

London Transport  
Museum

# friends

*magazine* 153  
Spring 2023

news, views, reviews, articles  
and features about London's  
fascinating transport story and  
the London Transport Museum





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Contributions for the next issue must be with Stephen before Friday 9 June 2023.



**Stephen Jolly**  
from the Editor

**T**hank you to all Friends who have contributed material to this issue of the magazine and all those who wished Ray and myself well. We hope you like the range of features, reports and articles and the new look. Ray has been busy restoring photographs and laying out the pages day by day, and Barry LeJeune has been a tower of strength, offering advice and answering all my questions as they arise.

It has been a busy start to the year for me, so if you are planning to send in an editorial contribution, it would be helpful to us if we knew it was coming in advance.

We do have a few requests about imagery. Although it is easy to grab something from a website, you do need to obtain copyright approval to use it and often what is on a website is not of sufficient quality for magazine reproduction, anyway.

Ray asks that you try to get the best quality image you can and, if scanning your own pictures, scan at a as higher resolution as is practical - think MB rather KB. Lastly, try to send images as attachments to an email, not embedded in the email or document.

I look forward to hearing from you.

friendsnewseditor@yahoo.com

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## Graham Miller

from the Chief Executive Officer



**W**elcome to the first edition of the magazine produced by Stephen Jolly as editor and Ray Stenning managing design and production. I hope that after reading it you will agree that the usual high standards are being maintained.

It has been a busy start to the year for me but also an enjoyable one. I sense that within the Friends and Museum things are getting back to normality after three Covid-dominated years. We have now started our 2023 programme of real talks and it is great to see a full Cubic Theatre at Covent Garden again. We have a full programme of talks at both Covent Garden and Acton arranged for the remainder of the year.

Those of you who attended talks this year you would have noticed that Susan Gilbert was unable to be with us. At the time of writing, Susan is recuperating after a spell in hospital: we hope that by the time you read this, she will be well on the way to recovery.

We will also be supporting London Underground's Tube 160 celebrations, part of which is planned to include heritage runs by Metropolitan electric locomotive Sarah Siddons, which celebrates a centenary this year. Our volunteers will continue to support Heritage Bus events and the sales team will carry on with business as usual.

There are indications that progress will be made on a number of long-standing projects that we have been supporting. More details will be available in the summer edition.

You may recall that in the autumn edition, we asked for volunteers to help with the Membership Team. We had an excellent response and as well as finding volunteers for that Team, others have agreed to support the Recruitment Team, help with our website and manage the upkeep of our various policies.

On the subject of volunteering, Sam Clift, the Museum's Volunteer co-ordinator, has reported that Friends contributed a significant share of the total of 16,607 hours given by volunteers to both Museum and the Friends in 2022. On behalf of the Trustees, I would like to thank all of you who are so generous in giving your time.



**Sam Mullins**

from the Director's chair

**I** expect that by now you will have heard or read that I will be stepping down from my role as Director in the middle of this year; my post has been advertised and the Museum Board is on course to recruit my successor. I know that a change at the top can be unsettling for the Museum's staff, so too for the Friends. We have together charted our way through Covid and made a great success of post-Covid recovery.

As Director and CEO, we have guided London Transport Museum from strength to strength and have seen the Museum's visitor numbers soar from 180,000 to around 400,000 per year and its influence extend well beyond the walls at Covent Garden.

Highlights have been the opening of the Depot in 1999, major £22 million redevelopment in 2007, the extension of our education reach to every London borough, steam events for Tube 150 in 2013, Battle Bus to the Western Front in 2014, the development of the Hidden London tours and digital programme, through to seeing the venue named London Visitor Attraction of the Year in 2022 and being back to our pre-pandemic visitor numbers by April this year.

While the Board needs to secure the best candidate for 'my' job, this does not imply a change of direction or strategy

for the Museum; it is simply the next stage in this remarkable organisation's development. I will leave the Museum with a working history of itself; we all work on the shoulders of giants and those who we recruit to follow us need to be aware of the precious and unique nature of this organisation, including the valued voluntary work and project funding of our Friends.

As for me, I am moving on to a portfolio-style career, as an historian, researcher and presenter. I will be completing the book on TfL's first 25 years and deploying my experience of governance as Deputy Chair at the SS Great Britain. I will also offer mentoring and consultancy to share a lifetime of work experience.

I am sure that there will be further opportunities to address again - and thank again - the Friends before I formally leave my post in the summer.



**F**or this column, I wanted to focus on a project generously funded by the Friends, which has progressed over the recent winter months. For some time the Curatorial team have been itching to improve the lighting in several prominent rail vehicles on public display at the Museum in Covent Garden. This was necessary both to enhance their display for visitors, but also to better ensure their conservation, with electrical wiring within many of the vehicles showing its age. The Friends agreed that this was activity they were willing to fund.

## better lighting

**P**erhaps the most noticeable difference is the completed work to the Q stock car on the first floor. For some time the lighting in this car had to be switched off entirely, as the existing wiring was in a poor state and the lights were creating unwelcome heat, endangering the condition of the interior. A sympathetic re-wire has been completed, with cables running in a way that does not disturb the historic surfaces.

The interior is now open once again and bathed in a pleasant warm glow, quite different to the bright white lighting of contemporary Underground cars.

With the recruitment of Curator Elisabeth Chard-Cooper to the vehicles and engineering portion of our team in August, we were able to benefit from some extra, and experienced, capacity.

Lis engaged vehicle contractor and electrician Martin Strange, as well as making arrangements with colleagues in the Museum's Operations teams to coordinate the work, as it required out of hours working.



## John Hampden

**O**n the same floor, the Metropolitan Railway locomotive 'John Hampden' has also had new lights added. Visitors can now see interesting internal views of what was the most powerful electric loco to ever run on the Underground.

Lis and Alex Talbot, our Lead Curatorial Technician, also took the opportunity to carry out essential cleaning between the stock, tidying the masses of cable runs and tackling outstanding conservation issues.



## padded cell

**T**he team have also switched lighting over to LED display lighting on Metropolitan

Railway carriage 400, also on the first floor. The same has been completed on the City & South London Railway 'padded cell' carriage and the 1938 stock car on the ground floor.

This work means that the surfaces are protected from heat damage, the lighting is energy efficient and it is all on an easier to access system.

**W**e are hugely grateful to the Friends for the funding support that has enabled this work to be completed. A next step connected to the enjoyment and preservation of our vehicles at Covent Garden is commissioning improved barriers that prevent unwanted access and damage, but in a way that is sympathetic to the vehicles.

## SHOP NEWS

Samantha Harrison  
Off-site sales manager



A new hardback book from Capital Transport is Design on the Elizabeth Line, a celebration of the architecture and design to be seen on the Elizabeth line. **£19.95**

Also from Capital is a brand new edition of Tube Trivia by Andrew Emmerson. Presenting fascinating facts and debunking some well-worn myths, this pocket size book is ideal reading matter for the Tube or preparing for your next pub quiz. **£4.95**

Then there's A London Busman's Career 1946-1972 by Laurie Akehurst. There's a review of this excellent book on page 55. **£19.95**

From Pen & Sword, we have Last Years of the London Routemaster by Matthew Wharmby. Over 700 surviving RMs and RMLs were divided between the privatised London Buses subsidiaries. In this photographic archive, each company's last Routemaster-operating decade is outlined up to December 2005. The two heritage routes are then explored all the way up to their own end in 2019. **£25**

During the 1950s the failing steam-powered local railways symbolised everything that was wrong with the country. Along came Dr Beeching with his diagnosis, and suddenly branch-line Britain was gone for ever.

In this superbly researched paperback, Last Trains: Dr Beeching and the Death of Rural England, Charles Loft exposes the political failures that bankrupted the railways and lays bare the increasing alienation of bureaucrats from the public they were trying to serve. **£14.99**

From Corgi, we have four new limited edition releases in 1:76 scale - one classic Routemaster bus and three New Routemaster buses. **each £46.99**



**KENSINGTON ARMCHAIR**  
relax in style  
**£1,600**



**MOQUETTE CUBE**  
a versatile piece - great for additional seating  
**£250**



**BASEBALL CAP**  
an LTM exclusive cap in the ever popular Elizabeth Line moquette print  
**£15**



**TFL SOCK COLLECTION**  
6 stylish designs in 2 sizes - 3-6 and 7-12  
**£60**



**Fly the Elizabeth Line**



One of our newest First Edition posters, this reworked design is based on the 1978 Fly The Tube poster by Peter Hobden and Brian Watson. **£25**

Use code **LTMFRIEND** at the checkout online or show your Friends membership card in store to receive your 20% discount.

