



Magazine

The journal of the
London Bus
Preservation Trust

Issue 49 Autumn 2023

£4 to non-members



Rainy day on routes 65 & 71
Summer Gathering
Early Travel Memories
Spirit of Mortlake

Editorial

Dave Jones

Doesn't time fly when you're having fun! It's September already and autumn is setting in, despite the topsy-turvy weather we've enjoyed and/or endured. Still, apart from a brief downpour during the 65 and 71 event, we've been lucky this year. Fingers crossed for 2024, for which planning is already under way.

All the enjoyment we gain from our involvement with the Museum only happens because keen folks give up their time to make it happen. As time only marches forwards, we have to accept that we are not getting any younger and in order for people to continue to enjoy what the Museum offers, we need younger folk to take it forward. We already have a good relationship with the Bromley Bus Preservation Group, but many of them are busy building careers. I've been a keen follower of the East Anglian Transport Museum, which

seems to be able to attract young folk quite easily - what's their secret? Can anyone out there come up with some incentives that would attract London's young bus enthusiasts to the Museum, there are plenty of them out there on social media? It would be a great shame if the past fifty or so years' work was not carried on well into the future. Answers on a postcard, or any medium of your choice!

Anyway, on a happier note, I offer another packed edition of the magazine for your delectation. Please check Phil Palmer's item on page 5 and contribute if you can, some people don't know what a bus conductor was, you can tell them. Other articles and stories are always welcome, I can't guarantee immediate publication as I still have a backlog, albeit that it's rapidly diminishing. Don't worry about spelling and grammar, it's the story that's important.

Front cover photo - RML 2760 on Petersham Road by Ham Common at the New Inn Pub stop for Richmond Park, when the deluge happened.

Back cover, top: STL 2377 is passed by RT 1798 in Cleveland Road, Ealing during a dry spell.

Back cover, bottom: Mark Kehoe, besides supplying the photos above, has also sent in his shot of RML 2760 wearing a fictitious advert for route 607, which features in this issue and also in the recent introduction of TfL's SUPERLOOP network. Add a pair of trolley poles and we could turn the clock back to the late 50s!

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Chairman's Chat

Leon Daniels

When I sit to compose my quarterly contribution to our great magazine I am always overwhelmed by just how much our Museum is doing thanks to our amazing band of volunteers.

We are again delivering this year three bus running days, three major events at Brooklands, we have published another wonderful book, delivered a monthly e-News, sent out by email the monthly Classic London Buses of the Fifties, and opened our Museum every single day come rain or shine.

Unbelievably we have three major restorations underway in parallel: NS 174 continues to make progress in the main exhibition hall; our 4-light horse bus is well progressed with the complete restoration of its body; and T 448's interior has made excellent progress. The engine is now out for overhaul.

All this whilst keeping our operational fleet running for our own bus rides, outside events and our running days.

It is almost unprecedented to have a Museum delivering all this activity with no paid staff and I once again thank everyone for their efforts. With more we could do more so please consider whether you can volunteer no matter what skills you have.

By the time you read this the London ULEZ expansion will have been implemented. There has been significant media attention and the London Mayor has received much criticism in the media. A last minute challenge by certain London Boroughs failed. Our older buses are exempt from the LEZ charges but some more recent ones into private preservation are caught. For our running days we have successfully secured an exemption for the day from the charges but this year it has been more difficult given the sensitivity. The Mayor has taken a tough line with many worthy causes affected and we do have to make sure we

do not ask for too much too often. Another area where we can help is to make sure we don't have smoky old buses on the roads at any time. Public opinion is now so significant that simply the sight of dirty emissions will feed through into why they have to pay or conform and we don't. A plea, therefore, for us all to make sure our vehicles are well maintained and are not open to criticism.

If we don't, then our tremendously popular running day events might well be threatened.

Finally my usual plea - we still find ourselves dealing with the collections and vehicles of recently deceased owners where there is no clear expression of wishes and items of potential value become at risk. If you are still of sound mind do just take a little time to make sure things you own are properly destined for good homes. If that destination is London Bus Museum do talk to us in advance. We can help you write it and it is hugely helpful to be able to plan.

Enjoy the magazine!

Below are the commemorative tickets issued for selected bus rides at the Summer Festival as part of the fund-raising effort for the restoration of T 357. So far about £16,500 has been raised. Simon Douglas Lane hopes to give a full update in the next issue. (Ed)



MEMBERSHIP MATTERS

To ensure you continue to receive the LBM Magazine, LBM E-news, subscription reminders, membership cards and other LBM communications, please send changes of postal address, email address, bank direct debit details, and any membership queries to: membership@londonbusmuseum.com

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

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

Present and previous LBM Magazines and predecessors in PDF form.

Present and past E-News as PDF's

NARTM magazines as PDF's

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

Archived pages relating to previous LBM Running Days

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

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

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

Contacting The London Bus Preservation Trust

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

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

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

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

Museum on the Web

Website: www.londonbusmuseum.com

Facebook: www.facebook.com/LondonBusMuseum

New Fleetlist and Guide

David Bowker

The London Bus Museum guidebook has been fully updated to summer 2023 with a brief description of every vehicle in the Museum's care, including those on loan to us and those in store or awaiting restoration. Our beautifully-restored Dennis, D 142, was the obvious choice for the front cover and inside you will find several vehicles added to the collection since previous edition, which includes RFW 14 and Ford Cortina control car (both on loan from the executors of the John Marshall estate) and Scania Omnicity SP 1.

Several short articles about the Museum and London bus operations add further interest for readers. At just £2, it is exceptionally good value for our visitors and for enthusiasts.

All Members of the London Bus Preservation Trust will find a complimentary copy of the guidebook with their

Dennis at Dennis

Richard Hastings

On 17 June the team of Alan Gaskell, Ian Reddick and Robin Helliars-Symons bravely ventured out with our 1925 Dennis D 142 to the Rural Life Living Museum at Tilford for its celebration of all things Dennis. The team was joined during the day by Chairman Leon Daniels, Treasurer Peter



magazine. Additional copies can be purchased online at londonbusmuseum.com/shop but if you can, why not pop along to the Museum and see our well-stocked Shillibeer Place shop. And don't forget, all Members get unlimited free entry to Brooklands and London Bus museums, 362 days a year.



