



Magazine

Issue 54 December 2024

T 448 Relunched
61 & 261 Heritage Day
Bromley Centenary
TransportFest
Horse-bus Progress



The journal of the London Bus Preservation Trust



£4 to non-members



EDITORIAL Dave Jones

Another year nearly over reminds us of the inexorable march of time, as does the sad, but inevitable passing of Fred Ivey at 98. As is often said at CoM meetings, none of us are getting any younger so we need to ensure that decades of hard work and achievement do not go to waste through lack of anyone to carry on. Thoughts have, therefore, turned to ways of encouraging young(er) folk to become involved, and if anyone among our membership has any ideas on this, we'd be pleased to hear them.

To happier times then. The relaunch of T 448 at TransportFest, in a livery that may not have been an obvious choice, shows what can, and is being, done at the Museum, along with the work on one of our horse-buses and other current occupants of the workshop. This will all need looking after in the future.

Back in October, I had the chance to meet again former East London Bus & Coach Co M D, Roger Bowker, along with his wife, Christine, on his first

Cover photo, **it could only have been T 448, looking splendid in its later livery after much hard work by a dedicated team.** Nigel Eadon-Clarke.

Back Cover, top, **back in the warmer weather, RT 1 taking part in the 61 & 261 heritage day in connection with Bromley garage centenary.** David Bowker

Back cover, bottom, **loads of goodies for sale in the dry during TransportFest, with a glimpse of new arrival, C 4, on loan from the Newman family.** Richard Hastings

visit to LBM. I was surprised to learn how much of an enthusiast he is, something not very apparent in my time working for him. It was good to catch up and listen to his and some of Leon's "war stories," some of which must remain "hush-hush!" Both enjoyed their visit and were impressed with what we are doing at the Museum. The visit ended with a quick spin in RML 2760, which Roger was instrumental in preventing from being refurbished.

This issue has been delayed while updated Articles and Memoranda were prepared for the AGM, as indicated in the enclosed letter. Finally, I wish you all a very Merry Christmas and a Happy New Year, or Easter!



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CHAIRMAN'S CHAT Leon Daniels

The highlight of our year has clearly been the launch of T 448 at TransportFest. There is a full article about it in this magazine so I won't repeat the details here other than to give my heartfelt thanks to the dedicated team of volunteers that have driven the project to completion. When Don and Alan Allmey first brought T 448 into preservation in 1968 the idea of a London Bus Museum was hardly imagined. Just look at what we have now.

We have welcomed David Mulvey as a new Trustee bringing with him his lifelong interest in buses and 35 years' experience in technical, project and financial management. In our Redhill Road days, he led our first successful application for museum registration and later led the work to revise our Memorandum and Articles. Ten years on it is time to do this again.

As you know, all this incredible work is done by volunteers. We remain the only museum of our size to open 363 days a year without paid staff. For various reasons, our front-of-house numbers have been a bit thin of late – even leading to a day in November when we couldn't open at all. We desperately do need volunteers as Stewards and as Duty Managers. It is enjoyable and rewarding and you might be the difference between us being able to open or not. Volunteers, please contact John Owens at the Museum.

I must also thank Ian Cormack for his sterling work in populating the Stewards/Duty Managers' roster every day for over three years and welcome Tom Yun to the task. Thanks to our excellent relations with Brooklands Museum we are looking forward to a packed calendar of events in 2025. Not only will we, of course, have our regular three events, but there will be many more major weekend

events on-site in which we will participate. All these visitors come to our Museum, spend money in the shop and some even become members.

Our retail team is doing brilliantly including an ever-improving online offering and our membership is at an all-time high.

All this means we are making huge progress. I especially look forward to welcoming you on our March 2025 Members' Day and AGM on 8th March. Following last year's huge turnout we are moving to a bigger room! Please do come and, of course, tell us more about what you would like to see. Needless to say there will be free bus rides in the afternoon, hopefully including T 448.

On 16th September 1973 the fledgling London Bus Preservation Group held an event on Clapham Common where T 448 was present and was photographed by our Editor on his Kodak Instamatic. How things have changed!



LBM MAGAZINE No 53 - SEPTEMBER David Harman

The Autumn Magazine was posted in early September but, unfortunately, a glitch at the printers resulted in some members receiving two copies, whilst others received none at all.

If you received two copies, please pass the second copy on to a friend, colleague, neighbour etc. who may be interested. Rest assured that your name only appears once in the membership system.

If you did not receive a copy at all, please email: membership@londonbusmuseum.com

or write to:

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

and we will post one to you as soon as possible.

Please also be assured that no additional cost has been borne by LBM over this hiccup.

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 page 23.

**LAST COPY DATE FOR THE
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Sunday 2nd February 2025**

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.

2025 Diary Dates

Saturday 8th March - Members' Day and AGM
Saturday 29th March - Route 19 Heritage Day
Sunday 13th April - Spring Gathering
Sunday 8th June - Route 418 Heritage Day

T 448 LAUNCHED AT TRANSPORTFEST

Roger Stagg



Finished. T 448 prior to its launch. Richard Hastings

T 448's official launch was conducted by Chairman Leon Daniels OBE within the London Bus Museum at 11:10 at the 20th October 2024 TransportFest event. (Our previous plan to drive it out of the Museum to the Pavilion was thwarted by rain). The restoration was masterminded by Roger Stagg who wrote the following:

The writer has a soft spot for T 448 as in 1994 on his first "working day" at Cobham Bus Museum, Redhill Road, he was put to work by Peter Plummer to remove and repair the nearside-rear window pan. Peter and his team had by that stage undertaken a lot of restoration work, including re-panelling to the nearside and had made a fine job.