No discount applies on sales items or Art on the Underground and 10% discount applies on all models.

Please use discount code **MODEL10** to receive your model discount online.

Happy shopping!



Journal reviewers get back to work and a timely coronation item is added to the Library collection



After launching our online Library catalogue in December 2022, we enjoyed another celebratory moment in February 2023, when our small team of volunteer Journal Reviewers – Arthur Dransfield, Peter Chapman and Philip Eagle – got back to work after being on hold for a year. They waited patiently while we completed the transfer of 40,000+ Library records from the Museum’s database to our new Library Management System (LMS) and checked that everything had migrated successfully. Then we had to establish a whole new set of cataloguing procedures for creating new records.

The journals and magazines in the Museum Library collection are an invaluable source for current news and transport developments, whether they were published in 2023 or 1923. Making this information discoverable to researchers around the world through our catalogue is an incredibly important part of our specialist library work, and our Journal Reviewers play a big role in helping us tackle this enormous indexing task. We match journal titles we hold with our volunteers who subscribe to the same magazines at home, and they catalogue relevant articles for us remotely.

The team has worked together since 2017, but when we got together in February for our training session on the new LMS it was actually the first time we had all met together in person! We marked the occasion with tea and fancy biscuits then got down to business. Despite the hiatus and the new system being very different, the team took to it like ducks to water.

So, the team is up and running again cataloguing for us at home. A bonus with our new web-hosted catalogue is that the volunteers only need an internet connection to access the system. We are incredibly grateful for their enthusiasm, commitment and especially their patience after having had to wait so long to resume their volunteering work.

From time to time we add carefully selected maps to our Library collection and we recently received a rather topical donation: the Automobile Association London Route Maps – Coronation Day June 2nd 1953. This large map (60 cm x 76 cm unfolded) sets out traffic and parking plans for car owners during the coronation of Queen Elizabeth II. A more detailed map of routes into London is on the back.

Arrangements for the day were set out with military precision. The area within the coronation ring road marked in yellow on the map was closed to traffic the night before. Only cars with official, colour-coded windscreen labels permitting them to park in the correct zone were allowed access on the day. Residents within the coronation area were instructed to garage their cars the night before as all cars standing on the highway would be cleared by the police. (Presumably anyone without a garage just had to park somewhere further away!). Spectators wanting to stand at popular locations like the Mall, were advised to be in place by 6am.

It’s an attractive, informative map that reminds us what a complex event the 1953 coronation was and the impact it had on London’s transport. No doubt the coronation of King Charles in May 2023 will be even more challenging. It remains to be seen whether there will be a similar legacy of interesting, commemorative ephemera.

To explore our catalogue, visit the Library page ([ltmuseum.co.uk/collections/library](http://ltmuseum.co.uk/collections/library)) and click ‘Search our catalogue’, or go straight to the portal: [library.ltmuseum.co.uk](http://library.ltmuseum.co.uk)





**Monday 15 May 1815**

Cubic Lecture Theatre, Covent Garden

**Sophie Bancroft**

Head of Customer Service  
Central / Waterloo & City Lines  
Non-Executive Board Member LTM

subject to be confirmed  
details on website when available

**Thursday 25 May 1400**

Lecture Theatre, Acton Depot

Streetscapes: objects that surround our daily lives

**Mike Ashworth**

**Monday 12 June 1815**

Cubic Lecture Theatre, Covent Garden

Sarah Siddons and the Met. Electric Locomotives

**Charles Horsey and Graham Neil**

**Thursday 29 June 1400**

Lecture Theatre, Acton Depot

Trolleybus memories and bus preservation

**Roy Watts**

Future Monday evening meetings at Covent Garden

- 11 September**
- 16 October**
- 13 November**
- 11 December**

Future Thursday afternoon meetings at Acton

- 28 September**
- 26 October**
- 30 November**

We aim to open the Friends' sales stall immediately before the meetings at Acton Depot.

**book in advance**

preferably via the Friends' website  
[ltmuseumfriends.co.uk](http://ltmuseumfriends.co.uk)

or otherwise by email  
[LTMfVisits@outlook.com](mailto:LTMfVisits@outlook.com)

Friends unable to attend a Covent Garden meeting in person can access the talk live (or later) via our YouTube channel, using the link from the Friends' website or at

[youtube.com/ltmuseumfriends](https://www.youtube.com/ltmuseumfriends)

Please note that this facility is subject to each speaker's approval and does not apply to meetings held at Acton Depot.

**Sunday 21 May 1100** Vauxhall mainline station

**Vauxhall and Nine Elms guided walk** led by John King

Donations & Sales Manager, London Transport Museum Friends

Our walk lasts about three hours, mainly on the flat with some stairs, taking in the site of the Vauxhall Pleasure Gardens, the sites of two Royal stations, the new Nine Elms Underground station, Sky swimming pool, the new United States Embassy, the current nine elms trees and a surviving Country House with railway connections. It does not include Battersea Power Station.

It's free to members, but a charitable donation to 'Maggies', a cancer charity supported by John King, would be very welcome.

All participants must be a member of London Transport Museum Friends. The easiest way to book is by email.

[LTMfVisits@outlook.com](mailto:LTMfVisits@outlook.com) or write to  
**Jim Jones, 25 Wycherley Crescent, Barnet EN5 1AP**

**NOT MANY PLACES LEFT**  
**BOOKINGS CLOSE 12 MAY 2023**



**museum events**

next Depot Open Weekends  
**Friday 16 - Sunday 18 June**  
**Thursday 21 - Sunday 24 September**

For forthcoming Museum events, including Hidden London tours, Singing and Story Sessions, Depot Discovery Tours, Art and Poster Store Tours, Family SEND Explorer Events, Friday Lates and more, go to [www.ltmuseum.co.uk](http://www.ltmuseum.co.uk)



**A green energy transport tour**

For those disappointed at being unable to book on our special tour which gave an insight of travel in the near future, here is a green energy zero emission day out with a cruise on the beautiful River Chelmer.

All power will be electric. Arriving on the Central Line, we board a brand new Yutong TCe12 50-seat electric coach for the one-hour drive to Paper Mill Lock. Here we join the wide-beam electric barge M V Victoria for our three-hour cruise. Up and downstream we pass through interesting scenery on the Chelmer, and the skipper will provide an informative commentary. There is an outdoor viewing area at the forward part of the vessel.

On embarking, enjoy coffee and biscuits, and a Ploughman's Lunch will be provided. We return to Paper Mill Lock at 1500 for the coach back to Newbury Park.

We'd be very interested to hear your comments on this trip, so ask you send Mike an email once you return home. These will be passed on to our suppliers without any name.

We look forward to the pleasure of your company.

more info from Mike Kay [mike.kay41@outlook.com](mailto:mike.kay41@outlook.com)

included . . .

**return trip on an electric coach**

**Newbury Park - Great Baddow**

**3-hour round trip on M V Victoria on River Chelmer**

**ploughman's lunch**

**services of a tour manager & all gratuities**



**Wednesday 21 June 2023**

leave Newbury Park Station **1000**  
arrive back **1600**

**£85**  
each

Due to regular postal strikes,  
please email your booking form to  
[lauralangley.attc@gmail.com](mailto:lauralangley.attc@gmail.com)

You can still post your forms to

**Ms Laura Langley**  
**An Environmental Transport Tour**  
**6 Bohemia Chase**  
**Leigh-on-Sea Essex SS9 4PP**

Once we've received your form, we'll send you a booking reference and details on how to pay.

**CLOSING DATE 19 MAY 2023**

name

home phone

mobile

email

membership number

address

**names of others in your party - they must be members of the Friends**

name

emergency contact

name

emergency contact

name

emergency contact

name

emergency contact

You must provide us with the name and contact details of the person we must advise on your and each member of your party's behalf in the event of an emergency.



# Thames Estuary transport adventure



**O**ur Tour Organiser, Mike Kay and his team have put together an itinerary for an amazing and memorable day, visiting attractions on the south and north sides of the Thames estuary.