Osborn and Honorary Vice-President Guy Marriott. Aside from buses through the years, fire engines, cars, a dustcart and even lawn mowers were on display. This was the first significant outing for the bus since its restoration. D 142 attracted much interest and admiration for the quality of the restoration.

The archetypal Dennis bus - a 1958 Loline of Aldershot & District - both photos Richard Hastings



Life on the Buses - Daphne McGill

Phil Palmer

Curatorial has all sorts of nooks and crannies full of bus-related donations. As a new volunteer, I was tasked with indexing some of the backlog we'd accumulated over Covid. I discovered a wonderful collection of stories about life on the buses. Some of them have gone into our Stag Terrace displays, but you can't show more than a few words in a display for the general visitor. In this and future articles, I'd like to tell them properly.

Daphne's story was the first one I researched. I contacted her son, John, who told me this story:

Daphne Rossetti was born in 1928. She was in her teens during WWII, had fun with a GI and like many others found herself pregnant with a son. The GI did not want to know, so Daphne was left to bring him up on his own.

Daphne joined London Transport in 1955 as a conductor, working mostly at Twickenham Garage on RTs. She

married her driver, Norman "Mac" McGill. Mac originally worked as a mechanic at Chiswick. He wanted John to become a bus driver, but John did not.

John remembers being driven back and forth on the top deck of his mother and step-father's bus during the school holidays when she couldn't arrange child care. He particularly enjoyed route 90A which terminated at Heathrow Airport, where he could watch the planes. If an inspector boarded, his mum would buy him a ticket to the next stop. Other routes he rode as a child were routes 27, 65 and 90.

Daphne collected model buses, bus-shaped biscuit tins and other memorabilia. She'd always wanted to drive a bus, but this was not allowed when she was young. She got her chance at an open day at Chiswick Works in 1985, and her commemorative certificate is on our Museum display.

Daphne died in 2011, and was driven to her funeral in RT 3491 owned by our volunteer Rev Simon Douglas Lane. Simon also conducted the funeral. It was a fitting end to a happy life on the buses.

And now an appeal...

Are you, or were you, a Union member? Can you tell us your story?

Our donations boxes are full of Union memorabilia, including an intriguing commemoration of a 1913 bus strike, but absolutely nothing to give an idea of what being an active TGWU member was actually like. It's clear that union involvement helped shape the bus service we know today, and it's important to preserve the stories of those who took part before they are lost. Were you a union official, or involved in a strike? We'd like to hear your story. If you can help, please contact me, Phil Palmer, via the Curatorial office

Letter from Mike Hebard

I received my copy of the London Bus Museum Magazine today, thank you.

On page 5 there is a very good obituary to the late Colin Wickens who sadly passed away earlier this year. I have known Colin and his dear wife Wyn for a long time, Colin will be sadly missed. Wyn, thinking of you.

My reason for this email is to correct statements made about STL 2692, HGC 225 and its history. In the autumn of 1967 I went to Grimsby with two colleagues, John (now The REVEREND) Lines and John Christie. The object was to look at STL 2689 which had just been withdrawn from service with a view to purchase. We were informed that STL 2692 was still being used for driver training. We decided to wait for the

STL to return to the depot. In due course 2692 arrived and after an inspection it was decided that I should go for STL 2692. The Chief Engineer at Grimsby Cleethorpes Transport (not Corporation as stated, Cleethorpes and Grimsby merged several years previously) stated that 2692 would be available early 1968. I agreed a price with him and we returned back to London.

Early 1968 I received a letter from the Chief Engineer with an Invoice for 2692 for £100. This was duly paid.

Not long afterwards a party of several bus enthusiasts set off for Grimsby. 2692 was waiting for us, we were told that 2689 had gone to a breakers yard not too far away so we called in to get a few useful spares. 2692 had lost its

Weymann bottom flares, but 2689 still had its flares. Several bits were removed including the curved battery box cover. 2692 made a faultless journey to arrive at Crystal Palace goods yard to park up next to G351.

I owned STL2692 for 5 years until a young family forced me to sell her in 1973. The trio who purchased 2692 included Colin and he finished what I had started.

Roger Wright now has a unique London vehicle, if I had not stepped in and purchased 2692 when I did the type would have gone into oblivion.

Please, please get historical facts correct before going to print.

Routes 65 and 71 Running Day

11th June 2023



Once again the south-west suburbs resounded with the purr of elderly engines as a variety of heritage buses took to the road. The day was proclaimed a huge success and was thoroughly enjoyed by passengers and crews alike and especially our chairman who was caught by Bob Stanger in RM 5, above left.



Above, RT 1798 leads STL 2377 past Kingston Odeon - Peter Zabek
Above right, STL 2377 in Cleveland Road, Scotch Common, Ealing - Mark Kehoe

Right, Every one an oldie! Seen from STL 2377 - Mark Kehoe
Below, RTL 554 At Scotch Common Roundabout, Argyle Road, Ealing- Mark Kehoe

Below right, RM 188 and RML 2760 pass in Richmond - Peter Zabek



Top left, RT 4777 fully laden all day leaving Kingston for Ealing in Richmond Road

Above centre, STL 2377 creeps up on RM 2 at Petersham Road by Ham Common

Above, BL 88 shows what might have been a Sunday service, in Ham. All the above by Mark Kehoe

Top right, RF 354 is in Surbiton re-enacting the Sunday service on route 71

Above right, RF 600 bound for Leatherhead, also in Surbiton

Right, lightly loaded M 6 leaves the Eden Street stop in Kingston

Bottom right, still in Eden Street, Provincial's Leyland National adds some variety to the 71 - all on the right - Michael H C Baker



Restoring a Four-Light Horse Bus

Alan Gaskell



The time has come to restore the 4 light horse bus! Having completed D142, constructed Roger's Emporium and got the woodworking area re-planned into a better working space I have turned to my next museum project, the essential repairs and restoration of the horse bus which is used for events. It had been planned to work on the 3-light horse bus however there was a lot wrong with the "chassis", that is the lower floor and its sides, so it was agreed to tackle the 4-light instead. This bus was constructed c 1890 and was last overhauled in 1988 by its previous owner the Andrews family, before being acquired by LBM in 2007.