Those were days when the number of vehicles to be worked on was ten times the number of volunteers available to carry out the work and the funds on offer

Arriving back at LBM in 2019. Leon Daniels



were not as generous as the willingness of those volunteers to move forward. Naturally everyone had their own likes and dislikes at seeing particular buses back on the road. For me it was STL 2377.

So further progress on T 448 was slow but the following ten years saw much of the rear reconstructed and the panelling removed from the offside. Regrettably this was to reveal quite serious corrosion in the steel framework of the Weymann body and showed that the window pans were themselves beyond economic repair. The move to Brooklands in 2011 at last gave an opportunity to look at the bus in greater depth. However, the greater depth just revealed greater problems.

The Weymann body was almost entirely steel-framed from the front bulkhead forward and with multiple ledges and cavities to trap moisture and road salt. It was found to be seriously suffering from the ravages of tinworm. After detailed consideration it was decided that the volume of work required, especially in welding, would exceed the available time and possibly skills of the part-time volunteer

The rebuilt stepwell. Leon Daniels



The front axle needed some remedial work. Leon Daniels

workforce and could therefore delay completion by up to two years.

It was, therefore, decided to place the works from front bumper to bulkhead in the competent hands of Ian Barrett Restorations, a decision, as dismantling progressed, that would prove to have been a wise one. Corrosion was far greater than envisaged and much had to be remade and installed. T 448 eventually returned to Cobham Hall workshops on the back of a low-loader to take the place of recently completed RF 19.

New window pans had been manufactured by a specialist sheet metal worker, but they proved impossible to fit flush with the pillars. Yet comparison with an original found them to be to the correct dimensions, showing that the pans on T448 were, it seemed, different from other buses

The interior during restoration and complete. Leon Daniels and Richard Hastings



of the same type. Coincidentally it was discovered that unlike the standards of the 9T9 class which had "wind-down" droplights with a handle in the centre of the top rail, T 448 had double-pinch type droplights. Research suggests that when 448 was rebuilt post-war at Chiswick it had its broken droplight windows replaced with those from



Awaiting window pans. Leon Daniels

a withdrawn Weymann-bodied R class which had identical size window apertures, but pinch-operation and deeper pans.

Our volunteers stripped both inside and out, fitting new ceiling panels, refurbishing all interior fittings and repairing luggage racks, as well as returning the original Clayton Dewandre interior heater and installing a period saloon clock. New panelling, beading and strapping was fitted externally, the rear emergency door was remade, along





The mystery frame just inside the doorway. Leon Daniels

with the main sliding saloon door, which unlike later vehicles, runs internally.

Considerable financial assistance for this project was provided by David Stewart – perhaps best known as the Editor of the LOTS monthly newsletter. His preference was for us to restore the vehicle into its 1949/50 livery of green and broken white. The seats were reupholstered in the standard bus moquette and brown leather, the side panels finished in brown “Rexine” substitute with green half-depth window cappings topped with cream, extending through the luggage racks.

A couple of detail items remain unresolved. Where was the obligatory farechart fitted? There is some evidence that at some stage it was on the rear emergency door. However, all official 9T9 photographs when new show the fire extinguisher there. It certainly wasn't at the front as the large circular heater occupies that spot. (By the way our heater is not connected to anything!)

On the entrance door bulkhead there is a small frame with a budget lock. It is tempting to guess that this is the farechart, but since it is small and upright this would be quite the wrong proportions for one. No one has ever seen a farechart of these proportions yet displaying one was a legal requirement.

The running gear was overhauled, front and rear axles and braking gear. The 7.7 litre AEC direct-injection engine was removed and stripped down before being reassembled to a high standard. Here the biggest problem was the thermostat housing, which time had rotted away. Despite having a vast array of housings, not a single one would match the needs of T 448 requiring a new one to be fabricated. The bus was also completely rewired and now boasts authentic semaphore trafficators. With everything reassembled it was not until the late summer of 2024 that the starter was pulled and after just a couple of rotations the engine sprung into life. Some problems were encountered with setting up the vacuum-assisted braking system, but these were overcome.

The bus has a temporary destination blind label – authentically for route 462. The main blind set with a few more contemporary displays is in production.

Painting was completed during late September and early October 2024 matching the livery of the late 1940s period. By early 1951 T 448 had succumbed to an all-green livery with a single cream line at waist level.

T 448 was allocated in turn to Guildford, Addlestone and Leatherhead garages between January 1948 and February 1952 so it would have been a regular sight in the Weybridge area. In March 1952 it was transferred to Reigate garage for weekday use as a staff bus to Chiswick and Aldenham Works. However, in an unusual step it was often loaned on Saturdays to Kingston Central Area garage for passenger service, usually on route 213 (Kingston - Belmont). It was there that it ended its operational life on 26th July 1952.

It was sold on and used as staff transport by building contractor Gilbert Ash Ltd and then for scrap. In the early days of private bus preservation London Bus Preservation Group founders Alan and Donald Allmey scoured the country for old vehicles. Between them they found many including, T 448 in 1968, alas without an engine. However, one was found and, after initial restoration to Green Line livery, the coach made many appearances at Cobham and other events over many years.

