After National Service, Tony went to work for Borg Warner, the gearbox manufacturers, after which he joined Shell-Mex and BP Limited (SMBP), the jointly owned marketing and distribution company for Shell and BP in the UK. He worked for BP's Lubricant brand. At one stage he worked in the agricultural sector dealing with and analysing customer claims regarding lubrication problems. Following the demerge of SMBP at the end of 1975 Tony remained with the BP brand until the 1980s when he transferred to BP Chemicals. His final appointment before retirement was with Orbis, a company specialising in oil additives then owned by BP.

For holidays, Tony and Dot would often take Carolyn and Geoff to the south of France, or Spain, where they would enjoy water sports of various types, which was something else close to Tony's heart, as was boating/watercraft of all types.

In 1992, Tony took early retirement and had no problem in filling his time. He volunteered and played a significant part in a number of local voluntary organisations, including Leatherhead Swans (providing fellowship and activities for disabled people of all ages), being a founding member of the local 'Probus Club' and joined our own London Bus Preservation Trust in 1996. He also drove for Epsom Coaches, Nostalgia Bus and my own Memory Lane Vintage

Omnibus Services at various times. Having a PCV licence was of great use and enabled him to occasionally borrow a vehicle and provide transport for Leatherhead Swans outings that he would organise.

As an engineer (following in his father's footsteps), everything he was involved in would be thoroughly investigated, well designed and executed. He was willing to have a go at all sorts of different projects and nothing was too large, small or uninteresting for him to consider, so long as it involved engineering. There are a number of exhibits around the bus museum that Tony was responsible for, either repairing or making (the Leyland Clock and the tilt test model display unit are just two of them).

He was a very direct, no nonsense and pro-active person and didn't like to accept the words 'no', or 'not possible', in conversations about things he wished to do. You knew exactly where you stood with Tony and I remember him telling me on one occasion that "people could be too sensitive at times", but he was never unkind. He was generous with his time and was always willing to help people out. He was a great person and kind friend. As a team member he was well respected for his input and knowledge and will be sorely missed by all that had the fortune to know him. Our sympathies go to Carolyn, Geoff and Tony's two grandchildren, George and Sid.

Tony in 2018 with his recently completed tilt test-Brian Jones



WARD JONES Remembered by his family, with a contribution from Roger Stagg

Alvin Ward Jones, known to all as Ward, was born in High Wycombe towards the end of WW2. His father was a Canadian G.I based in the local area. Ward was one of 5 children and had a tough upbringing, as did many at that time. He never liked his first name and always wanted to be known as Ward. From a young age he had a keen interest in all types of transport and at the age of 11 got a part time job on a milk collection round, deciding one day to help out by turning the lorry round while the driver was talking to the farmer. This resulted in a 'clip round the ear' but this did not discourage him and led to more driving (not on public roads though). Buses became a major interest and through careful planning he would often play truant from school, and after the purchase of a one penny platform ticket he would travel into London, dodging ticket collectors, and make his way round various London Transport garages collecting bus numbers and noting what types ran from where. Timing was critical and he would be back in time at the end of the school day to catch the bus home at the correct time. More legitimate trips would be undertaken at weekends and during school holidays, often travelling by Green Line coach and Country buses, and visiting as many garages as was possible in a day. This became the norm for Ward in his teenage years.

His working career started at the age of 15 with G.E. Stevens in High Wycombe maintaining their lorry fleet. The firm was a fuel supplier and this sparked Ward's interest in fuel tankers, resulting later in life in his purchase and restoration of an AEC Mammoth Major fuel tanker. Ward moved on to H. & J.W. Aldridge, fruit and vegetable merchants in High Wycombe, maintaining their vehicles and constructing bodies on new chassis bought by the firm. Before long, he became their transport manager, at a



particularly young age to have that responsibility. He started Ward Jones Commercial Vehicles in the late 1970's, initially in a couple of temporary workshops, before finding a permanent home in 1979 at Binders Industrial Estate in Cryers Hill, just north of High Wycombe. Ward became well known for the maintenance and restoration of historic vehicles, whilst also maintaining more modern vehicles for local firms. It was not unusual to see at his premises an almost new lorry sitting alongside a 1930s bus, and a casual visitor would nearly always see a Routemaster or two there. Part of his business included buying buses and supplying them to local schools, bands, clubs and libraries, as well as to coach companies.