I prepared my initial survey of work which was approved and started at the end of May, stripping out the upper "garden" seats and floor slats. That was straightforward however it became clear that the upper deck needed far more work than was obvious. I have now constructed a safety cage around the top deck to enable me to remove all the upper sides so that repairs can be done on those, straightening metalwork which has become quite bent in places, and matching the side panels to be consistent in design. I have now stripped the top layer of the floor which had many splits in the timber and which had shrunk in width by about at least 5mm per board! I will be applying a new liquid rubber waterproofing layer and new Douglas Fir flooring just as I did on D 142. New floor slats will then be fixed and the sides refitted. That should keep me busy for a few months!



The next task will be the disassembly of the stair to repair treads and risers as necessary and either panel beat the strings or replace if it is impractical to do so. The stair handrails also require a lot of TLC to make them follow the original alignment. I am hoping Ian Reddick and possibly Nigel Gower will come to my help at this stage.

That's not all, all glazing will be replaced with safety glass, and the lower deck floor needs new slats. All the seats require local repairs to slats and joints and to ensure consistency in appearance. Part of the support for the horses' shaft, called a futchell, is cracked and needs replacing and the wheels need to be fitted with rubber tyre bands (they could possibly come from the 3-light). No doubt as I get to this more unexpected work will turn up, but that will be the subject of an update in due course.

Then finally, of course will come fresh paintwork and sign-writing, but that's only when I am satisfied that everything is ship-shape, or in our museum language, bus-shape!

Shillibeer Place

Laurie Mountjoy



The more observant among you will have noticed the appearance of an old "Shillibeer Place" London street name sign on the wall at the back of the shop. "Why is this?" you may ask.

The shop has been renamed "Shillibeer Place" after George Shillibeer (1797-1866), who started the first London bus service in 1829. The idea was tried in Paris a little earlier. Shillibeer visited Paris and wondered if the idea would work in London. In 1827 Shillibeer, who was a coachbuilder, started a school service in London with a 25-seater coach - the first school bus. By 1829 he was ready to try a bus service. He built two 22-seat coaches which ran from Paddington, along the "New Road", now Marylebone Road, to the Bank. They had a conductor and stopped on request anywhere on the route. Shillibeer called the service "Omnibus" which is Latin for "for all", but only better off people could afford it. These were London's first omnibuses, and they gave us the English meaning of "omnibus", later shortened to "bus".

There were four services daily in each direction. The fare was one shilling, which was about a third of the fare charged by stage coaches for the same route. It was aimed at better-off commuters who travelled daily from Paddington to their jobs in the City. Early adverts described the service as "Parisian mode". Much was made of the respectability of the conductor, as the idea of being shut in a carriage with people you didn't know may have concerned some potential customers. They need not have worried though, as the service was a great success and was well established within a few months. Weekly takings were reported to exceed £100. It was soon copied by numbers of other operators. Shillibeer himself had 12 omnibuses running by the end of the year. In fact by 1832 there were 400 buses running in London.

Shillibeer later moved to a Greenwich service, but when the railway opened to Greenwich he had to close his business. He later became a successful undertaker.

The carriage itself was wider than normal and had 3 horses side-by-side, which was the French fashion. It carried up to 22 passengers and was noted for its stability. This allayed another worry – that it might be top-heavy.

In March 1979 to celebrate 150 years of London buses, 12 AEC Routemasters and one Leyland Fleetline (DM) were painted in a yellow and green "Shillibeer" livery. They ran in normal service for a period. A replica of Shillibeer's Omnibus was built in 1929 for the London General Omnibus Co, and this is now part of the LT Museum collection.

Shillibeer Place in Marylebone is not the only street named after him. There is also a Shillibeer Walk in Chigwell, Essex, where Shillibeer is buried.

Shillibeer Place (nearly said "The shop") is stuffed with bus-related goods, and a load of teddy bears. We have a selection of books, including the new "In and Out of Service", also second-hand books at discount prices. Many model buses and cars in various scales, including the last few Jotus ST and RF models. We have caps, sunglasses, umbrellas, pens, notebooks, lanyards, tea bags, mugs, jigsaws and puzzles in profusion. There is a 10% discount for members spending £20 or more. The IOS book is £30 to members instead of £40...

Every successful business has a slogan and Shillibeer Place is no exception:

"Get your gear at Shillibeer."

We are prepared for the future too. If we start selling food it will be:

"Fill your face at Shillibeer Place."



Summer Festival

25th June 2023



Our Summer event coincided with Metrobus' 40th anniversary celebrated by the above display from the Bromley Bus Preservation Group, (BBPG). The line-up consisted of:

JTM 109V, 1979 AEC Reliance/Plaxton, the last service bus built by AEC.

C395 DML, 1985 Leyland Olympian/ECW

UWW 13X, 1982 Leyland Olympian/Roe

M721 CGO, 1994 Dennis Dart/Plaxton

K101 JMV, 1992 Leyland Lynx

G806 TMX, 1990 All Leyland Olympian



Upper right, STL 2377 representing the home fleet was in action - Phil Hambling

Above, a pair 5s, not quite, RMs 1005 and 5 were posed between trips to Weybridge - Leon Daniels

Upper left, LT rivals, T 23, looked after by BBPG, joined M 6 which recently returned to the museum - Adrian Palmer

Lower left, UMP 227 has also rejoined the museum display having exchanged places with SMS 369 - Adrian Palmer



Left, D 142 was out enjoying the sun after its visit to the Cart Marking Ceremony - Leon Daniels

Below left, RM 1962 was refurbished in 2000, but has been carefully restored to its original appearance. The Red Rover adverts were the inspiration for those I designed for RML 2760 - Phil Hambling

Below right, former Cobham resident T 792 - Adrian Palmer

Lower left, a very smart 1951 Bedford SB with stylish 33 seat Duple Vega body. Ex H R Richmond (Epsom Coaches) - Phil Hambling

Lower right, SNB 449 represents the "modern era" of 44 years ago - how time flies! - Phil Hambling



Below left, H1 32GVM, Town & District Transport Trust's 1991 Dennis Dominator/Northern Counties Palatine. Recently carrying a commemorative livery - Adrian Palmer

Below right, from the Wythall Transport Museum is this 1950 Guy Arab IV 6LW /Metro-Cammell - Adrian Palmer



Memories never to be forgotten. (I hope)

David Aldridge

Having read and enjoyed many members' memories of their journeys and associations with London Transport buses, it made me think of how I ever became so interested in this subject which has given me such great pleasure over the years and continues to do so to this day.