Through the pioneering efforts of the Allmey family and many volunteers over a period of nearly 40 years, and the recent extreme generosity of David Stewart, this now unique example of London bus history lives on.

The 9T9 design was not a success. It was under-powered and its Art Deco design added weight and simply caused problems for the engineering staff. It was outdated by the time it entered service where it was soon overshadowed by the very successful 10T10 with its more traditional look.

Straight after the launch T 448 went into the main display area at London Bus Museum and will now be there for the foreseeable future with occasional trips outside.



Some of the dedicated team of volunteers responsible for the work on T 448, with Roger Stagg far left. Richard Hastings

LETTER TO THE EDITOR

From Andrew Colbourne:

Well done to all involved in the restoration of T448 which was looking very fine at Transportfest yesterday. However, on reviewing my pictures I realised I should have bought the pair of WY garage allocation plates and some numbers available on the sales stand to put on it!

I'm writing to point out what appears to be an editorial error in the Transportfest article by Roger Stagg about the vehicle. At the top of the second page there is a sentence reading "The major change being in livery with the roof and rear dome changing from black to dark green". The 9T9s were new in the "1935" livery of mid green with apple green window surrounds, black wings and lining on the mouldings, the roof being mid-green. This is the livery layout carried by Ensign's C 4 currently on loan in the Museum, although I believe the exact colour specifications are unknown. The 9T9s of course had Green Line fleetnames and roofboards. The major change, which I think was their first repaint in 1937/8, was that they were outshopped in the short-lived three-tone green livery. It was the black on the wings and lining that became dark green, the roof and rear dome changing from mid-green to dark green. This livery is represented on Ensign's T499. Some 10T10s and most, if not all LTCs were delivered in this scheme (a Weymann photograph shows one in the earlier livery). The LTCs additionally had dark green below the panel joints on the sides. CR 1 was also new in three tone green and there were some other vehicles repainted

into it including Q100, the only 1/4Q4/1 not reverting to bus status with the others, and some 6Q6s.

I believe three-tone green was pioneered on TF 1 after delivery but before entering service, although it did not have a dark green roof. It was painted in the "1935" scheme at first, as seen in Leyland photographs.

Roger Stagg's response:

Thank you for forwarding Andrew Colbourne's letter regarding T 448

First, of course, it was not an Editorial error but indeed a typo on my part. As you are aware the livery was chosen by David Stewart who had made a substantial donation to aid the rebuilding. Personally I support this, as if nothing else, it demonstrates the different livery that vehicles took over quite a short period, and especially contrasting with the two-tone green of Green Line and the earlier pre-war Country Bus livery. It is quite correct that the roofs were never (or perhaps, never known to be), painted black, this should have read "wings". I will certainly not comment upon the myriad of livery changes in the immediate pre-war period.

Second, the absence of garage plates was deliberate. It's unfortunate that on previous launches garage plates have disappeared whilst the vehicle was on external public display. Garage plates (WY) were inserted on Monday 21st and made difficult to remove, and can be seen on T 448 on display at LBM today.

LBM OUT & ABOUT

Below, LBM once again helped out with the Association of Dunkirk Little Ships veterans' cruise on 15th September. RF 226 and UMP provided the transport, driven by Graham Burnell and Glyn Matthews, who provided the photo.

Right, despite the risk of Evadne's new paintwork getting wet, Simon Douglas Lane and Graham Hayward headed west to take part in the Chesham Classic Buses event. Nigel Eadon-Clarke has captured RT 3491 leaving Chesham.



FRED IVEY



Fred in later life. Charles Robert

his early years but he remained in the Streatham area.

Fred was 13 years old at the outbreak of World War II. You will have heard the phrase, 'Life begins at Forty'. In Fred's case life began in the 1940s because that's when his love of all forms of transport really took off. He got a job as a booking clerk with London Transport. The war was still raging and it wasn't long before Fred had reached call-up age. Fred elected to become a so-called 'Bevin Boy', which involved his being sent to South Wales to work in the coal mines. He wasn't happy working at the coal face so fortunately he spent most of his time there working above ground.

The prolific and celebrated transport photographer Fred Ivey died on 24 September at the age of 98. Fred was born on 25 July 1926 at Greyhound Lane, Streatham – very close to Streatham Common Station.

Fred was never very forthcoming about

By 1947 Fred was back in London and resumed his duties with LT. He remained there for the next 47 years enjoying a distinguished career, rising up through the ranks from station master through to deputy area manager. Fred retired very reluctantly in 1991.

A renowned photographer, Fred contributed photos to many publications. His photos feature in "London's Transport Photographers", compiled by Colin Stannard. They also appear in the Omnibus Society's publication, "Fred Ivey's Pictures: a Celebration", and in a special slideshow tribute to him from the LT Museum Friends in 2016, which can be viewed on YouTube. During his retirement, he was an active and dedicated volunteer with the LT Museum Friends, the Bluebell Railway and the Epping Ongar Railway.

RM 1 from the LT Museum and RT 3933 from EOR transported mourners. Mike Harris



BROMLEY GARAGE CENTENARY OPEN DAY 14th September 2024



Right, no garage open day would be complete without RT 1702 looking fresh in a new coat of paint. Nigel Eadon-Clarke.