Many of these vehicles have survived into preservation, including some 12 or more ex-London Transport RFs. Ward was passionate about his own vehicles, and in 1972 (early days for bus preservation) he acquired DBL154, an ex-Thames Valley Bristol K6A, which is now with the Thames Valley and Great Western Omnibus Trust. In due course he preserved two further vehicles, KYF16 a Regent Oil AEC Mammoth Major fuel tanker, and CFN104, a 1948 ex-East Kent Leyland Tiger coach, which the family are now offering for sale. All three vehicles have become well known on the rally circuit. Ward sold his business in 2013 and 'retired' although he didn't stop working! He continued to enjoy his interest and passion working on vintage vehicles, notably for Robert Wells (S.H. Pratt Group) with his large fleet of restored lorries, and helping many other friends and acquaintances to maintain their vehicles, right up until his recent health issues made this impossible.

Ward had a keen interest in the London Bus Museum right from its early days and his almost unrivalled knowledge of AEC vehicles from the 1930's onward made him a regular "call upon" when there was a problem. He was very much involved in the water loss problems of RML2760 and eventually found the micro pin holes in the cylinder wet liners. He was the "go to" man for preselect gearbox problems. His passing is a great loss not just his family but to the preservation movement as a whole.

Ward sadly lost his battle with cancer on the 4th March 2024, leaving his beloved wife Pauline. He will be greatly missed by all who knew him.

LET'S HEAR IT FOR BARNET John Ward

My reading of reminiscences in this magazine from points all around the London Transport bus operating area made me realise little mention has been made of Barnet. Yet Barnet had so much to offer: a northern terminal of the trolleybus network and the Underground, interface between Central and Country areas, Green Line services with several bus garages and a trolleybus depot close by.

From birth to 1967, home was on the Great North Road (A1000 as was). Introduced to bus spotting after a focus on train spotting at New Barnet and Oakleigh Park stations on the East Coast Main Line (with Gresley Pacifics, 'Green Arrows', Peppercorn and Thompson designs and BR Standard series plus the I in 200 gradient heading north, but that's another story), I realised my parents' bedroom offered a level sighting opportunity of the trolleybuses, RFs and RTs that plied the road (and later the RMs, RMCs and RMLs). In daytime before the Barnet by-pass became the A1(M), other operators including Birch Bros and Standerwick were to be seen, and at night and early morning I recall Western Scottish coaches.

The feast of delights to me were the regular London Transport routes: the 84 from Arnos Grove station to St. Albans, the 134 from Pimlico to Potters Bar station, the 609 from Moorgate to Barnet Church, the 645 from Canons Park to Barnet Church, the 714 from Dorking to Luton, the 716 from Chertsey to Hitchin, the 716A from Addlestone to Stevenage, the 717 from Victoria to Welwyn Garden City and the summer season 726 from Romford to Whipsnade Zoo. This brought vehicles from Addlestone (WY), Dorking (DS), Finchley depot (FY), Hatfield (HF), Highgate depot (HT), Holloway (J), Luton (LS), Muswell Hill (MH), Potters Bar (PB), Romford (RE), Stevenage (SV) and

RF 344 at White Stone Pond, Hampstead



Walthamstow (WW) (on the 84 when extended from Arnos Grove to Walthamstow on Sundays). Then a short walk to the south to Lyonsdown Road brought the 34 from Palmers Green (AD) while a walk to the north to the top of Station Road, opposite the Odeon cinema,

brought the 107, 303, 303A, 306, 340 and 350 adding Edgware (EW), Garston (GR), Hertford (HG) and Ponders End (E) to the list of garages. Green Country services now plied with the Central and Green Line services that were the staple diet. Sadly, I do not recall the RTLs nor later the RMCs on the 303 and 303A but I do remember the start of new 261 RT route from New Barnet Station to/from Arnos Grove Station.