I think, for me, visiting my grandparents regularly when I was a child, especially the bus journeys themselves, is what added to the thrill of the whole adventure.

Being born in 1949 and having spent most of my early childhood in Shepherd's Bush, London, my father then decided in the late 1950s, that we should all move to Hayes in Middlesex, thereby leaving both sets of my grandparents still living in Shepherd's Bush.

When I was around 8 or 9, I recall one day, that whilst cycling around this new found town with my friend Michael, we came upon a row of shiny red buses parked at Clayton Rd and Blyth Rd in Hayes Town, (later learning these to be RTs). We then noticed there was a large green lorry parked nearby that bus crews were popping in and out of, (I didn't realize at the time that it was a London Transport mobile canteen) so Michael and I gingerly crept into the vehicle to explore and was amazed to see sandwiches, cakes and a massive tea urn on the counter. We were kindly welcomed in by one of the crew and would soon be seen munching away on jam tarts and cups of tea, after which we then cycled home, bellies well and truly full.



Perhaps it was LBM's mobile canteen that David saw? Messrs Goodfellow and Hibbs enjoy a brew. Photo-Ian Jackson.

Our house was very near to Bourne Avenue in Hayes where the No.55 route terminated close to the Music Box pub. One day in passing I noticed Chiswick printed on its blinds and I began thinking, could this bus get me to see my Nan and Granddad who lived in Loftus Rd and Thorpebank Rd Shepherd's Bush. Well, with a bit of assistance from my father we worked out a route of how I could achieve this, which I later discovered to my delight,

included a trolleybus, exciting times ahead indeed for a 10 year old on his first solo flight.



RT 329 passes Turnham Green station in 1960. Photo-Jack London from LBM Collection

The day arrived for my epic journey to visit my Grandparents and on approaching the No.55 Bus (an RT) which I remember standing majestically at the Bourne Avenue terminus, I eagerly charged up the stairs, banging my shins on the deep metal steps to get to the front seats, I am sure I must have cursed at the time, but not knowing any of the familiar expletives yet, I am sure it was just an OUCH, that hurt! Just as I was nearing the front of the bus a voice from the back shouted, 'Not now sonny, plenty of seats downstairs lad!' I turned around, now noticing the driver and conductress sitting on the back seat enjoying each others' company. Later as I grew a little older and more aware of the world around me, I realised they were probably not just sharing each others' sandwiches on their break, and I do possibly believe, unwittingly, I may have become an unwelcome distraction to the proceedings in hand should I dare to say. However, having now slunk down the stairs somewhat dejected I settled in the seat behind the driver and off we set. As I paid my fare to the conductress which was just a few pennies, I was greeted with a wink of an eye and a cheeky smile, and I am sure she said to me, "mum's the word sonny!"

We travelled down Bourne Avenue, turning into Dawley Road leading towards Station Rd and then onto the crossroads at Fairey Corner (Fairey Aviation had their headquarters on the corner in those days) then, after passing Hayes Station we approached Hayes Town with Woolworths on the right where I always bought my broken biscuits. We then travelled along Coldharbour Lane and on approaching the junction of Uxbridge Rd, (known as the Grapes because of the pub) I rang the bell cord and jumped off the platform, which always seemed to remind me of a bar of chocolate somehow (once again getting a cheeky smile and a wink from the conductress).

Having successfully crossed the Uxbridge Rd in one piece I stood patiently at the bus stop eagerly awaiting the 607 from Uxbridge to take me to Shepherd's Bush. I was looking forward to this as I had never been on a trolleybus before, although I had seen them many times going up and down the Uxbridge Rd and around Shepherd's Bush Green.

Whilst waiting at the bus stop, and still feeling a little peckish, even after eating my jam sandwich which had been stuffed in my pocket earlier, I noticed a sweet shop just a few steps further along with a Nestlé's chocolate machine outside. Greatly ashamed as I am to say, is that us lads had previously perfected the art of removing a bar of chocolate from these machines without the need of coins, and now by using this new found skill, this would keep me in good stead for the journey ahead, and indeed it did.



K1 1153 on the 607 passes the end of Windmill Lane where AEC built London's buses, except this is a Leyland! Photo-Bill Cottrell.

I soon became aware of a very large bus that had silently crept up on me with rods sticking out of the roof touching the overhead wires. So, this was the trolleybus, and excitedly I climbed aboard sitting myself upon the long comfy seat at the back next to where the conductor stood.

Making off along the Uxbridge Rd, and once again handing over pennies for the fare, my pocket was now beginning to feel a lot lighter for it as well. We passed through Southall and then under the Iron Bridge, which I now know to have been very close to the old AEC factory in Windmill Lane. I was amazed to see passing on the other side of the road a



F1 740 and H1 788 share the Frays Bridge stand at the end of Uxbridge High Street. Photo-Jack London LBM Collection.

man wearing what looked like a flying helmet and goggles driving just the chassis of a bus, the reasoning of this madman explained to me much later in life. As we headed towards Hanwell I noticed a yard full of yellow tipper lorries with "THERE GOES CROSS" on the back and "HERE COMES CROSS" on the front.

Pulling up outside Southall bus garage, which was just a few buildings further along, I noticed it was packed with buses and I would have loved to be able to jump off and have a nose around. Sadly the garage is now no longer there, just houses, I believe it had been badly damaged by fire.