Below, three generations of Bromley buses, a consecutive pair of Darts, 34359 and 34358, DMS 550 and, just creeping into view, "Superloop" LT 124 allocated for route SL3. Dave Jones



Right, pioneer accessible double-decker TA 1, a.k.a. 17000, was brought along by a member of the Bromley Bus Preservation Group. Awkwardly parked for sunlight (it's never cloudy when you want it to be!) it's now in fine condition and raised plenty of interest among younger visitors. Dave Jones

Bromley garage celebrated its centenary with an open day, accompanied by various heritage buses on routes 61 and 261 as can be seen on the following pages.

Two "new" buses were unveiled, "Selkent Diplomat", 11066, (below right) and an ADL "next generation" E400EV (left).

As has become customary, the event was used to raise funds for Macmillan Cancer Support and a staggering £17,257.56 was collected on this occasion.

Stagecoach London's four other "showbuses", Macmillan 10103, "Spirit of London MkII" 11377, "Selkent Ambassador" 12345 and "East London Ambassador" 12400 were also on show, although the latter was usually hidden behind hoards of admirers! A huge "Well Done!" to the organisers.



ROUTES 61 & 261 HERITAGE BUS EVENT

14th September 2024



The event was blessed with splendid weather, which drew great crowds to enjoy riding on several generations of buses. Five from LBM begin our photo collection.

Left, **RT 1** heads away from Chislehurst. Nigel Eadon-Clarke

Below left, **RT 4779** pauses at Bromley garage. Phil Hambling

Below, **RML 2760** in shady Farnborough Common. Dave Jones

Lower left, **M 6** loading at Bromley garage. Dave Jones

Lower right, **T 23** arriving at Bromley garage. Phil Hambling



Lower left, **RTL 554** covered many miles, running between Shoreditch and Farnborough on route 47, which Dalston garage ran with RTLs alongside Bromley and Catford's RTs. Phil Hambling.

Lower right, **RT 542** is about to dive under the railway at Orpington Station. David Bowker



Left, **RT 4777** leaves "rural" Chislehurst. Nigel Eadon-Clarke
Lower left, the event brought some odd visitors to the routes, but the weather was very apt for **RMC 1510**, seen at Orpington War Memorial. David Bowker

Below, **RF 633** was an unusual visitor to the 61, seen here at Princess Royal University Hospital. Nigel Eadon-Clarke



Lower left, **RM 1005** advertises its clean credentials, having been re-engined to Euro 6 standards. Dave Jones

Lower right, **RML 2735** and **RT 542** take a breather at Princess Royal University Hospital. Dave Jones



Below, **LT Museum's DMS 1** proudly displays the name that it was hoped would catch on with the travelling public. This was not to be and the name, along with the buses, was soon forgotten. The bus is serving a temporary stop just south of Bromley garage. Nigel Eadon-Clarke



Above, **Leyland Nationals** were once allocated to Bromley, taking over route 61 from DMSs in 1979. They didn't always look as smart as LS 30, nor did they have white roofs, but it was good to see one out and about again. Phil Hambling

TRANSPORTFEST 20th October 2024

The damp weather for TransportFest didn't deter more than 1,800 visitors from coming along for the end of season finale. As usual, Deryck Fill and his team organised a super display with many varied vehicles to admire. Right, two Ts, please. Pride of place in the display, of course, went to T 448 which briefly braved the drizzle and was captured with T 792 by Richard Hastings, who also took the general view below.



Right, ST 922 loaded up for a premium fare local tour. Below left, it was good to see LT Museum's STL 469 making a rare trip out from Acton. Both Phil Hambling
Below right, only three RT family buses were present (besides the LBM regulars) where have they all gone? Richard Hastings
Bottom left, RFW 14 was back again for the 462. Phil Hambling



Below, trolleybuses used to be know as whispering death, perhaps the same might apply to modern electric buses as BCE 47080 creeps up on visitors.
Below right, three generations of London Bus from the 70s, 2000s and 2020s. T 23, ex Go-Ahead VE3 and Stagecoach I1066 "Selkent Diplomat". Both Nigel Eadon-Clarke



Right, express routes are not new, Green Line, SpeedBus and now Superloop. QSI data for SL8 shows better than expected standards, so maybe the idea will work this time.

Below, Safeguard's traditional livery sits well on this Duple-bodied Leyland Leopard. Both Nigel Eadon-Clarke



Facing page left, the 13 Routemasters made up for the lack of earlier open platform London buses. Richard Hastings

Right, Dart contrasts - a Caetano-bodied version on the left and on the right, a Palxton Pointer 2. Nigel Eadon-Clarke

Left, SNB 449 at the bottom of Campbell Hill. Phil Hambling

Below right, DM 999, M 1069, T 1064 and T 747 represent buses of the 70s. Stuart Hicks



1890 FOUR-LIGHT HORSE-BUS, RESTORATION PROGRESS

Alan Gaskell

Progress of the work on the four-light horse-bus has not been as rapid as I would have liked, but much has been completed since my report in the Winter 2023 edition of the Magazine .

I have now applied the new liquid rubber waterproofing layer over the ceiling boarding and fixed the Douglas fir upper deck flooring and slats. Work then came to a temporary halt whilst I manufactured and installed the new display cabinets etc. on the mezzanine floor. Cabinets completed, I continued with the restoration, dismantling the stair, as this needed repair, and completely rebuilding the part-rotted platform which had received piecemeal repairs in the past. The stair strings have been replaced as they were too dented to panel-beat flat, and in the process



New top deck floor and slats.

The side panels for the upper deck have all been remade in oak and installed, as the previous ones were a complete visual and construction mismatch and did not align, I suspect due to accident damage over the last 135 years! New advertising signs will be made in due course, held in place with oak beading. The handrails capping the side panels have been machined and installed.