We'll be making one of the first public tours of the London Bus Company, through the good offices of Wesley Tierney, Managing Director of London Bus Works Ltd. On our journey from the station, we will also make a brief visit to the old London Transport Country garage at Northfleet.

On arrival at the London Bus Company, Wesley and the team will provide a conducted tour of the depot. You'll be able to see many vehicles that have been kept behind closed doors for many years, including Roger Wright's superb re-build of his AEC Regal IV ex-BEA vehicle.

This is a real behind-the-scenes visit and you'll be able to take short rides on some of the more interesting vehicles. Most importantly, Wesley will give us an audio visual presentation of how he sees the company's future development. Tea and coffee will be provided, plus a contribution of sausage rolls and doughnuts from Greggs.

We leave Northfleet on heritage vehicles at 1300 for the Canvey Bus Museum. This was built in 1934 by Canvey & District Motor Transport and vacated by Eastern National in 1974. Here is one of the largest collections of Eastern National and Southend Corporation buses, plus many other vehicles, as well as a superb model railway. This special visit has been arranged through the good offices of Marion Pattern, referred to as the 'Keeper of the Keys.' There will also be bus rides around the block, and tea and coffee and a snack will be provided.

We then meet our third transport operator of the day: Ross Newman and First Ensign who are providing their Ayats open-topper for a recreation of the no 68 open-topper route to Shoeburyness bus terminus. We then make our way back to Southend going under the landward end of Southend's famous pier. Somewhere there is a list of the 50 double-decker buses that over the years have lost their tops under this structure. We will park on the open-topper pier bus stop.

The 1.34 mile-long pier was built in 1830 with a 3ft horse tramway, this was converted to a 3ft 6in gauge electric railway in 1889, reverting back to 3ft 6in in 1986, as it is to-day. You will be divided into two groups (your ticket will show which group you are in). Group one will visit the Pier Museum for a talk about its history including the railway, conducted by their resident expert and guide Tim Watts. Group two will make a return guided

trip on one of the new battery electric trains, the groups will then swap over.

There will be a 30-minute break before we re-join our First Ensign open-topper to take us to the end of the tour at Leigh-on-Sea c2c station. For those who live south of the river there will be a bus back to Ebbsfleet.

Although tea and coffee and snacks are included, you may wish to bring a packed lunch. I want to put on record my appreciation to the key players, who have made this trip possible; Wesley Tierney and Roger Wright, Marion Pattern and the Canvey Team, Peter, Ross and Steve Newman, First Bus, Tim Watts and Southend-on-Sea City Council. We will of course be making presentations to all of our hosts.

We hope, as always, this tour will exceed your expectations.

more info from Mike Kay [mike.kay41@outlook.com](mailto:mike.kay41@outlook.com)

included . . .

- Heritage transport**  
Ebbsfleet Station - Northfleet LC depot
- London Bus Co Depot/Canvey Bus Museum**
- First Ensign Ayats open-top bus ride**  
Canvey Bus museum - Shoeburyness - Southend Pier - Leigh on Sea Station  
there will be a bus back to Ebbsfleet if needed
- coffee/tea + snack at LBC + Canvey Bus Museum**
- entrance to Southend Pier Museum**
- admission + return train travel on pier.**
- souvenir ticket and tour booklet.**
- services of a guide on Southend Pier, and your tour manager throughout**



**Wednesday 7 June 2023**

leave Ebbsfleet Station **1000**  
return to Leigh-on-Sea Station **1800**

**£36**  
each

**Due to regular postal strikes, please email your booking form to [lauralangley.atc@gmail.com](mailto:lauralangley.atc@gmail.com)**

**You can still post your forms to**

**Ms Laura Langley**  
**Thames Estuary Transport Adventure**  
**6 Bohemia Chase**  
**Leigh-on-Sea Essex SS9 4PP**

**Once we've received your form, we'll send you a booking reference and details on how to pay.**

**CLOSING DATE 5 MAY 2023**

name

home phone

mobile

email

membership number

address

**names of others in your party - they must be members of the Friends**

name

emergency contact

---

name

emergency contact

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name

emergency contact

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name

emergency contact

You must provide us with the name and contact details of the person we must advise on your and each member of your party's behalf in the event of an emergency.





# Oxford Bus Museum visit

£12 each

**Wednesday 14 June**  
**0952** from London Paddington station

**OXFORD BUS MUSEUM**

**E**njoy this day trip with buffet to the Oxford Bus Museum and Morris Car Collection. We leave for Hanborough in Oxfordshire on the 0952 train. The cost of the return train journey is not included, so please buy your return tickets before boarding the train (return train time is 1518 from Hanborough).

You will be met at Hanborough Station at 1055. It's a very short walk to the museum for a welcome tea or coffee. You're free to enjoy the wonderful vehicles on display and a buffet lunch will be served at 1300. Afterwards you can listen to a fascinating talk about the museum again and the museum volunteers will be happy to answer any questions you may have.

Arrival back in Paddington is 1622.

[LTMfVisits@outlook.com](mailto:LTMfVisits@outlook.com)

or write with a stamped addressed envelope to  
**Jim Jones, 25 Wycherley Crescent, Barnet EN5 1AP**  
 cheques to London Transport Museum Friends

**there are 60 places available**  
**you must be a London Transport Museum Friend**  
**friends who book will be sent confirmatory travel details nearer the time**

**BOOKINGS CLOSE 1 JUNE 2023**



Come on a journey through the incredible variety of buses in the collection of the London Bus Museum, and from other collections, showing them as they were in service and as they are now in preservation.

But there are other stories to be told - how route numbers were chosen, what Rover Tickets were, London's first female bus driver and so much more.

A rich variety of stunning images lovingly displayed make every page a joy to look at, and the story that unfolds is filled with insight, surprise, interest and sheer delight.



160 pages hardback  
 large format 240mm x 285mm

£40



buy  
**London Transport Museum Shop**  
 or from  
**classicbusmag.co.uk**



The Friends had another successful presence at the Depot Open Weekend on 24th to 26th March 2023. Barry LeJeune reports.

The theme of this weekend was Electric Journeys.



Featured events included an Abellio Wrightbus Electroliner double-deck bus on display in the rear space outside. There were talks and presentations on electricity and transport, with visiting speakers from Siemens Mobility, TfL's Transport Strategy and Policy department and IFC Cloud Cable Car. There were also suitably-themed family and childrens' activities, including coding electric trains, creating light-up posters and a Love the Tube 160 selfie station.

Visitors could enjoy many of the popular, regular features too: Routemaster coach RCL 2229 on display outside, poster store tours, the London Transport Miniature Railway (which recorded its highest ever passenger numbers), heritage train engineering, signalling displays and the chance to talk to the Q-stock volunteers about project progress.

Here are the statistics:

total visitors  
**6,511**

Friends' sales stall revenue  
**£10,032**

from 4 days, including the special preview opening for Friends on Thursday afternoon

total sales revenue for the financial year 2022/23 so far  
**£45,000+**

new Friends recruited  
**62 at Acton**

more visitors subsequently joined online

Museum Director, Sam Mullins, said . . .

*“ I just wanted to share how impressed I have been by the past three days at Acton. Our Open Weekends have matured into such a rich and popular event.*

*When we opened back in 1999, we had a hunch that a publicly accessible store was an innovation with a future and it has been very satisfying to see that realised in such a popular fashion. A big thanks to everyone involved, Museum colleagues and volunteers, who all worked to make the past weekend such a bright success.* ”



On the far left, volunteer Joel Kosminsky was describing an earlier version of electric traction to visitors, and at the foot of the opposite page you can see the Friends' membership desk.

In the picture below, Gerry was making his presentation to Alex.

On the right is the Abellio Electroliner bus outside the Depot and the middle pictures shows a busy shop.

Finally, at the bottom right, is a picture of RCL 2229 that was also on view at the Depot.



And Congratulations go to Alex Talbot. Alex has been promoted to the role of Lead Curatorial

Technician at Acton Depot. Readers may recall that the Friends funded Alex's training for two years as a way of increasing the number of individuals with the skills to look after heritage vehicles.

His new role has also opened the way for the Friends to fund another trainee post to help look after the heritage fleet. Recruitment for this role is currently under way.