Journeys on local routes (often downstairs at the front to watch the driver) were dictated by several factors: church, family, friends, outings, school and spotting. On Sundays the usual feast was a 609 or 645 trolleybus from what we called 'County Boundary' – where Hertfordshire and Middlesex were said to meet, the bus stop at the top of Cherry Hill - to Barnet Church. Any suitable return service was used. To visit an aunt in firstly Forest Gate and later Romford involved a number of options which generally started with a 134 to Tottenham Court Road and included the 25 and the 66; a visit to relations in Enfield necessitated using the 107 and then the 128 or 135; regular runs to an aunt, uncle and grandmother who lived in a Hampstead flat started with a 645 or *occasionally* a Green Line to Golders Green and then a 210 RF up to the White Stone Pond; a trip to family friends in Battersea started with a 134 to Tottenham Road and then a 19; days out were often with Red or Green Rovers (the latter available after 09:30 and often involving a panic to ensure we caught the last 306 to serve New Barnet station in the evening to avoid paying a single fare back from Borehamwood); school trips to/from senior school involved the 107 or the 306 bringing the sight of green RMLs to the area and initially RTL 310 as the returning Leyton staff bus in the evening along Wood Street; while spotting trips used the Twin Rover allowing a mix of tube and red bus to reach AEC Southall, Feltham, Hither Green, the London railway termini, Old Oak Common shed, Park Royal Works, Southall steam shed, Willesden steam shed and 'foreign' bus garages. The 726 was used for occasional summer holiday trips to Whipsnade; the bus only stopped outside the Red Lion on Barnet High Street and catching one was a lottery with an hourly service and popular demand, so long waits could ensue. But a Romford (RE) Green Line RT belting its way through the Hertfordshire and Buckinghamshire countryside was fine compensation for me. Another spirited trip on an RT was on a Green Rover trip when one on Route 321 thrashed through the Maple Cross area on its way from Watford to Uxbridge.

Perhaps the favourite memory is the trip I undertook to say farewell to the TD class on Route 240A. One Sunday afternoon in 1962 (and me still not 10!) I left home to



RF 435 and RM 2152 at a very quiet Golders Green

walk to Totteridge & Whetstone station on the 'tube' [the Northern Line] and caught the train to Finchley Central, changing here for Mill Hill East. Here I found the 240A stop and boarded the TD. The Leyland roar was just superb! Through the back roads it made its way to Edgware station and the journey ended oh too soon. A 107 (probably an RT) brought me back past Aldenham Works to the top of Station Road, Barnet for the short walk home. A memorable afternoon and no mobile 'phones in those days to reassure my parents I was OK!

Then there was the Sunday in 1961 when the trolleybus trip to Sunday School brought an RM to Barnet Church on the 609; the new curved bonnet instead of the straight version on the RT created a fascination with the RM class which has lasted until today. But that story would fill another page...

Or another Sunday trip which started on Manor Road with an RT on the 134A to Muswell Hill, an RT on the 212 down to Finsbury Park, a train ride to New Barnet and a 134A back.

Eventually, a bike came my way and that allowed me to cycle across to Harrow Weald for the RLHs on Route 230 – especially those in green which were transferred when redundant in the Country area. First contact with these vehicles came with a Green Rover ride which took us from Watford to Chesham on a 336.

The family moved in 1967 away from the A1000 to a property in walking distance to the school I attended so I didn't need a 'bus journey'. The only regular exposure then was to the 107 and 306 services along Wood Street close to Barnet General Hospital; unfamiliarity with the buses, having girlfriends and being 'hip' around friends into the Progressive Rock music scene at the time meant 'bus spotting' was not 'cool' and had to cease. The same could not be said for secretly train spotting as steam locos were still around (at least at Waterloo and in the North West for another year) and the replacement diesels remained an interest. The creation of the National Bus Company passed me by.

While a boy I didn't have the wherewithal to afford a camera, so I have little to reflect my Barnet life and interest. My first bus photo was a grainy shot of an open-door RF on the 210 by the White Stone Pond, Hampstead; later a Brownie 127 permitted shots of RTs and new (2000 series) RMs at Golders Green. After starting work, I could afford a Pentax though it wasn't brilliantly reliable – no digital facilities in those days. In the era of slides, I ignored what would have been a beautiful shot of two RTs on the 261 at New Barnet Station ('I can do it later') to get to see other RTs in Bromley. Today, a camera accompanies me whenever I'm out.