Moving quietly away from the bus stop we glided into Hanwell Broadway and stopped, "Hanwell Depot", bellowed the conductor right in my left ear. There were trolleybuses moving in and out of the depot continually while we were stationary and it was fascinating to watch them, I am sure it was here we had a change of bus driver as well. No bus depot there now though, either, just the same old boring shops you see everywhere in every town.



K1 1276 on route 657, which ceased in May 1962 and RM 535 on route 207. Photo-from Flickr with permission.

We continued the journey on through West Ealing, Ealing Broadway and then onto Ealing Common and all the time taking in the sights around me, (obviously very easily pleased at that age, and to be fair still am really) I do remember though, feeling very safe travelling on the buses at that time on my own. Continuing along the Uxbridge Rd into Acton High St, (not far from the London Transport Museum's Acton Depot and often frequented by my good self) we travelled majestically along until pulling up at Bromyard Avenue just outside Acton. Little did I know that 12 years later I was to return to this address to attend an interview in a building nearby, to become a Post Office telephone engineer which kept me gainfully employed for next 40 years. The last part of my adventure saw me jumping off the platform of the trolleybus at the junction of Loftus Road and Uxbridge Rd to visit my Grandparents who lived very close to the Q.P.R. football stadium,

Continued next page

(another one of my vices). Beans on toast and a piece of cake awaited my attention as I entered my Nan's kitchen.

What a morning that was, and I had it all to do again when I returned home a few days later. After doing that journey, many, many times over I was now hooked on London buses. The Routemasters on route 207 would terminate at Uxbridge Garage, and the 207A which conveniently terminated at Hayes Town soon replaced the trolleybuses, but for me it was still as exciting, especially if I could sit behind the driver hoping he had not pulled his blind down behind him. I was now (in my own little world) going to operate the big red switch of the indicators.



RM 859 rests at Uxbridge during 1966 while briefly allocated to UX garage. LBM Collection

Sometimes as a special treat, I would travel home on the Green Line Route 711 to the Grapes (which I now know to have been an RF) and then hopefully get the 55 back to Bourne Avenue. Sometimes a 140 would appear first which would take me to Clayton Road in Hayes Town where I would then have to walk home cutting through the alley within the old E.M.I. buildings which ran alongside the main railway line from London to the West Country.



A treat on a wet day, RF 74 on route 711 tails a route 607 trolleybus bound for Shepherds Bush. Photo from Flickr with permission.

When I later became aware of the Red Rover ticket, well, that was it, no stopping me now, with pockets stuffed with sandwiches and chocolate, (Nestlé's of course) my friend and I were jumping on and off buses all day long.

So, that for me is how it all started, I don't jump on and off buses as quick as I used to now, but I still get the same old buzz when I go to bus shows, and long may it continue, with my thanks going to the people who go to so much effort to organise such outings.

More on the 607

This article coincides with the July changes to Uxbridge Road routes, where route 607, revived in 1990 as a limited stop service, became SL8, part of a new "Superloop" radial network. The two photos below by Francis Wadsworth show the standard livery on Volvo-EvoSeti VMH 2595 and the new branded livery on VMH 2596. (Ed)



Howard's Special Birthday



Roger and Dawn celebrating in the canteen with Howard.

On Saturday 18th March the London Bus Museum was delighted to be able to welcome Howard Webber and to help him celebrate his 74th birthday with us.

Back in December, at the sad occasion of volunteer Ian Read's funeral, Sharon Burton was chatting with a lady called Dawn Ayres who, with her husband Roger, runs the Bushey Hall Garage and had been friends of Ian and Jane Read for years.

In discussing the bus museum, Dawn told Sharon about her cousin Howard Webber as he is a real bus enthusiast. Howard is very special to Dawn and the family. He has lived in residential care for sixty years as he has mobility difficulties and other challenges in his life but he is always thinking of others and how to help them.

Discovering that Howard and the family had never visited LBM and that Howard's birthday would be in March, Sharon suggested that a visit might be very enjoyable for all concerned and that we could try to make it a special occasion for someone who gives so much to others despite his own problems.



"Hold tight, please", Conductor Jim Eades in action.

Guy Marriott was then instrumental in making it all happen. Guy and Ian Read had been working closely on the new book *In and Out of Service* and Guy got in touch with Jane Read who was pleased to know that we were now helping Dawn with this plan.

After checking practical details of the date, availability of Howard's carer, mode of travel, mobility on site, availability of a bus, a driver and a conductor for bus rides, the planning really got underway. Duty Manager Gerry Job was fully supportive in ensuring Howard was going to have a great day. In the event, the day proved to be all we could have wished for Howard. The weather was kind and Howard, to his delight, was able to ride on a bus!

A little celebration was held in the volunteer canteen with a birthday cake, a birthday card from all at the museum and a few mementos of the day such as Steward and author Kevin McCormack signing one of his books for Howard.

Howard was accompanied by his carer Stephen, (who seemed to enjoy the buses too, we were happy to see) and cousin Dawn Ayres with her husband Roger.

Following the visit, the museum received a lovely Thank You card from Howard and the family as they felt it had been a very successful day. Howard is going to become a member and they are planning a return visit to us possibly including other members of the family and some of Howard's friends.

We at the museum were in the privileged position of being able to do something special for someone who frequently helps others and that was down to our volunteers being willing to go that extra mile on a busy Saturday.

Thanks are due to Andy Gray, who was our driver that day and also to Jim Eades, the conductor. They both looked after Howard well and the family were very pleased and appreciative. Also, to all the Stewards that day and especially to Gerry Job as DM, a big thank you for making Howard so welcome.



Stephen, Roger, Dawn and Gerry with Howard. Photos by Sharon and Dawn.

Annual Cart Marking Ceremony 22nd July

Roger Stagg

Cart Marking is a Ceremony that takes place annually at the City of London Guildhall.