Friend and regular volunteer Gerry Abrahams was so delighted with the news that he gave Alex a memento to mark the occasion.





The Museum Patrons were invited on a visit to the Docklands Light Railway on 10th March 2023. Barry LeJeune reports.



If you would like more information on the Museum's Patrons' Circle, its membership benefits (including visits such as this one) and how it supports Museum projects and programmes, please go to:

[ltmuseum.co.uk/donate/patrons](http://ltmuseum.co.uk/donate/patrons)

The Patrons' group assembled at North Greenwich station and was greeted warmly and enthusiastically by TfL's General Manager for the DLR, Tom Page. The intended trip on the IFS Cloud Cable Car had to be abandoned, as operations had been temporarily halted by the high winds. So we proceeded on a multi-modal surface journey via the Jubilee Line (to Canning Town), DLR (to Gallions Reach) and bus to Beckton Depot.

En route, Tom took the opportunity to appraise the group of current DLR developments, including the Bank station upgrade; new trains (of which more anon); the Beckton Depot extension; plans for an extension to Thamesmead; and a possible new station at Thames Wharf between Canning Town and West Silvertown. The visit had been billed as one to the Beckton DLR Control Room; but, inevitably, discussion amongst participants raised the question as to whether we would see one of the new trains?

See one we did, but from a distance and only until the view was blocked by another train stabling up alongside. The train we saw was the first to arrive from builders CAF in Spain. A second unit was being delivered by lorries in separate one-car consignments as our visit progressed. Tom explained that 54 new five-car, fixed-formation trains were on order, to substantially increase DLR capacity. Only the first two trains are being delivered initially and will be subjected to a vigorous testing programme before more arrive from Spain. The first two new trains are expected to enter passenger service in February 2024. The new trains will eventually replace most, but not all, of the existing stock, which are articulated twin-car sets coupled into three-unit (or six-car) trains; 31 of the latest series of the existing cars (classed B07) are to be retained.

As we waited to enter the Control Room, Tom explained more about the works currently under way to provide additional sidings and a Depot extension at Beckton. Development of this area of Docklands has progressed less speedily than at some other sites, giving the opportunity to extend railway facilities on as-yet undeveloped land. However, much new housing is now being built and the DLR will be taking particular care to keep disruption to the local community to a minimum. There are also challenges from potentially polluted land, reflecting its past industrial uses.

Once a brief incident had been cleared (a discarded plastic bag caught on a conductor rail), we were taken into the Control Room and introduced to Matt Nolan from DLR franchisee Keolis Amey Docklands. Matt explained in detail how the Control Centre operates. Control was originally exercised from Poplar Depot, but moved to Beckton in 1994, where facilities were further extended in 2011, ready for the 2012 Olympics. Under the overall watchful eye of a Duty Manager, separate supervisors at dedicated desks are responsible for:

**Power supply from the National Grid to the DLR's network of sub-stations and tunnel ventilation. This is one of the Control Room's most demanding responsibilities, with training for the role lasting seven months.**

**Depot movements, covering train entry and departure.**

**Train service supervision and control.**

**Passenger information, including liaison with other rail operators: a problem on either the Jubilee or Elizabeth Lines can put great pressure on the DLR.**

**Functions differ at night, when the Control Room is responsible for the safety of up to 100 maintenance staff working on the track.**

Matt explained how pre-prepared plans existed for various possible disruption scenarios, with worked-up plans to reroute trains, to organise replacement buses and for service recovery. (Name) also demonstrated how software linked to the CCTV cameras could identify safety risks such as obstructions on the track or passengers too close to the platform edge. (The new trains will have similar "intelligent" cameras facing front and back.)

With thanks to our hospitable hosts, and to Chloe McDonald, LTM's Philanthropy Manager, for making the visit arrangements, group members went their separate ways, but not via the cable car which was still suspended (in both senses of the word!)

The accompanying photos show the first of the new DLR trains and the Beckton Control Room.

# Horse-bus snippets

A further selection of items in the TfL Archives, selected by Paul London.



3 May 1861 2360

The Chairman stated that, at the request of their colleagues on Tuesday last, Mr Lulham, Mr Armani and he had seen the Lad Trego referred to in Minute No. 2346 of last Meeting; and that, with the concurrence of their colleague, Mr McNamara, they had arranged for him to be employed at the Bell Lane Depot in the Harness Department and as a Messenger at 5/- per week. The same was approved.

*An interesting example of Company benevolence.*

17 January 1862 2945

The Chairman reported that Mr Fowler, the Engineer of the Metropolitan Railway, had requested an interview with him; that, accompanied by the Secretary, he had attended Mr Fowler's office on 14th inst.; that Mr Fowler had requested him to submit to the Board for consideration the practicality and expediency of their making arrangements with the Metropolitan Railway Company for conveying passengers to and from either terminus of the line, viz Bishops Road, Paddington and Farringdon St. Stations as shown on a map produced; that Mr Fowler had stated that the Railway would be open for traffic in May or June; that passengers would be carried at such fares and by such frequent trains as would necessarily secure all the through traffic; and that it appeared to him therefore to be for the interests of both parties (i.e. Omnibus and Railway) to make an arrangement for securing the traffic for themselves to themselves – that the Metropolitan Railway had had several overtures made to them both for Tramways and Omnibuses, but that he (Mr Fowler) was of opinion that Tramways would could not be effectively worked, and that an alliance with the London General Omnibus Company was preferable to one with any other Omnibus Proprietors.

The Chairman added that, according to promise, he now submitted the matter for the consideration of the Board. Resolved that Mr Fowler be informed that the Company will be happy to co-operate with the Metropolitan Railway if they can do so on remunerative terms – and that the Board will be happy to give the best consideration to any proposal they may submit.

*Late opening of new railways is nothing new: in the event, the Metropolitan Railway did not open until early 1863. The LGOC did run some connecting services initially.*

4 April 1862 3152

The Secretary reported that, by the Conductors' Tickets he found, Mr Sheldon, late a Director of the Company, was returned as riding by the Omnibuses of the Company without paying his fare; and that on inquiry into the matter he ascertained that such was really the case. Resolved that the Secretary be instructed to write Mr Sheldon on the subject and that strict orders be given to the conductors to prevent the practice.

*Mr Sheldon had been forced to resign as a Director after providing horses for one of George Francis Train's experimental tramways without the Board's knowledge or consent. Normally a retiring Director was allowed to keep their free bus travel pass but that did not apply to Mr Sheldon.*

4 April 1862 3157

The complaint of Mr Radcliffe in reference to the Omnibus service between Paddington and Hungerford Market, of the bad horses, bad Omnibuses, irregular time and slow speed, was stated by Mr Laver; and it was Resolved that it be referred to Mr McNamara to inspect the service and report what is requisite.

*Does this sound familiar?*

17 July 1863 4089

Read letters ... from Mr Aldridge ... raising the question whether a passenger desiring to have the use of two seats for himself and paying for them can legally retain them against another passenger desirous of taking the unused seat. Resolved that Mr Aldridge be informed that, in the opinion of the Board, a passenger paying for two seats can reserve them, although he requires the use of one only.





# the Railways of Docklands

This is a summary of an interesting talk given to the Friends by Jon Willis in December 2022, which coincided with the publication of the author's similarly-titled book.

Jon outlined the history of London's Docks, starting with the first enclosed West India Dock in 1802, constructed after the Pool of London became congested; the creation of the Port of London Authority in 1908; and the final opening of the King George V Dock in 1921. The area was first served by the London and Blackwall Railway from 1840 and eventually by seven railway companies. The earlier docks areas were built before railways were in widespread use and horses were used to move wagons on tramway-like lines closer to dock and ship facilities; the later Royals docks were built with railways in mind.

After the heydays of the 1950s and 1960s, the docks declined as larger ships and containerisation were introduced. Closures occurred progressively from 1968 to 1981, leading to a huge debate about what to do with the derelict land. The 1976 Docklands Strategic Plan proposed filling in many of the former docks to create space for social housing and commercial development. Transport options included Underground extensions and light rail systems. Early GLC proposals were for improvements to the East London Line and the extension of the North London Line to North Woolwich: schemes which later paved the way for the London Overground.