The vehicle changes to Barnet services over the years could be a book in their own right, but include 609 trolleybus to 104 RML and later the 263 OPO service; RTs to RMs, DMs then others on the 134; RTs to SMS on the 84 and 107; RFs to RMCs on the 716 and 717 (with the latter extended to somewhere called Wrotham); RTs to RMCs, then LNBs on the 303 and loss of the route south of Potters Bar; and the loss of the 306 east of Borehamwood to mention but some.

One day in 1977 I became aware a colleague in the office was reading a monthly LT buses magazine and I had to ask to read it. That magazine brought the interest back; at a training school in Beckenham I became aware and watched RTs pass by regularly to the detriment of the learning. My interest was rekindled. Visits were then arranged to travel with my red bus pass on routes where the RT and the RF family were to be replaced by modern stuff and to fill in gaps in my Ian Allan ABC. I was at Barking on 7th April 1979. I also witnessed the sad state of many vehicles at Chelsham and at Grays garages and the variety of buses, including RMLs, on the 480 around Dartford.

The interest remains today; I have sought out RTs and RMs in Australia, the Netherlands, New Zealand and Spain. And since 2009, I have been a part owner of a (non-LT) historic vehicle.

For another day is my admiration for the Routemaster...



RT 402, RMs 2013 and 2014 at Golders Green

COBHAM
BUS
MUSEUM
MAGAZINE



Another selection of snippets from the past.

EDITORIAL

Bill Cottrell

Another magazine and news of another bus accepted by the committee to the collection at Cobham. My old friend Michael Blackburn, more familiarly known as Blackie, is working towards taking early retirement and moving to Scotland. He has decided to donate his very fine GS along with an extensive collection of spares, to the museum. As the GS is a long term resident this does not involve making extra room to accommodate it, but I think it is about time I reviewed the progress of the vehicles owned by the Trust. The status of the eighteen vehicles in the museum's care and control is as follows:

D 142, STL 441, T 504, TD 95, RTL 139 and GS 34 are all active. However, they all require regular maintenance, especially RTL 139, which has to be maintained to a set routine due to its class 6 standard. STL 441 is on 'light duties' due to fragile bodywork. ST 922 is undergoing mechanical repairs, RT 2213 chassis is almost completed, while 332W (towbus) requires a gearbox change,

SMS 369 needs minor rectification work, RM 3 attention to a leaking steering box, and Ford van 1096F needs its brakes and steering sorted out. RT 2775 is currently undergoing body restoration, and will then need a thorough mechanical overall, while T 448 needs major body repairs while canteen unit 702B needs minor body repairs and painting. STL 2377 is coming to the end of total restoration, G 351 is undergoing mechanical restoration and the body needs a total rebuild while STL 2093 and the canteen trailer are not yet programmed to be started. On top of this, the building and grounds need to be maintained and the shop needs to be staffed on a regular basis. There is a job for everyone to suit his or her talents and interests!

After all the above, it seems churlish of me to appeal for more input from members to the magazine. I resolved that I would not be one of those editors forever complaining about lack of copy, forever threatening that there would be no magazine unless more articles were forthcoming and constantly whinging about lack of input. Therefore, you will not hear these complaints from me, but this issue has been a real struggle for content.

CHAIRMAN'S REPORT

Peter Plummer

Apart from a very small nucleus of regular attendees at the museum, volunteer numbers have noticeably dropped this year even amongst resident members. This has resulted in enormous pressure on those who do turn up to organise the scheduled list of events to the point where an officer of the Trust has been relegated to clean toilets used for display days.

A dilemma faced five individuals who attended the museum on Monday 5th

April to fulfil a publicised display day and prepare RTL 139 for a full c.o.f test the next day. As it was, Richard Hussey, Andy Baxter and myself worked almost to midnight to ensure the vehicle passed its test and be available for the Open Day service. It was impossible for the same individuals to properly organise the public duties required and as a result and mentioned in Bill Cottrell's editorial, a sneak thief struck, more than once I believe with Bill and I as the victims. Following a second poorly manned display day on 2nd May, the committee discussed the options and there was a view that events would need to be cancelled to achieve a sustainable level of manpower for events since we understand the membership does not take kindly to lobbying for volunteers. Any cancellations will undoubtedly affect the Trust's ability to finance the STL 2377 project and subsequent similar plans for other vehicles.