I have also turned my attention to the upper deck slatted seats. These were sent away to be stripped and upon return the metalwork leg frames were repaired. About half the slats and seat backs were replaced using southern yellow pine, and all the slat fixings were trimmed back so that a resin filler could be applied and rubbed down to give a smooth, splinter-free finish. I have also made a new oak driver's seat and had a very fine leather cushion made. The

the treads and risers were repaired or replaced. All the joints have been tightened with additional fixings added. The construction of the stair was then so rigid that it took some time to refit it in its original position! The stair handrails have been refitted, needing slight realignment to follow the curve of the stair and meet the top handrails correctly.

The side panels for the upper deck



Rebuilt platform ready for stairs to be fitted.

seats are now set aside ready for painting.

Work has now started on the lower deck. Floor slats have been stripped out and the floor has been repaired and new slats fitted. I am now working my way through repairs and replacements to the small amount of paneling and seat trims. One of the first tasks was the glass removal to replace all with safety glass. Surprisingly the old glass was 6mm thick but came out very easily. All the rebates have been



Stair repairs, with one new string fitted.



Stair and handrail fitted.

prepared and new beads machined for the new glass which will go in towards the latter stages of the project so I have lower deck ventilation!



Upper deck sides being fitted.



New upper deck sides ready for handrails to be fitted.

We have been reviewing the undercarriage. The front wheels have different cambers, and we will be having the nearside axle realigned to make them match. Amazingly the two front wheels are also different in diameter, and the whole body tips forward by several inches. It seems clear that previous repairs were undertaken using what was to hand, as long as the horse-bus could be kept on the road! The wheels are required to have hard rubber clincher tyres fitted before the bus can be used on tarmac roads, but by good fortune the rubber-tyred wheels already fitted to the three-light bus have matching axles. We hope to address the forward tilt by having the springs re-tempered and assembled to new dimensions.

Then finally, of course, will come fresh, hand-applied professional paintwork and sign-writing, but as I said a year ago, that's only when I'm satisfied that everything is ship-shape, or in our museum language, bus-shape!

The Museum has also established by careful research that the horse-bus was very likely to have been run by the London Road Car Company and we intend to have it painted and signwritten in that Company's livery. In those days buses were painted in colours to reflect the routes they ran on, so expect to see it launched in new livery colours.



Upper deck seats paint stripped and prepared for replacement timber.

HORSE-BUS FOUND

By great coincidence, we have news about another horse-bus, an article on which appeared in last summer's LBM Magazine. The following is the latest news from Michael Thomas of The Felixstowe Society.

"Built in 1882 and after a busy life on London streets, it seemed this bus would end its days as a garden shed in Felixstowe. But the Felixstowe Society came to the rescue in 1980 to help to remove it to allow its restoration. Some 12 years later it was back on the road in perfect condition. It was sold at auction in 2000 but no one knew the buyer.

Chris Drewitt and his father Tony, (suppliers of horses for our own horse-buses - Ed) have been invaluable in trying to help us to find the bus and it was fitting that their endeavours were rewarded when they located it as part of a collection in Hockley Essex. The owner had died and the bus came up for sale on Facebook for £15k."



Michael has also advised that the new owners are the family firm of The Devil's Horsemen. They supply horses, carriages, riders and stuntmen to the film industry and have over 100 horses and 600 horse-drawn vehicles in their collection.

Keep your eyes peeled for the bus at a cinema near you!

WHAT IS THIS? - SOLVED Phil Palmer



My query last edition about the mystery bus sign has produced interesting replies from members Graham Burrell and Andrew McCormack. It seems that these signs were used in the Country area at bus stations and busy locations to identify the point in question. They have been replaced since the 1960s with the circular discs still in use today.

It's been suggested that these signs were used at Hertford Car Park and also Hemel Hempstead. This photo, showing a similar sign at Woking Broadway by the railway station, comes from member Kevin McCormack's book *The Heyday of the London Bus*.

Thanks for your help!



BEHIND THE SCENES AT SHILLIBEE PLACE Bob Harris

Shillibeer Place, the London Bus Museum's Shop, is named after the Father of the London Bus, George Shillibeer (1797-1866) who established the first omnibus service in London in 1829.

Our journey starts away from the public face of our Shop located beyond the exit gates of the museum experience. London Bus Museum Ltd is an independent trading company wholly owned by the London Bus Preservation Trust, all profits go to fund the activities of the Museum. The company operates the Shop known as Shillibeer Place. Managing Director is Gerry Job and Retail Manager Yvette Gower, Bob Harris and Ruqia Ahmed complete the team with Company Secretary Peter Brown and David Bowker who is responsible for the Shop section of the Website.

The operation is based in an office and store facility located behind the Canteen, where there is a stock of items both for the Front of House Shop and the Internet. David provides Bob and Ruqia with the Internet orders and packing slips to enable them to package these ordered items, which must be securely wrapped and boxed to ensure they are not damaged in transit. A wide variety of items are stored, from models, large bus-shaped cushions, Stan our bus driver teddy bear, rulers, fridge magnets, maps, key rings, books etc. All items are sent "to be signed for" through the local Post Office, clearly labelled with the LBM return address and "fragile" tape is applied where appropriate. We have a "drop and go" arrangement with the Post Office, which is an Account system.