1979 saw a new Government under Margaret Thatcher, with Michael Heseltine appointed Secretary of State for the Environment. Heseltine set up the London Docklands Development Corporation (LDDC), which created a local enterprise zone centred on the former West Indies docks and took planning powers away from the London Boroughs, although the GLC retained control of transport and LT.

The LDDC was keen to see a rail-based public transport system. In evaluating options which included busways the key thing was re-use of the extensive former railway alignments in the area. Trams, Light Rail and automated options were all looked at followed by a rapid decision-making process by Michael Heseltine, to go ahead with what became the automated, segregated Docklands Light Railway using those former rail alignments with no street running. Asked how he made the decision to opt for the DLR, Michael Heseltine famously remarked: "I just announced it at the Tory Party Conference." Jon described how the LDDC got what one of its officers wanted: "A brand new, new world vision" transport system.

A substantial amount of planning and design work was necessary though to deliver the first stage of the DLR, covering station locations, names and access; passenger and revenue forecasts; noise policy; train design; and close liaison with local authorities, land owners and the local communities. The result was a £77 million railway, opened in 1987, designed to carry 22,000 passengers each day and three million in a year, on an initial two-route network linking Tower Gateway and Stratford with Island Gardens.



Before the DLR opened, there was a significant proposal, initially from American investors, who wished to build one million square feet of offices at Canary Wharf, creating 55,000 new jobs. To facilitate this development, plans were prepared to extend the DLR, already dubbed a: "Mickey Mouse railway" in its initial guise, in tunnel to Bank, opened in 1991; subsequently to increase its capacity with trains coupled together, extended stations, new more capable and reliable signalling and strengthened structures; and to integrate the DLR into the new Canary Wharf complex.

As Docklands continued to grow, there followed DLR extensions to Beckton (1994), Lewisham (1999), Woolwich (2009) and to Stratford International (2011). In 2018, pre-Covid, the DLR carried 120 million passengers with orders for fleet

On the opposite page is The West India Docks system before conventional cargo handling ceased, looking to the north east with the North Greenwich peninsula and the Royal Docks at top right.

Jon Willis Collection

The the picture above, the docks remain but cargo-handling and many of the former cargo buildings have been demolished and a gap has been cut in the Canary Wharf warehouse to accommodate the first Canary Wharf DLR station that was never built.

This photo was taken after the completion of the DLR Docks Crossing structure, August 1985.

DLR/Handford Photography

In his talk, Jon described how a weekend was all the time allowed to work with the O&Y developers to produce a design that integrated the DLR station with the surrounding development at Canary Wharf.

On the left is the original illustration of the station platform proposals.

LDDC/O&Y







The DLR and JLE meet at Canning Town, alongside the bus station.

New Docklands bus stations were also provided as part of the JLE at Canada Water and North Greenwich

Jon Willis Collection

renewal and ongoing discussions about possible future extensions.

Successful as the DLR eventually turned out to be, as far back as the late 1980s employment forecasts for Docklands were rising eight-fold and the Canadian developers, Olympia and York, or O&Y, who took over the Canary Wharf project, were pushing for additional rail capacity and offering money to deliver this. O&Y had prepared a rail link of its own from Waterloo to North Greenwich via Canary Wharf. Enter the Jubilee Line extension, which London Transport saw as meeting Docklands needs, providing a direct tube facility through to Westminster and other parts of central London, as well as opening up the South Bank. Go-ahead was given in 1993, with opening in several stages in 1999, just in time for the new millennium, although as Jon pointed out, the Millennium Dome project at North Greenwich had nothing to do with the decision to go ahead with the JLE.

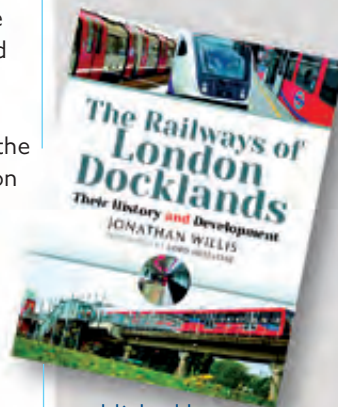
That new millennium opened with a relatively new Labour Government, a new Greater London Mayor, new strategic and transport authorities, TfL and the GLA, a rising London population,

growing congestion on the tube and a need for yet more capacity.

Attempts to promote Crossrail in the 1970s and subsequently proved abortive, but its route through Central London was legally safeguarded from new buildings with deep foundations and Ken Livingstone, the new Mayor, was keen to revive the project. Overall analysis proved that the project was worthwhile: to relieve congestion on the Central Line; support London's population and jobs growth; stimulate the city's economy and provide a direct Heathrow to Canary Wharf link.

Many options for the links beyond the central tunnels were considered, including those to Watford Junction, to Kingston and beyond Abbey Wood to Ebbsfleet. There were controversies such as Maidenhead or Reading for the western terminal? A station at Woolwich or not? Subsequent construction and commissioning delays and cost over-runs followed but Docklands got its third major new railway line in 2022.

The full talk is viewable on YouTube. Friends Meeting - Railways in Docklands - YouTube



published by Pen & Sword £30

It should be obtainable from the Museum Shop, with the Friends' 20% discount.

Crossrail, now Elizabeth line, trains, now stop at Whitechapel en route to Docklands or towards Stratford.

On the left is an aerial view looking south towards Whitechapel Road showing the new overbridge-concourse fitting in between existing structures at the top.



# TUBE 160



On 23rd February 2023, Transport for London and Siemens hosted a reception at the London Transport Museum to mark the 160th anniversary of the London Underground. Barry LeJeune was amongst the guests and sends this report.

Sam Mullins welcomed the guests, drawn from Underground staff, retired colleagues, industry corporate sponsors and suppliers. Sam emphasised the vital role the Underground had played in the life of London; throughout its 160 years existence, the Tube had been leading the way in technology, from the early lines to the Elizabeth Line (OK not, strictly speaking, a Tube!) and in technical innovation, such as - recently - Oyster and open data.

Marlon Osborne, the Underground's Head of Customer Operations, acted as host for the remainder of the proceedings, referencing his 22-year career, rising from being a member of the station management team at Leicester Square to his current senior role. Marlon introduced videos featuring a brief history of the Underground and short contributions from Underground colleagues and customers, highlighting the Tube's importance in their lives. There were readings from Poems on the Underground; a musical interlude (with sing-along option); and a Tube quiz. Which Underground station is Grade 1 listed? Answer below.

Transport Commissioner, Andy Lord, recalled his first Tube journey 45 years ago, interestingly on the Piccadilly Line on trains of 1973 stock still in service today. Andy outlined the four themes of the 160 celebrations:

## the Tube and the environment

contributing to London's aim to be a zero carbon emission city

## celebrating its architectural heritage

from early gems to the Elizabeth Line's shiny new stations

## innovation past and future

the Tube's role in connecting people and places

Where better to celebrate the 160 years, said Andy, than in the world's leading museum of public transport? The Commissioner paid tribute to the part played by Underground staff in keeping London moving during the pandemic and in its recovery. The previous Saturday, he explained, had seen Tube passenger numbers back at pre-pandemic levels for the first time.

Julie Owen, Acting CEO, Siemens Mobility (UK), recalled Siemens long history of involvement with the Tube, from the first electric locomotives on the City and South London Railway in 1890, to more recent signalling upgrades on the Central and Victoria Lines and the current order for replacement trains for the Piccadilly Line.

Final speaker was Seb Dance, London's Deputy Mayor for Transport, who paid tribute to everyone who worked on the Tube, past and present; and who emphasised the vital importance of continuing investment, if the Tube was to fulfil its role in the city's sustainable future.

And the quiz answer? St. James's Park and the integral 55 Broadway building.



Lots of Lords at the top! Transport Commissioners 003, 002 and 005 (Mike Brown, Sir Peter, now Lord, Hendy and Andy Lord) with Lord Tunnicliffe, formerly London Underground Managing Director and LRT Chief Executive third from left.

Sam Mullins was addressing the guests in the shot above.

Leon Daniels



# Ticket platform

28

Laurie Akehurst looked at some of the more obscure tickets issued on the Underground in Ticket Platform No.22 in Friends News No.147.

In this article he considers further tickets falling into this category.

Privilege tickets were issued to railway staff and their dependants, usually offering a discount of 75% off the ordinary single or return fares. In view of the complex nature of the Underground, a zonal system of privilege ticket fares had been introduced well before the formation of London Transport in 1933.