The RT60 road run from Aldwych to Cobham Stoke D'Abernon station on 6th June organised by Roger Stagg was supported by 21 vehicles, 2 of which were RTL variants. Only one mechanical breakdown occurred and was quickly rectified by Cobham engineers. The RTW50 event on Sunday 4th July and organised by Roy Adams was a friendly and relaxed day with five of the six roadworthy vehicles in attendance. Members came from far and wide to experience the day during which antipodean member David Churn informed me that T 499 in Western Australia seems to have had its moment of stardom and is now used as a store, its future uncertain. Again, only one mechanical breakdown during the day and again quickly dealt with by the Cobham crew My thanks are extended to the owners of all the vehicles that took part in the events and the volunteers who supported them.

David Mulvey has resumed the responsibility of Museum Development Officer vacated by Dave Jones and has competently slotted into the role for which I extend gratitude on behalf of the Trust. Vehicle restoration work has, not surprisingly, slowed significantly over recent months. The RT demonstration chassis unit under the leadership of John Rawlins called upon Bill Cottrell and Andy Baxter to resolve the final mechanical problems and the exhibit became operational during June and became a magnet of attraction by visitors particularly the youngsters.

P3, repainted and tested took up its role as driver trainer during June. Tony Lewis has effected replacement of the final corroded floor coving on the lower deck of RT 2775. Dave Bray and myself assisted the progress on STL 2377 during July with the last major area of internal preparation on the platform and stairwell.

Paving from the north gate to the bus shelter within the grounds has been laid to a very high standard thanks to a partnership grant provided by the Surrey Museum Consultative Committee.

A letter from the Highway Agency confirms the decision to keep Redhill Road permanently closed to through traffic and the provision to review yet again in two years' time has been dismissed.

SECRETARY'S REPORT

J.L. Bedford

Annual General Meeting
It was not possible for the procedures to enable the proposed restructuring of the Trust to be brought to a conclusion by the date originally set for the Annual General Meeting. Following a review of the situation, the committee decided to defer the meeting for three months with a view to trying to achieve a negotiated settlement in the dispute with the directors of the former LBP Ltd. and

report a more positive outcome than would otherwise have been possible.

At a meeting in London in June, the Charity Commissioners were notified of the delay and the reasons for it - the opportunity was taken to seek guidance from them on the implementation of the changes.

The Museum Collection.

I am pleased to report that another ex. London Transport vehicle is being taken into the collection. Michael Blackburn, a long-standing member of the Trust will be leaving London in the New Year and moving to Scotland. He is the owner of GS 34, which has been a resident of Cobham since 1974 and is restored to a high standard. Blackie has offered to donate the GS to the museum together with a collection of spares and other equipment - subject to it being formally accessioned by the Trust and the museum agreeing to the usual safeguards for its continued preservation as part of the collection. The committee thanked Blackie for his generous offer and arrangements are in hand for the transfer of the vehicle into the ownership of the Trust.

Appointment of Museum Development Officer.

David Jones notified the committee of his intention to resign earlier in the year due to the need to devote more time to his family and work

commitments. Trust member David Mulvey, who has been working with Graham Ruddock and David Jones on museum development projects, kindly offered to step in and fill this important role - at a time when a number of new museum initiatives were being discussed with external bodies who may be able to offer grant aid. At the committee meeting of 19th May, David was formally appointed as the Trusts Museum development Officer. I should like to place on record our thanks to David Jones for his contribution in the past, particularly during the period when the trust was working towards achieving full Museum Registration.

Elsewhere in the issue was a story of D 142's trip to Japan, an unaccredited account from Prince Marshall's archive. Simon Douglas Lane reported on the 1999 open day and the prospects for the Millennium event. His woes were little different to those of today's organiser! Roger Stagg reported on the RT 60 road run, in which RT 113 stood in for RT 1 to recreate the launch at Aldwych, as shown on the magazine's cover.