The shop office is staffed by volunteers once a week on a Wednesday. The first task for Yvette is to visit the main retail shop at the front of the Museum to tidy the shelves and displays as well as to take note of which items require topping up. Meanwhile Bob and Ruqia are packing up the items ordered online. We make a point of including any leaflets advertising our Heritage Running Days, Event Days, special promotions etc. Once this has been completed there are a variety of other tasks to be undertaken. Among these are personalising rulers, fridge magnets, keyrings, etc. with the Museum's identity - vehicle photographs, website

address, opening hours etc. Another important task is pricing each individual item. Gerry and Yvette order new and replacement stock, all of which must be carefully unpacked and checked against the delivery note / invoice with a special check for price increases on replacement stock.

In December there is the annual stock take where everything must be itemised, checked and counted. Our Treasurer requires monthly Sales figures and Bob usually prepares these from the Shop Sales Book kept on the Reception Desk where all shop sales are recorded by the steward or manager seated there. Everyone working in the Shop area plays an important part in ensuring the success of the Shillibeer Place operation which provides in the region of £60,000 revenue per year.

The Shop also collects the fares and issues the specially designed tickets for our bus rides. These operate at weekends and daily during school holidays. On a good day we can expect to collect in the region of £250/£300 in fares.

A large number of our Volunteers directly contribute to the revenue generated by the Shop. This allows LBM to carry out the valuable restoration work our talented workshop volunteers undertake.

YOU dear reader can also play your part by supporting the Shop.

Why not purchase your Christmas, birthday and anniversary presents from shillibeer place in person or online? Why not start your shopping by purchasing "Then and Now" the very latest book, just in, by David Bowker. It's a fascinating collection of photographs highlighting the changes to the transport scene over the last 40 years. Priced at £4.50 with all proceeds from the sale going to the London Bus Museum.

Thank you from the team at Shillibeer Place.



Gerry



Yvette



Bob



Ruqia



David

PARTING THE (IRON) CURTAIN - A 1950 VISIT TO BERLIN BY LONDON TRANSPORT BUSES

Brian A L Jones

Five years after the Second World War in Europe ended on 8 May 1945, Germany was under divided occupation and governance by four of the Allied victors, Britain, U.S.A, France and Russia.

On 24 June 1948 Russia chose to prevent road access to Berlin by blockading the only land route through the sector which they controlled. In order to maintain essential supplies to the city the western allies rapidly introduced an airlift which continued until road access was restored in May 1949. An indirect consequence of those events was the transfer of German federal capital status to Bonn.

Against that background, London Transport (LT) responded to a request made by Alfred Barnes, MP, then Minister of Transport in the current Labour Government to send buses to attend a trade fair in Berlin and then visit Hannover on the return journey in September / October 1950.

Two new Leyland Titan RTW class buses were selected to make the trip. Among many LT bus visits made to Europe that would be the only time buses from that class would be chosen to make the journey.

Roy Webb, the stepson of one of the drivers chosen to participate in the trip, generously donated much of the material used in this article to London Bus Museum. He also provided further details of his stepfather's life.

Willie Alfred Webb (always known as "Bill") was born in Wandsworth, London, on 19th May 1911.

The Second World War introduced Bill to vehicle maintenance and repair when he joined the Corps of the Royal Electrical and Mechanical Engineers (REME). A



Bill poses in front of a couple of Scammell 6x6 lorries in Egypt.

significant event in his wartime service was the recovery and repair of tanks and other vehicles during the North African battle of El-Alamein in 1942.

After the War, Bill was employed by London Transport as a driver/mechanic, based at Hammersmith Bus Garage. His selection for the German trip was based on his dual role and his ability to speak a few words of German.

Beyond the 1950 events described here, Bill found romance in the garage canteen when he met Constance Hart, a catering assistant. He subsequently married Connie, a divorcee, who had two sons, Roy and Peter, on 11th September 1954.



Possibly taken before the start of their great adventure, the three colleagues provide different stances for the photographer. Left to right they are: Harold Williams; Sidney Williams and William Webb.

In the immediate post WWII era, LT had attempted to source a large fleet of new buses to replace its generally aging fleet which was in poor condition mainly as a result of necessarily reduced routine maintenance during wartime. As a result some compromises were made to achieve quick deliveries. The 500 vehicles of the RTW class



The Daily Graphic and Daily Sketch on the 25th September provided publicity for the expedition, with "Willie" Webb the featured participant.



BVG prepared map showing the route which the buses followed from Dunkirk to Berlin.

were the first eight-foot wide motor buses to be operated by LT and, while they shared a similar appearance to the RT class that the company was adopting as their chosen double deck standard, they were of all-Leyland with Titan chassis construction.

The two vehicles RTW 421 (registration. LLU 571) and RTW 422 (LLU 572) had been accepted by LT on the 7th and 8th of September 1950 respectively, so it is unlikely that they would have had any service use prior to their departure to Germany.



This YMCA operated (1946-1971) Windmill Café was the only British cafe on the German autobahns. It was located between Wiedenbruck and Vellern. The women to be seen on the upper deck of the right hand bus and the tall gentleman on the right side of the LT crew were no doubt British High Commission personnel providing route guidance and translation support.



Underneath raised barriers, apparent goodwill is expressed at a welcoming ceremony at the Soviet/German Dreilinden control point.



The buses proceed towards Berlin, escorted by a British High Commission Standard Vanguard.