Ticket 1 is a Central London Railway return privilege ticket issued from Holland Park in September 1932 being available to within limits specified on the reverse. The W overprinting denotes that the ticket had been issued to a woman. Privilege tickets were only valid upon the production of an identity card issued to staff members of their dependants. Senior graded staff were entitled to first class travel facilities and this Metropolitan and Great Central Joint Committee semi-blank from Pinner is an example (ticket 2).

Under the LPTB a common design feature for zone tickets was to have distinctive green stripes at each end of the ticket, as in the case of this return issued at Rayners Lane (ticket 3). The availability to dependants included children so a range of child tickets was also provided (ticket 4).

This zone ticket dating from the 1960s (ticket 5) offers travel over the Underground except north of North Harrow and Buckhurst Hill, where higher fares applied. It was also available for travel on certain sections of BR, including Marylebone to Harrow and the Waterloo & City Line.

Ticket 6 is an example with decimal currency issued at Strand in 1971. Eventually oxide-backed tickets capable of operating automatic gates were introduced, as with this two-part return from Tooting Broadway (ticket 7). In addition to purely local issues on the Underground, through bookings to BR were also provided (ticket 8).

Eventually, in the 1970s reduced rate tickets were introduced for the children of London Transport staff who were not eligible for privilege tickets (ticket 9). A flat rate applied across the entire network.



ticket 1



ticket 2



ticket 3



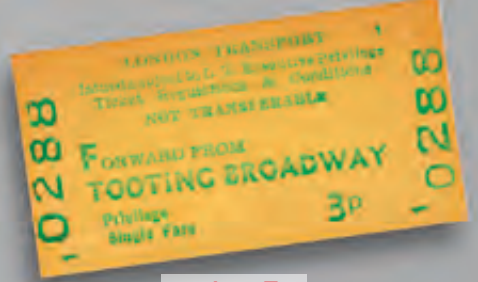
ticket 4



ticket 5



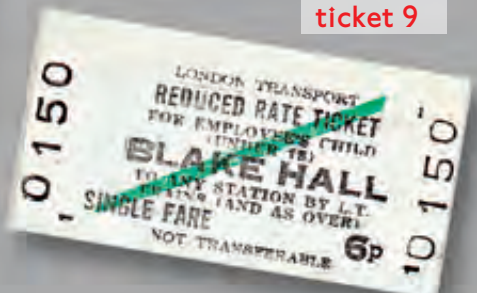
ticket 6



ticket 7



ticket 8



ticket 9



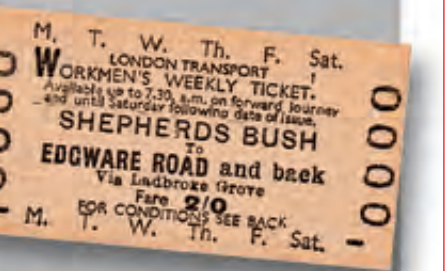
ticket 10



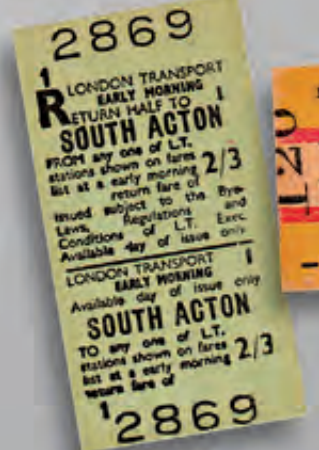
ticket 11



ticket 12



ticket 13



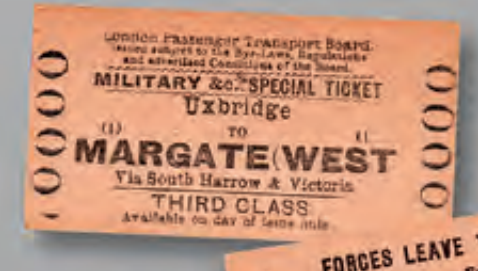
ticket 14



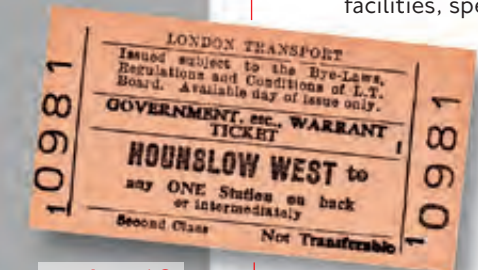
ticket 15



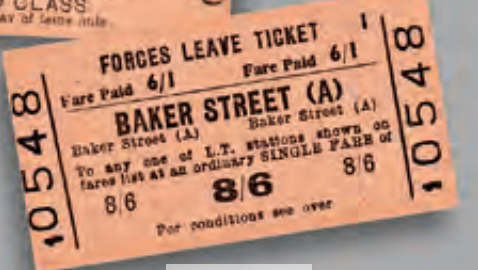
ticket 16



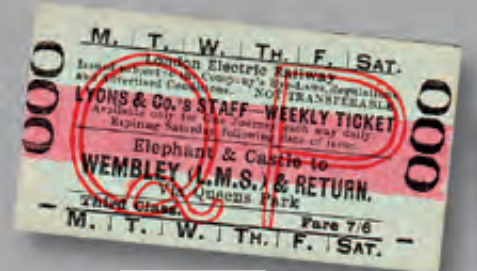
ticket 17



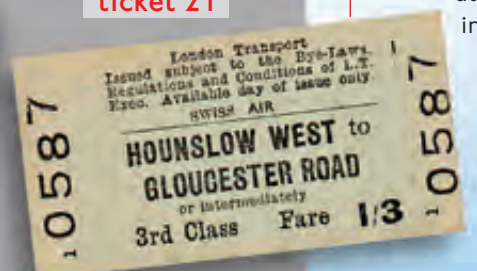
ticket 19



ticket 18



ticket 20



ticket 21

The railways offered cheap fares to bona-fide workmen (and women) prior to either 7.30 or 8.00am. Ticket 10 is an example of a Metropolitan Railway daily return ticket from West Hampstead to Aldgate. Two LPTB examples (tickets 11 & 12) are for a journey on the former Great Northern & City Railway, and for a journey through from Gloucester Road to Hayes & Harlington by changing at Ealing Broadway. In some cases Edmondson card workmen's weekly tickets were issued (ticket 13). In the 1950s the nomenclature of a workman's return was replaced by early morning return (ticket 14).

Members of the armed forces were also entitled to concessionary travel, for which a vast range of tickets was required. Ticket 15, issued by the Met & GC Joint Committee, is for a leave return from Wendover to Weymouth via the Great Western route. Wendover was the nearest station to the RAF camp at Halton.

Ticket 16 is an example of a soldier's furlough special ticket from Amersham to Manchester (London Road), involving a journey over the Great Central main line.

Another interesting example dating from the LPTB period is this military ticket from Uxbridge to Margate West (ticket 17). Dating from the 1960s is a station of origin forces leave ticket (ticket 18). The actual fare paid is 6/1d but to aid ticket inspection greater emphasis is given to the ordinary single fare of 8/6d. In addition to the forces facilities, special tickets were also

produced for passengers entitled to travel on Government Warrants (ticket 19).

In some cases, larger companies provided special facilities when their staff were required to travel. Ticket 20 is a London Electric Railway weekly ticket for J. Lyons & Co's staff required to travel from Elephant & Castle to Wembley LMS (Wembley Central) at the time of the British Empire Exhibition in 1924-25. The rather splendid QP overprint denotes availability via Queens Park.

Ticket 21 was produced specially for Swiss Air staff when en route from London Airport (Heathrow) to the West London Air Terminal at Gloucester Road which opened in October 1957.





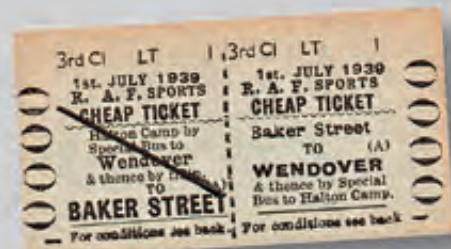
At one time a number of large companies, including London Transport, and education authorities had sports grounds located across suburbia. In more recent times most have been given over to housing. Special tickets were produced for parties travelling to events at these venues. **Ticket 22** enables travel from Uxbridge to Sudbury Hill in connection with Lyons Club.



ticket 22

ticket 23

School children were able to travel from Tooting Bec to reach London County Council playing fields at Morden (**ticket 23**). Special tickets were produced for an RAF sports event at Halton Camp on 1st July 1939. The ticket included bus travel between Wendover Station and the camp (**ticket 24**).