If you want to read the whole edition, it can be found in the members' area of the LBM website, along with many other editions and plenty of other items of interest.



Photo Graham Smith
The first two GSs at Open Day. GSI in traditional LT Country Area livery while GS2 retains its Southern Motorways colours



Photo Nick Abbott
Simon Kriesler receives a commemorative model from Gordon Edridge for completing the restoration of LS98 to class 6 standard (with just a little help from his dad)



Photo Graham Smith
RTs 29 and 185 pose together on Open Day. They were to be joined by three others of the class at the splendid RTW50 event on the 4th July



Photo Graham Smith
RTs 1206 and 1594 enter Hyde Park Corner on the RT60 road run

MORE ON CRAVENS Micheal H C Baker



Colin Read's article on the Craven RTs brought back all sorts of memories, for I knew them well and the Whitgift Middle bus spotters club (unregistered), which I joined in September 1948, was formed just in time to record their arrival in our home town. Croydon had been acquiring RTs from the very earliest days of the post-war deliveries, July 1947 to be precise, on account of the fact that the three Thomas Tilling garages, Croydon (TC) itself, Bromley (TB) and Catford (TL - Lewisham), all operated in the town with petrol engine vehicles, not just ex-Tilling STs and STLs, but many former London General versions of same. These were all-time expired, some getting on for ten years past their sell-by date, and whilst all over the London Transport system there was a huge demand to bring the fleet up to date, Croydon was particularly favoured. As Colin records, the first 27 Cravens went to the Country Area, none of them to garages that operated in Croydon. The first Cravens in our area arrived in May 1949, seven of them at Elmers End, where they were replacing LTs, which were almost twenty years old and operated route 12 which worked between South Croydon and Harlesden, and the 194, Croydon Airport to Forest Hill. Strictly speaking, the 12 was divided into two sections and at our end it terminated at Oxford Circus, whilst the most westerly



section did not reach Croydon. However rules are made to be broken and Craven RTs from AH (Nunhead) garage, which were also delivered in May 1949, served the Harlesden end of the route and certainly did on occasion appear in Croydon. In my April 1950 ABC I have underlined no less than 28 of the first 30 red Cravens, and whilst I must have spotted some further afield, the great majority I had seen gracing the streets of Croydon.

I liked the look of them, if only because they were different: I hate to admit it but I was not the only one of our bus-spotting community who found the ever-greater preponderance of the standard RT just a trifle boring as we entered the 1950s. The Cravens looked a bit top-heavy from the front, although rather more elegant from the rear, and the reversion to a five-window layout was distinctly, if quite endearingly, old-fashioned. I did not start taking bus photographs until 1953, my father kindly passing over his elderly Kodak folding Brownie with its two, allegedly 1/25 and 1/50 shutter speeds. The only Craven I managed to capture, and it was probably fortunate that it was not moving, was RT1518 in a lineup at Catford garage in November 1955, shortly before its withdrawal. It had been delivered to Forest Gate (G) garage in February 1950, and thus served LT for 6 years, which, by any standards, was far below the norm. It is stated, a fact without doubt, that at the end of their London service 23 red Cravens were repainted green and that they all served based at garages north of the river, yet I am convinced I saw one in South Croydon, near the corner of Carlisle Road and Selsdon Road either in late 1955 or early 1956. I was not in a position to take its photograph, so I am afraid you will have to take my word for it.

Top, RT 1518 and others at Catford, November 1955- MHC
Left, RT 1431 at Shepherd's Bush-James Whiting

WHERE WERE THEY THEN?

The mystery photo in the last issue gained one response - thankfully it was correct!

The (dubious) honour goes to Nigel Parks who identified the location as Purland Road, Plumstead, at the premises of Hunter's Plastics/Resco. This was opposite the embryonic Woolwich Bus Museum. Nigel writes, "many vehicles owe their existence to the museum - both LT Militants, 832], the LBM STL (I forget the number), many RTs, RMs and RFs, the odd GS, my own and Alan Chute's Thames Trader Underground breakdown vehicle (which still has only 23,000 genuine miles on the clock) - plus lots of others."