Aside from the addition of somewhat ineffectual looking wing mirrors on the nearside, removable platform doors and fitting of GB plates at the rear, little seems to have been done to modify the buses for their trip abroad. Along with appropriate blind displays, the buses were provided with front and side advertisements publicising the forthcoming British Industry Fair to be held in 1951.

The hosts in Berlin were Berliner Verkehrsbetriebe (BVG), the city's public transport operator, created in 1929. At the end of the event BVG provided each participant with a copy of an annotated album of photos. William Webb's copy of that album has provided many of the illustrations for this article.



The busmen were issued with the necessary paperwork, as above, on leaving Berlin, to permit travel through the restricted autobahn corridor.

The route map (top left) provided by BVG, hence the German terminology, shows the route taken to Berlin, it is unclear what level of planning was achieved prior to departure. An obvious requirement would have been avoidance of any roads with height restrictions. The Dover to Dunkirk Channel crossing was likely to have been made on the British Rail ferry Shepperton, that had been modified to carry vehicles in addition to railway rolling stock.

On arrival in Berlin the buses were escorted to the Helmholtzstrasse BVG bus depot where the vehicles were inspected and given a wash and clean using the depot's facilities.



BVG's latest bus type, of Bussing manufacture, provides a considerable contrast to the RTWs. Notable is the height difference to meet continental standards.

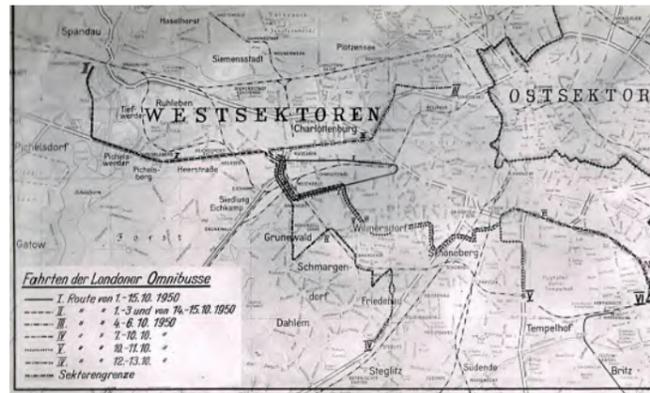
An important aspect of the visit that was unlike any other, was the arrangement that the LT party would teach German crews how to operate the buses and then hand them over for operation on a series of scheduled routes.



BVG driver training underway. The expedient of removing the saloon window behind the driver's cab had obviously not been contemplated before the buses left Britain.



The British crew and their German compatriots pose for a photo. Note that conductors' ticket machines have been exchanged.



A BVG map of the routes which were operated by the LT buses, using BVG crews, during the visit. The Ostsektor, in the upper right corner, is the East German Soviet Zone, yet to be defined by the erection of the Berlin Wall.

While German crews used the buses to provide the published routes programme, the LT colleagues were entertained by their BVG hosts with visits to sites including the 1936 Olympic Stadium and the adjacent U-Bahn control centre, the BVG drivers' training facilities (which resembled those of LT at Chiswick, with the obligatory skid patch) and Wannsee, a popular lakeside recreation area.



The LT party were provided with free passes for BVG services during their visit for trams, buses and the Underground system.



Satisfied customers disembarking after a ride on one of the buses.

It is notable that, whenever the two buses are pictured together, they always adopted a "1" then "2" order!

The buses commenced their return trip to England on 17 October. Both buses then entered service at Chalk Farm garage in November 1950 on routes 31 and 39.



A typical Berlin Bussing double-deck bus of the period presents a somewhat menacing appearance. The sighting guides mounted at the ends of a substantial bumper must surely have commanded respect from pedestrians and other road users? Similar buses were still being added to the BVG fleet in 1950. Trams were then, and still are, a significant element of Berlin's public transport system.

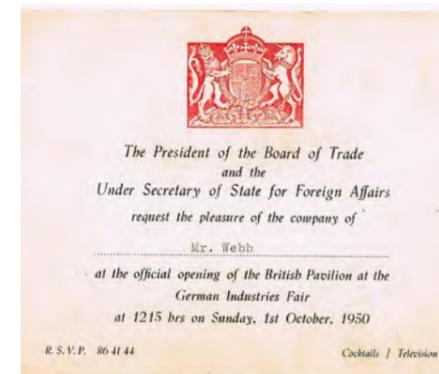


The busmen were guests at the celebration of the 75th anniversary of the opening of the Templehof tram depot, which included the parade illustrated above.

Epilogue

Bill Webb died, aged 65, on 5th February 1976 in Wandsworth, London, while still in London Transport employment.

RTWs 421 and 422 were both sold to the Ceylon (now Sri Lanka) Transport Board in December and November 1966 respectively.



Although not named on William Webb's invitation, the President of the Board of Trade at the time was Harold Wilson MP, who was Labour Prime Minister twice, 1964-1970 and 1974-1976.



In addition to the beautifully produced BVG photo albums, which have provided much of the material for this article, pennants were presented to the LT personnel depicting the Berlin Bear emblem. This example is now part of LBM's archive.

These were attached to cords fixed to the nearside front of the buses for the homeward journey.



Preparing for a Berlin departure, the buses are pictured outside Cumberland House, Fehrbelliner Platz and below, the buses are seen outside the Rathaus (town hall) in Hannover, with Berlin pennants fluttering.



BOOK REVIEWS Michael H C Baker

“London’s Classic Red Buses, (a black and white album)” by Mick Webber, 120 pages, hardback £25, Capital Transport.