Derek Hanlon makes a quick exit from T 31 having been joined by a wasp! Lord Hendy's RTW 467 was also present - Roger Stagg

From 1529 Freemen of the City who operated carts to carry goods or persons within the Square Mile needed to be members of the Guild of the Worshipful Company of Carmen. Once a year they would be required to bring their "cart" to be branded and thereby pay the annual tax of one penny the medieval equivalent of the current Road Fund Tax (equivalent to £232 in current terms). The proceeds were for the benefit of Christ's Hospital. Cart owners who paid their tax with a cart exhibiting that year's brand mark could bring goods/passengers in and out of the City without paying the tolls levied to "outsiders"

The ceremony still takes place each year and the tax, which has been 5 shillings (25p) since 1838, is paid. Around 60 vehicles entered by Freemen of the City of London, proceed one at a time through the Guildhall Yard, pay their 5 shillings, and have the vehicle duly branded by the Lord Mayor. This year on 22nd July, D 142 and T 31 represented the London Bus Museum. The first driven by Freeman Roger Stagg and the second by Robin Helliar-Symons standing in for Freeman Leon Daniels who was delayed in Berlin.

Fortunately, they no longer burn the mark direct onto the vehicle, but onto a hardwood board fitted temporarily to the nearside. One of these boards is displayed in a cabinet at LBM

Adding to the buses being marked were GS 64 from LTM, RTW 467 under control of our President, Freeman Lord Hendy and RM 5 with our Trustee, Freeman Paul Sainthouse of Dawson Rentals.

Our buses came up from Brooklands to the City early on the Saturday morning under the control of Roger Shaw and Graham Bartlett on D 142 and Derek Hanlon and Robin Helliar-Symons on T 31. Owen Wright in the Museum van followed with emergency supplies and tools. Followed but was, fortunately, not needed.

The buses then stood awaiting the call, in London Wall both immaculate in the sunshine, a tribute to Sharon Burton and her cleaning team. It was a slow procession to the Guildhall each vehicle taking around 2 to 3 minutes to pass through. D 142 with Alan and Jenny Gaskell together with Dawn Stagg and Owen Wright stood on the upper deck accepting the waving and applause from the Guildhall audience. Then followed a second circuit with D 142 dwarfed in front by a massive Oshkosh M1070 tank transporter tractor unit.

A short break for photographs in Guildhall Yard was made but the loading limit was said to preclude D 142, RTW 467 and T 31 being posed together, although it is unlikely that the three would have equalled the weight of the Oshkosh unit.

At that point the weather, which had until then defied the forecasters' gloomy projections, got itself into gear and the heavens opened. There was a faultless return to the Museum albeit that Messrs Shaw and Bartlett endured torrential rainfall for the whole journey in the somewhat minimal protection offered by D 142.

Thanks go out to all the LBM members involved from service, adjustment and preparations, cleaning and polishing, fuelling and especially crewing. No doubt on the Monday both vehicles were somewhat dirty from their "day out".



D 142 is dwarfed by the "modern" bus - Roger Stagg



The Lord Mayor of London applies the "mark" to D 142 - Alan Gaskell

Book Review

Michael H C Baker

London's Pre-war Smaller Classes by Ken Blacker, Capital Transport, 114 pages, hardback £30.

This latest from those masters of telling the London Transport story the way it is – or was – ticks all the boxes and does exactly what it says on the cover. The classes concerned are one double decker, the STD, which had a considerable influence on the London bus, and four single deckers, the TF, which also did, to an extent, the C and the LTC which were essentially one offs, and the CR which was a step too far. To quote the author regarding the latter, 'it was proving something of a nightmare to keep the little CRs on the road...many spent far too much time tucked away in odd corners...waiting for a hapless engineer...to sort out their problems.' They entered service at a most unpropitious time, 9th September, 1939, their unreliability caused them to be withdrawn within three years, and they only came back, briefly during the vehicle shortages of 1946. Perhaps surprisingly two have been preserved.

Much more successful was the contemporary TF, another Leyland design of 1939, the 14 sightseeing vehicles being particularly attractive. Sadly all but one was destroyed in the Blitz but the next 75, after carrying out wartime duties as ambulances, resumed Green Line work in 1946 and, along with the 10T10s and the Qs, were the backbone of the fleet until replaced by the RF.

The CR was the rear engine version of the Leyland Cub 20 seater. This latter was an excellent little bus and filled the gap where 'road conditions prohibited larger vehicles or passenger demand warranted nothing bigger...their characteristic engine roar seemed to signify a level of power...out of proportion to their diminutive size.' They served in both Country and Central Areas for almost 20 years. One of each has been preserved.

Then there was the highly distinctive Inter Station Cub, Nos. C 106-C 113. Decked out in pale blue and primrose, with much space for luggage, they introduced the one and a half deck concept, which served airports post-war, notably Heathrow; some of the Cubs post-war worked for the Railway Air Services at Croydon and Northolt. Replaced by RTs and Routemasters, they retired in 1951. One, possibly two, have been preserved.

The LTC was a most impressive vehicle, a six-wheel, out and out coach, luxurious, 'designed to serve the top end of the private hire and sightseeing market.' It was fitted with a petrol engine 'by keeping noise and vibration to the barest minimum,' on an AEC chassis and with Weymann body. It had 28 seats, later 30, radio, and roof panels which could be opened. Sadly none has been preserved, although after

withdrawal in 1952, LTC 2 was retained but in the end it was disposed of in June, 1954; end of story.

The 100 double deck, 56 seat STDs, dating from 1937 outshone the STL to earn a reputation second to none for sturdiness and reliability, whilst aspects of their engine design influenced London Transport's engine development for years to come.' Essentially the STD was a standard Leyland TD4 Titan but with a body much modified in appearance so that it closely replicated that of the standard roofbox STL, although not as closely as the post war Leyland body fitted to the 500 RTWs did to the standard RT body. All the STDs were sent to Hendon (AE) garage and they worked there for some 14 years, most notably on route 13 which took them through the West End and the City to London Bridge. In June 1939 figures were produced which showed that the STD was '24% more efficient overall than the STL.' Near the end of their careers a number were sent to Enfield, but they still worked the 113 out of Hendon at the beginning of 1954, the final year of RT/RTL production, types which, of course, replaced all pre-war buses. They worked as trainers for a while and your reviewer attempted to take a photograph of one at rest one Sunday in Putney Bridge with dire results. STD 90 lasted until 1960, by then preserved but was extensively vandalised and consequently none of these characterful Leylands has survived.