BEA 1, owned by Cliff Blackwell at the time, was on site "borrowing" electricity from Resco, a railway vehicle restoration company. The bus, and its trailer, was the first example to be restored to original condition.

RM 70, CHISWICK WORKS SATURDAY & SUNDAY 20th & 21st JULY

With the 70th Anniversary of RMI being delivered to London Transport fast approaching, Mark Kehoe sent in a few photos from ten years ago when a number of RMs gathered at Earls Court, now itself only a memory.

The event, organised by the Routemaster Association, will take place on the site of Chiswick Works. Full details can be found at routemaster.org.uk



THE GREATER LONDON BUS MAP and THE GREATER LONDON NIGHT BUS MAP

A brand new 41st edition of The Greater London Bus Map is dated 13th April 2024 and is priced at £2 from www.busmap.co.uk. The map shows the complete bus network in and around London, including school routes and night buses, along with an enlarged map of the Central London area showing selected places of interest. It includes a comprehensive route list giving details of all London Bus routes, including days of operation and operator.

Also released to complement The Greater London Bus Map is a 2024 update of The Greater London Night Bus Map, now in its 10th edition, showing all night bus and 24-hour services, still only £4.

Mike Harris's maps are available from our Museum Shop, or our online shop. They can also be purchased in person at the LT Museum Shop at Covent Garden.



DONATIONS RECEIVED January to March 2024

We are pleased to acknowledge the donated items of transport related material from members and others in support of the museum. Many thanks to the following who have donated to us in recent months.

K Allen	Books, DVDs, magazines
Ruth Perry	Books, models, maps from the estate of late Raymond Fessey
Bob Harris	Diecast models
Henry Law	Books
Michael Goodwin	Books
Geoff Holmes	Tools
Geoff Latham	Tools from estate of Mrs E Blane's father
Mike Beamish	DVDs
Peter, Lord Hendy	Fare and timetable charts, bus stop timetable glass frame, paper cash bags
Leon Daniels	LGO bus stop flag
Guy Marriott	Wooden VIA board used on an NS vehicle
Robert Doe	DVDs, books, magazines
Michael Baker	Books
Andrew Gray	Postcard album, plaque, London atlas and guide for 1896
Geoff Hudspith	Collection of destination blinds
Bob Williamson	Quantity of rollers for blinds

Where items are unique, have special heritage or are of exceptional interest, then we may consider adding them to our collection. All items not so added will be offered for sale to other enthusiasts via our second-hand stall in order to help raise funds for the Museum.

Route 406 heritage day

Sunday 9 June 2024

IT'S FREE

- Kingston ⇌ Cromwell Road
- Surbiton Hill Road
- Tolworth Broadway and station ⇌
- Ewell Village
- Epsom town centre
- Tattenham Corner
- Tadworth ⇌
- Reigate ⇌
- Redhill ⇌ bus station

Come for a ride on heritage buses through Kingston, Ewell, Epsom, Reigate and Redhill as part of our programme of bringing buses out of the Museum to run again in and around London



We will be running buses from the 1940s to the 1990s from about 09:00 to 17:00, which will be joined by other buses from private owners. It's 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 route 406 on which normal fares apply.

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



REMEMBERING THE WINDRUSH GENERATION

CINEMA COACH

LONDON BUS MUSEUM

Summer FESTIVAL

Sunday 23 June 10am-5pm

prices & advanced booking
brooklandsmuseum.com/tickets
01932 857 381

LBM & BMT members free
join on the day & we'll refund your entry fee

free parking in
The Heights car park KT13 0XP

FREE BUS RIDES ON CLASSIC & MODERN VEHICLES

MARKET STALLS

CHILDREN'S ENTERTAINMENT

FREE SHUTTLE BUS TO & FROM WEYBRIDGE STN & WEYBRIDGE

ENTRY TO MOST BROOKLANDS ATTRACTIONS

BROOKLANDS MUSEUM
londonbusmuseum.com
01932 837 994

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
SUMMER 2024 EDITION
Sunday 4th August 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

Sunday 9th June - Heritage bus operation on route 406
Sunday 23rd June - Summer Festival
Sunday 20th October - TransportFest
Saturday 14th September - route 61 Heritage Day

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: can be accessed via the link on our website

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