This is a very big book, 11 inches by 9.5 inches, so that any technical imperfections will immediately show. None do. The upside of this format is that the pictures have space to breathe; one can almost feel one ought to jump out of the way of RT 356 bearing down on one on the cover, the driver confident and dignified, high above mere Morris Minors as he steers his way through the London traffic. Less troubled by other vehicles, but equally impressive, is RT 3708 negotiating the open spaces of Blackheath on the frontispiece. And so it goes on, page after page, full of detail, not just concerning the vehicles themselves, but their surroundings. Take, for instance, page 36, where “pre-war” RT 75 at Clapham Junction has been captured on a gloomy winter day with all its interior lights on, as are those of trolleybus No.464 behind, and the shops on either side.

Then, how about page 17? Cravens RT 1484, with restricted indicator and pale cream upper deck window surrounds, heading for Victoria on route 10, passing adverts for Tommy Trinder and Pat Kirkwood starring at the Prince of Wales theatre and Red Skelton at the London Palladium, and a cast of passers-by properly dressed in sports jackets and flannels, and what looks like a rag and bone man’s barrow parked in the gutter.

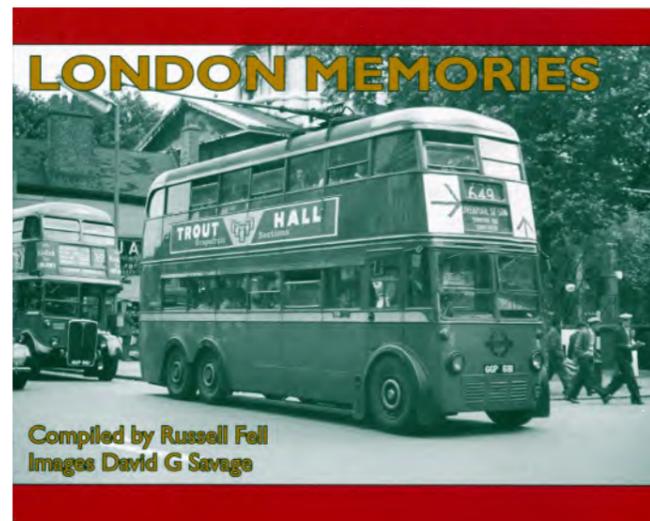
Most of the pictures, by many different photographers - pity we aren’t given their names - date from the 1950s, although some are later, and whilst inevitably the RT family dominates, there is a tram, trolleybuses, STLs, many Routemasters, and a few single deckers.

A book to pore over and find something of absorbing detail in every picture.

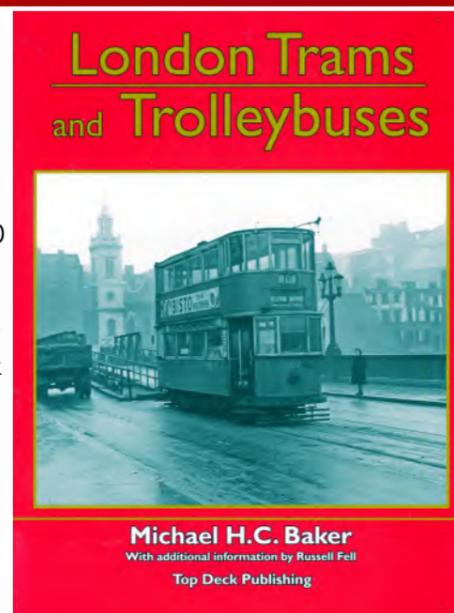


“London Memories” by Russell Fell, 80 pages black and white, softback. £12.50, Top Deck Publishing.

This is essentially a photographic tribute by the author to his friend David Savage, covering the motor and trolley buses of London in the 1960s. David worked for Ilford’s, which enabled him to buy films at reduced prices, an important consideration when he was starting out on his photographic career. Brought up on the vast Becontree Housing Estate many of the photographs are set in that part of the world, although he ventured far and wide in the LT area, mostly on a Sunday, ‘because working full-time he would only have had the weekends free.’ The text is highly informative and puts the photographs firmly in their context, which is full of fascinating social and historical detail and revelation.



We have also received from Top Deck Publishing “London Trams and Trolleybuses”, 80 pages, softback, price £13.95. Text is mostly by yours truly, black and white photographs mostly by A.R Gault, about whom nothing seems to be known.



REPLICA SUMMER UNIFORM



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 £43 and drivers and conductors, who crew the Brooklands Bus

Rides, are entitled to a significant subsidy.

The jackets are produced in sizes 38” 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.

DONATIONS RECEIVED Phil Palmer

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Peter, Lord Henty of Richmond Hill*
We are very grateful to all of them. Some of these donations have gone to the secondhand stall to raise income for Museum funds, while some have gone to enhance our collection.

*Contributed to the E-Plate display on the balcony.

Who's Who in The London Bus Preservation Trust

Telephone: 01932 837994. The phone is staffed by volunteers during opening hours but please bear in mind that most of the officers work from home, so it may be a question of passing a message on. Contact by e-mail (see below) will usually bring a quicker response.

E-mail: Please use the General Enquiries e-mail form on the Museum's website.

Post: The Museum's postal address is: London Bus Museum, Cobham Hall, Brooklands Road, WEYBRIDGE, KT13 0QS

Please note the above address cannot be used for visits in person, which should be via the main entrance.

Museum on the Web

Website: www.londonbusmuseum.com

Facebook: awaiting updated access information

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