LONDON'S PRE-WAR SMALLER CLASSES

C, STD, LTC, TF, CR

KEN BLACKER

The Spirit of Mortlake Garage, Part I

Brian A L Jones

A recent donation to LBM provided an insight into the communities that London Transport bus garages created for their workers.

Heidi Topman provided us with a range of images and memorabilia that her late husband John had assembled while working at Mortlake (garage code M). That garage was located in Avondale Road, off North Worple Way, Mortlake, though for many years the locality was shown on bus maps as "Barnes".

It was the third motor bus garage built by the London General Omnibus Company (LGOC) and opened in July 1906.

From 1933, under London Transport (LT) the garage continued to mainly operate a fleet of ex-LGOC buses, initially NS, then ST and, mainly, LT class six wheel buses, until they were displaced by RT class buses in 1948. In 1955 the fleet was changed to RTL class and, finally, from 1962, Routemasters were operated until the Garage closed in June 1983.

The principal route operated from Mortlake was the 9, which traversed Central London through many tourist attractions to terminate at Liverpool Street Station.



Mortlake garage main entrance



Mortlake garage exit into Avondale Road



A cheerful conductress carries her Gibson ticket machine in its protective case, while wearing its attachment harness and cash bag. As a frontline staff member, she provided the public image of the service which Mortlake gave to the travelling public.



Management staff sit alongside a desk containing virtually everything needed to plan and control the day's activities. Staff and vehicle availability, shift chart and payroll preparation, building maintenance issues, public enquiries and lost property would have been all part of a busy day's work.



Len Bond, night chargehand on left, with a colleague, in a rather grubby locker room / office. They appear to be a little surprised and perhaps apprehensive that, as "background" personnel they have been asked to pose for a photo.



A route controller sits in front of a CARLA installation. That equipment, introduced by LT in 1979, was a system which included a two-way bus radio links. Those had initially been provided to combat rising staff assault rates. The system, headquartered in the Mansion House, was uprated to provide a network linking inspectors in radio equipped cars and emergency response vehicle crews, allowing those to respond to problems reported by on-route bus drivers. The computer screen showed the location of individual buses and the schedules which they were operating. That provided the CARLA operator with the information needed to direct actions to improve service levels, particularly on trunk routes, such as Mortlake's no 9.



Caterer Nellie stands in the preparation area of the garage's busy canteen



Conductor Liz Harrison pictured in the 'output' of Mortlake garage. This was the area where crews began shifts, signing on and collecting route time cards, and ticket machines, returning those items when shifts ended.



A larger view of the 'output'. Entry from outside was by the door seen just beyond the coated inspector. Two youth sit on the shelf far left – has their parent brought them here because no childcare is available, or are they just collecting their wages? The crowded notice boards behind the two staff on the right contain information from The Benevolent Fund and the Friendly Society.

John Topman proudly sits in the cab of one of the Routemasters that were repainted in silver to commemorate Queen Elizabeth II's Silver Jubilee in 1977 and redesignated as SRMs. RM 1911 became SRM 12 for the duration of the celebrations.



A general view of Mortlake garage, with the fuelling bay in the foreground and the vehicle washing area beyond.

Continues next page



A mixed selection of Routemasters in Mortlake's dock area. Visible are RMA 10, now in Finland, RM 1982 and RMC 1502

Photo Credits:

All the photos used in this article are from LBM's John Topman collection. John did not note the names of all persons in the photos used in this article. If any can be identified and named by readers the Editor will be pleased to make acknowledgement in a future issue of LBM Magazine.

References:

1. *London Transport Bus Garages* – John Aldridge – Ian Allan (2001) – The cover of this book shows a Mortlake interior view which includes two LBPT RTs then on hire to LT.

A Brief history of Route 38 Peter Osborn

Bus route 38 is 111 years old, having started operation on 16 June 1912, running from Victoria Station to Leyton Green via the current route to Clapton Pond and then via Lea Bridge Road to Leyton Green. On Sundays, the route was extended to Epping Forest via Walthamstow.

The route operated from the London General Omnibus Company's Leyton Garage (T) at Leyton Green, with other garages helping out on Sundays. Initial buses were solid-tyred, open top B-types, the sturdy reliable buses that enabled the growth of London's bus network and proved invaluable as troop transports in France in the First World War.

Initially, operation of the route beyond Leyton varied, but from May 1916, the route was extended on weekdays to run to Walthamstow *Crooked Billet* and then, on summer Sundays from 1922, to Chingford *Royal Forest Hotel*, every day in summer from 1924 and daily from April 1925, with some buses in summer continuing daily to Epping Forest *Wake Arms*, but restricted to summer weekends after 1931. These summer Sunday extensions continued, with a gap during the Second World War, until 1965.

John Topman again, this time with a fitter, standing by ex-London Country RCL 2235 that was purchased for use as a driver trainer by LT in December 1977 and allocated to M in January 1978. It later ran on route 149 and the OLST before sale to Blue Triangle. It now resides in Spain.



2. Neil Goodrich website
3. LT News #140
4. Ian's Bus Stop website

Thanks to:

Heidi Topman – we are grateful for the very large number of John Topman's images that she has donated to LBM.
Richard Blackmore – for collecting the donation
David Pinniger – for photo slide copying

Part two will appear in the next issue



LT 864 rests at the Royal Forest Hotel. Photo-LBM Collection

Bus types developed from the B via the K and S to the NS type in 1924 – at that time still open top and with solid tyres. The NSs received roofs in 1927, but still ran on solid tyres until 1928/29 when a relaxation of Police rules permitted the fitting of pneumatic tyres. This allowed the increase in permitted speed from 12 mph to 20 mph and in due course journey times were reduced accordingly. But



Former Cobham resident RT 190 began life at Leyton, seen here with a Wake Arms destination. Photo-Dave Jones

this improvement was superseded from October 1930, with the delivery to Leyton Garage of 29 brand new open-staircase three-axle LT-types. By the

summer of 1931, these had replaced Leyton's NSs, with many new buses of the enclosed-staircase type; LTs were to operate the 38 for 20 years. After the war, the 38 was known as the home of the last open-staircase LTs, long after the replacement of other open-backed types, continuing in service right up to the end of 1949.