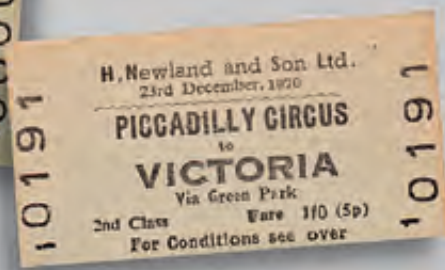


ticket 24

Discounts were offered for bulk travel involving special parties and in some instances special tickets were printed. **Ticket 25** was produced for a Scunthorpe Schools Party to travel from Kings Cross to Green Park on 1st July 1955. A party associated with H. Newland & Son Ltd travelled from Piccadilly Circus to Victoria on 23rd December 1970 (**ticket 26**). Perhaps this was a staff Christmas outing? Being close to decimalisation the ticket shows the dual currency fare.



ticket 25



ticket 26

In 1971 the USA-based National Model Railroad Association held its annual convention in London (**ticket 27**).



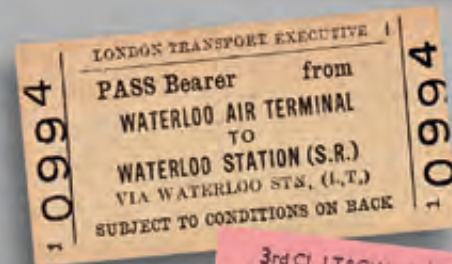
ticket 27

During the 1970s the Greater London Council elderly persons' travel permit, which allowed free off-peak on buses, was extended to the Underground. Initially a concessionary fare was charged (**ticket 28**), but this was subsequently abolished.



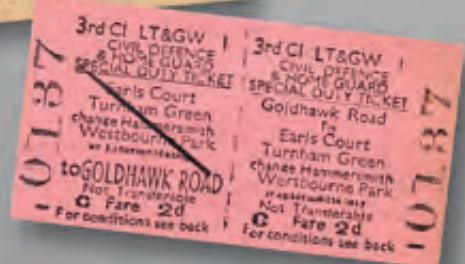
ticket 28

One of the more unusual items is this bearer pass to allow access from the Waterloo Air Terminal building to the main line station by passing through the Underground station (**ticket 29**). Quite under what circumstances this pass was issued is not known. The air terminal was built on the Festival of Britain site and opened on 19th May 1953. It was replaced by the West London Air Terminal on 6th October 1957.



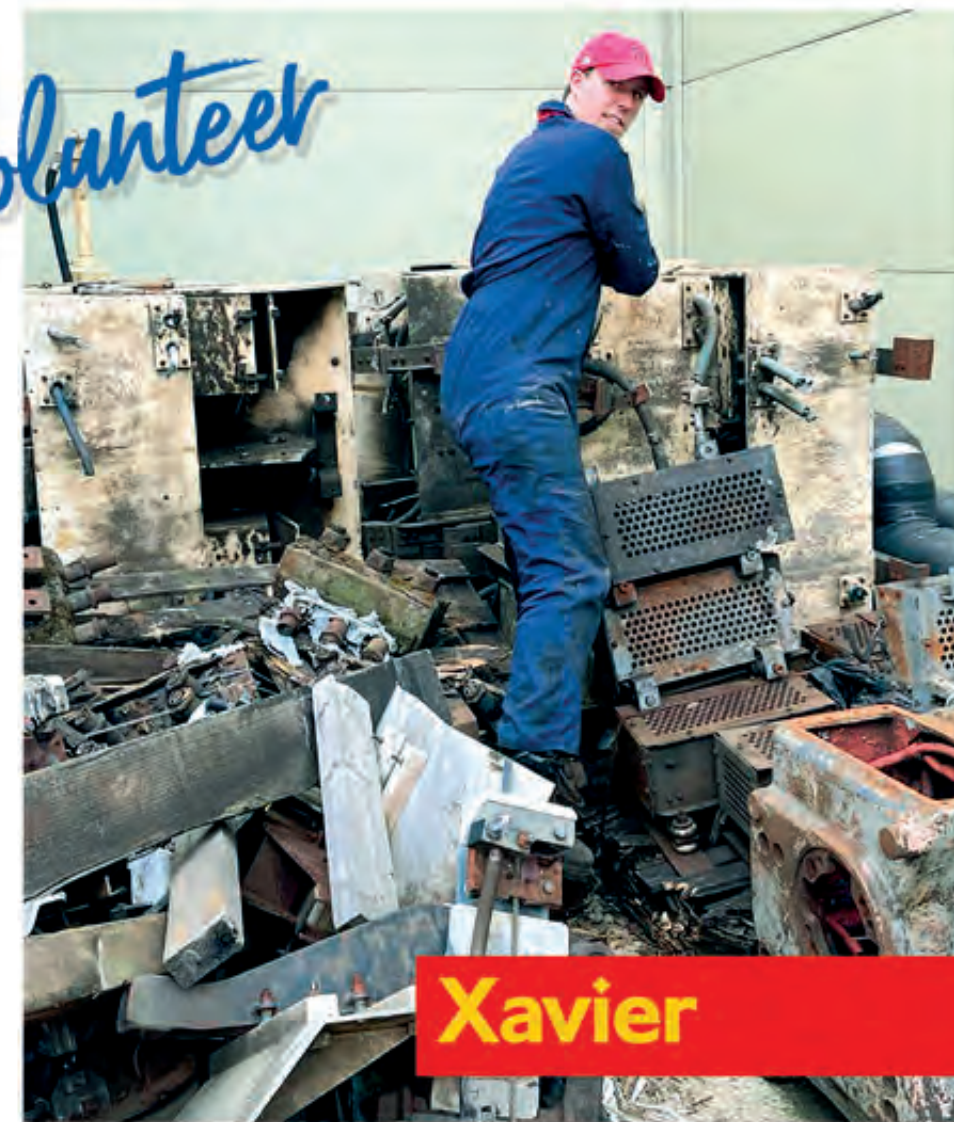
ticket 29

Dating from 1940, this ticket (**ticket 30**) was produced for Civil Defence and Home Guard personnel allowing travel from Goldhawk Road station to either Earls Court or Turnham Green for the return fare of just 2d.



ticket 30

## on being a volunteer



Xavier

Xavier is one of the dedicated team of volunteers helping to restore the London Underground Q-stock. Here, Xavier explains his involvement in the project.

**M**y name is Xavier. By day, I am a rail track systems engineer; I have been a volunteer with the London Transport Museum as a member of the restoration team for the Q-stock project since January 2020.

As a volunteer, I have been involved in helping to restore the first three cars destined for the Q-stock heritage train. Drawing on my past experiences, working on heritage rail vehicles at the Ffestiniog Railway as a young volunteer, I have found my practical skills well-utilised. Over the past 2 1/2 years, I have been involved in numerous engineering tasks, such as woodworking; mechanical overhaul of door control engines and driver's cab controls; assembling new electrical contactors; de-rusting and painting various components; and heavy metal work with power tools and machines.

I have also helped with rewiring at the guard's-end positions for Q38 motor cars 4416 and 4417, where wires needed to be traced and extended due to being cut short during removal of the guard's control panels for other uses. One of my most recent activities was to make a template for the draught screen glass missing from car 4416. These are 4-sided glass sheets that are secured at the ends of each seating bays, adjacent to the passenger doors, and several of these are missing from 4416.

I also have a growing interest in the history of the Q-stock vehicles. This has become important recently as the team attempt to replace certain components of the cars that were missing when the vehicles came under the Museum's care, such as Q35 trailer 08063's missing threshold plates; my interest is also relevant in helping to replicate the different interior configurations across the desired historical eras.

Overall, I have very much enjoyed my time so far with the Q-stock project. It is fantastic being part of the Museum's most active restoration project: learning more and more about the train and about heritage restoration from the rest of the team and seeing the train come to life again through one's own handiwork. The reactions of the visiting public, especially those that remember the train in service, show how remarkable the work has been and it is a joy to be part of it.