In the 1930s, buses ran about every 3 minutes to Walthamstow, taking an hour and 5 minutes, with at least one bus in three continuing to Chingford. At weekends, buses ran to Epping Forest every 10-15 minutes. This service required up to 58 LTs from Leyton, and extra help was required from up to 21 STLs based at Dalston; at this time, a bus left Victoria every 2 minutes in the peaks. After the war, the frequency was reduced slightly to run every 4-6 minutes between Victoria and Chingford.

Additional to the 38 route was the 38A, running from Victoria via Clapton Pond and Leyton to Loughton, jointly operated by LTs from Leyton and Loughton garages and running every 10 minutes. The 38A continued in operation until in September 1968.

The first of London's huge fleet of post-war RTs were delivered to Leyton in 1947 to replace open-staircase LTs, but from the 10 and 38A, not the 38. The 38 had to wait until late 1949 before more new RTs were available and the LTs could finally be retired. 49 RTs were required in 1949 and through the 1950s, increasing to 54 at the end of the decade. The RTs served slightly longer than the LTs, at 21 years, before replacement by Routemasters in January 1971. Prior to that, operation was shared with Clapton garage (CT), a former trolleybus depot, from October 1969; by this time, Clapton's well known fleet of Leyland RTLs had been replaced by RTs. Clapton's RTs were replaced by RMs at the same time as Leyton's.

Meanwhile in September 1968, at the same time as withdrawal of the 38A, the 38 was shortened to run to Walthamstow rather than Chingford. With the improved frequency to cover the 38A as far as Leyton, the RT requirement grew to 69 buses with buses leaving Victoria

every 1-4 minutes. A year later, in October 1969, it was shortened again to run only as far as Leyton Green – the original 1912 route – a similar frequency being provided between Bloomsbury and Clapton, but with fewer buses starting at Victoria. The requirement fell to 52 buses.

In January 1981, Clapton garage's contribution ended (for the time being) and Leyton upgraded to larger RML Routemasters. In common with many crew-operated services at the time, June 1986 saw the 38 on Sundays converted to one-person operation with T-class Leyland Titans; 15 years later, in June 2001, crew operation returned on Sundays. But in February 1990, a final shortening of the route created the current Victoria Station to Clapton Pond service. Routemaster operation on Monday to Saturday was transferred to Clapton garage, from where the route has operated ever since, with the exception (for physical reasons) of the period of operation by articulated buses.

The 38 returned to the headlines in 2012 as the first route to operate the 'new bus for London', the (new) LT-class New Routemaster, with design ideas clearly derived from the old open-staircase LTs. The first went into service on 27 February 2012, just four months before the route's centenary, although it was to take until June 2014 before the route was fully converted. These buses initially ran with 'passenger assistants' (formerly known as conductors, although not taking fares), unusually on the 38 for part of the route only (Victoria to Mildmay Park) and on weekday daytimes only. The cost could not be justified and the passenger assistants were withdrawn from September 2016.

An unusual feature of the 38, introduced in November 2009, is the use on Monday to Friday of alternating destinations, with every other bus terminating short at Hackney Central Station; whilst such an operating pattern was common in London Transport days, it is an exception to TfL's normal rule of operating all buses on a route from end to end.

The high frequency of the 38 (every 3-4 minutes) continued right up to October 2021, needing 59 New Routemasters. However, as part of the reduction of central London services, the frequency was then reduced

The current scene, LT 844 bound for Victoria. Photo-David Harman



Donations Received 20th October 2022 to 18th January 2023

Thank you to the following donors.

The museum is pleased to acknowledge, with grateful thanks, the gift of objects from members and others who may be downsizing their collections or from families of those no longer with us.

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John Lines	Guy bus bulletins
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Many thanks to those who have chosen to donate to us, and our condolences to those who have lost family members and friends.

We endeavour to add the gifts to our permanent collections although surplus material, where duplicating existing objects or not within our collecting policy, is offered for sale to enthusiasts and others. The resultant income is used to maintain and develop the museum.

If you have any items that you wish to donate, please contact the museum by telephone or email (details on inside of back cover) to tell us about the items. We welcome every donation whether bus or other transport related and whether London or elsewhere.

Route 38 heritage day Saturday 16 September 2023

IT'S FREE

38

- Clapton Pond
- Hackney Central
- Dalston Junction station
- Islington Angel
- Rosebery Avenue
- Tottenham Court Road station
- Piccadilly Circus
- Hyde Park Corner
- Victoria station

Come for a ride on heritage buses through Hackney, Islington and the West End as part of our programme of bringing buses out of the Museum to run again on the streets of London



We will be running buses from the 1930s to the 1970s from about 1000 to 1700, which will be joined by other buses from private owners. It'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 38 on which normal fares apply.



Scan for more information, including timetables, maps and vehicles attending (updated regularly)

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



LONDON BUS MUSEUM'S TRANSPORTFEST

SUNDAY
22 OCTOBER 2023
10:00 - 17:00



AT BROOKLANDS MUSEUM, WEYBRIDGE

FREE BUS SERVICE 462 TO AND FROM WEYBRIDGE	CELEBRATING 70 YEARS OF THE GS AND OTHER BUSES & COMMERCIAL VEHICLES	CHILDREN'S ACTIVITIES BUS TOURS TRADERS' MARKET	FREE PARKING THE HEIGHTS KT13 OXP
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For prices visit brooklandsmuseum.com or call 01932 857 381

EXPECT THE UNEXPECTED



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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 above.

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2023 Diary Dates

Heritage Week- 16th September - route 38 running day - Clapton - Victoria
Sunday 22nd October - TransportFest