## Dinky Toys STL

Michael H C Baker takes some of us back to our childhoods.

Just why did Dinky Toys, when they decided in 1938 to produce a very attractive, instantly recognisable double deck bus, come up with a roof box STL? Now you might well respond that this, then, was just about the most up-to-date bus of its type to be seen in the UK, so QED. Well, yes and no. You have to remember that Meccano was based in Liverpool, in its famous Binns Road factory, where it had been since immediately after the end of the First World War. It was the LMS which dominated the railway scene in Liverpool, with a considerable LNER presence; while the nearest the GWR got was across the water in Birkenhead.

Meccano products made no bones about allegiance to things northern and, when Hornby Dublo was introduced in 1938, the same year as the Dinky STL, its first locomotives were an LNER A4 Pacific and an LNER N2, whilst an LMS Duchess was promised. OK, the goods sets also featured locomotives in GWR and SR liveries, but these were simply rejigged N2s. In the event, of course, within a year the country was at war, production of Dinky Toys, Hornby Dublo and then Meccano all came to a halt, not to resume until 1946.

Almost since the invention of the motor bus, manufacturers have produced models of London prototype; the Germans, renowned toy makers, were among the very first in the early years of the 20th century. Dinky Toys entered the field in 1932 with Meccano Minatures, changing the name two years later to the one which rolled so easy off the tongue and is still applied by many to any model vehicle, regardless of the actual manufacturer.

The STL was not the first Dinky Toy bus. This was a curious little object - a double decker - to a very small scale, with a centre entrance and clearly based on the AEC Q; this was an odd choice, but very futuristic, which was no doubt why it was chosen. It came out in 1934, at the same time as a double-deck tram, to the same scale and not really



detailed enough to be able positively to identify the prototype; though it could, if one was of a highly imaginative turn of mind, said to bear a passing resemblance to an E3 or even LCC No.1.

Then there was another very advanced looking vehicle - a streamline bus - which was its official title, although it was really a full-fronted coach. Mention must also be made of a double-deck bus, which featured in a trade catalogue of 1932. This had a distinctly provincial air, with its protruding bonnet and six window, rear-entrance layout, but never reached the production stage.

What is curious about the Dinky STL is that throughout its long production run, which continued after the actual bus had ceased operation in London, it was never, ever advertised by Meccano as a London bus and never appeared in even an approximation of London Transport livery. The bottom half was either red or green, the top cream. No doubt, it was seen as having more universal appeal if it was not made specific to any particular company and no doubt it did. The first examples had an AEC radiator, but equally common was the Leyland version which meant that one could assume it was an STD.

One of the curious things about the original AEC version was that the wings were not remotely like those of the actual STL, but were much closer to those fitted to the provincial version of the Regent; the STL was, of course, a Regent and London Transport did put into service some purely provincial versions immediately after the war. The general shape of the Dinky Toy bus was certainly a very close approximation of the real thing, but even more convincing, 100 per cent so, was that both the front indicator, with its roof number box, and its rear one with the number indicator alongside the via blind, was uniquely London.

Dinky Toys had no real competition in pre-1939 days or in the immediate post-war era; the nearest was Triang Minic, who did a delightful clockwork London bus, not anywhere as near accurately reproducing the proportions as did Dinky, but, being tinplate, very appealing. There were others.

Dinky Toys were very coy about identifying the prototype of their models, certainly in the early days. Two of the very best models which had London associations, pre-war originally and produced in large numbers post-war, were the taxi, which was a very good representation of the late 1930s Austin London taxi and now much treasured, and the Royal Mail van which also perfectly captured the feel of the prototype, the GPO Morris Commercial.

Dinky Toys were pretty laid back about scales. The London STL was not far off 00 gauge, although the wheels were too big - most other Dinky Toys were approximate. Publicity from Binns Road certainly made play about how greatly Dinky Toys could add realism to any Hornby 0-gauge layout and, when Dublo arrived on the scene, that featured too. There was no pre-war Dinky Toy that could be said to be 0-gauge, but that did not really bother customers.

Super Toys lay in the post-war future and they were the nearest match to Hornby 0-gauge. That was somewhat ironic in that, by the early 1950s, 0-gauge was not selling anywhere near as well as 00. A Super Toy RT would have been quite something. But it never happened and the much later Dinky Toy buses and coaches were sad disappointments; the Routemaster, for instance, was supplied with ill-fitting, totally non-specific adverts. By then, Dinky Toys were losing their way and Corgi and others were showing what was possible. The Dinky Toy STL is highly collectable and, depending upon condition, by no means expensive.

On the left are a number of London Transport tin-plate bus models, while at the foot of this page are Dinky buses, taxis, post office van and a tin-plate GWR train.

On the opposite page is the real thing at the top, preserved STL 2093, and a Dinky Toy STL.





# a story of shelters

## ... & a bit of photographic manipulation

Andrew Colbourne has come across a couple of interesting pairs of photographs in the London Transport Museum Collection while looking for something else, a not uncommon experience.

### Circular Charles Holden bus shelter U14511, reference LTM1998/64028

The picture below, dated May 1934, is of the curious small circular bus shelter designed by Charles Holden. Apart from the interesting subject matter, what attracted me was the location given as Watford Way, Hendon. I did not immediately recognise it but with the help of Google Streetview I have pinned it down as Five Ways Corner near the junction with Page Street, looking north west. Page Street is next to the shops in the background and the road on the right would be the Great North Way. The surprising thing is, with all the changes in the vicinity, including the M1 junction which is now behind where the photographer was standing, the buildings are still much the same.

### Rectangular Charles Holden bus shelter U18768, reference LTM1998/65665

Looking in a similar direction at the same location, the shelter on the opposite page is now the more usual rectangular type. It is dated October 1935, so the circular shelter cannot have lasted very long! There is another picture looking in the other direction taken at the same time (U18766 reference LTM1998/65662).

In May 1934 the stop was served by bus routes 121 and 214. In October the 214 was renumbered to the familiar 113, but at that time still running between Mill Hill Broadway and Hendon Central only. The 121 was withdrawn completely soon after the outbreak of World War 2, which is when the 113 was extended into central London.

Not surprisingly, there is no bus stop here now. The nearest one is outside the parade of shops, which is called Five Ways Corner, Copthall Sports Centre on the sign but the rather long-winded Fiveways Corner / Barnet Copthall Leisure Centre on journey planners. This has defeated the TfL website, which is only able to show "Fiveways Corner / Barnet Copthall Leisur" without the last character!

The jury still seems to be out on whether it is Five Ways or Fiveways. Earlier Ordnance Survey maps do not give a name to the junction. My street atlases have it as two words but the online OpenStreetMap manages to show both!



### 21205, reference LTM1998/48816

There was something about this image that my mind said was not right and the bus seemed familiar from elsewhere. This picture purports to show NS1108 passing through the countryside heading for St Albans on route 84. It was clearly intended for publicity purposes. What puzzled me about it was how the photographer got the elevated view, but it all became obvious when I found the other picture that I had seen before:

### U4218, reference LTM1999/9445

The high level view of NS1108 was obtained from the Underground station platform at Golders Green station, which of course is on an embankment. The picture is dated 1926, which means the online caption to the doctored picture giving a date of about 1924 is incorrect.

Whoever produced the composite image must have been very skilled, but once you realise what has been done the clues are there. The fun part is that the passengers had to be altered so there was not anyone standing on the upper deck or climbing the stairs while the bus was, supposedly, in motion. The passenger climbing the stairs has been relocated so it looks like he might be sitting down; similarly the lady looking for a seat. Incidentally, the hatless chap with the sunglasses reading the newspaper looks very avant-garde.

This of course makes me wonder whether the collection includes the background image, and where it was taken. I suspect it is somewhere far removed from the road to St Albans!





# CROSSRAIL

## with an R

Jon Willis's recent talk to the Friends, described in this issue, covered the three railways that came to Docklands, of which Crossrail, now the Elizabeth Line, is the latest, arriving in 2022.

Stephen Jolly recalls something of Crossrail's image in the 1990s.

Jon mentioned how plans to promote and deliver Crossrail dated back to the 1970s. Along the way, in the first half the 1990s a well-developed scheme was produced by a large project team of hundreds of people based in an LRT office block, Telstar House, at Eastbourne Terrace, Paddington.

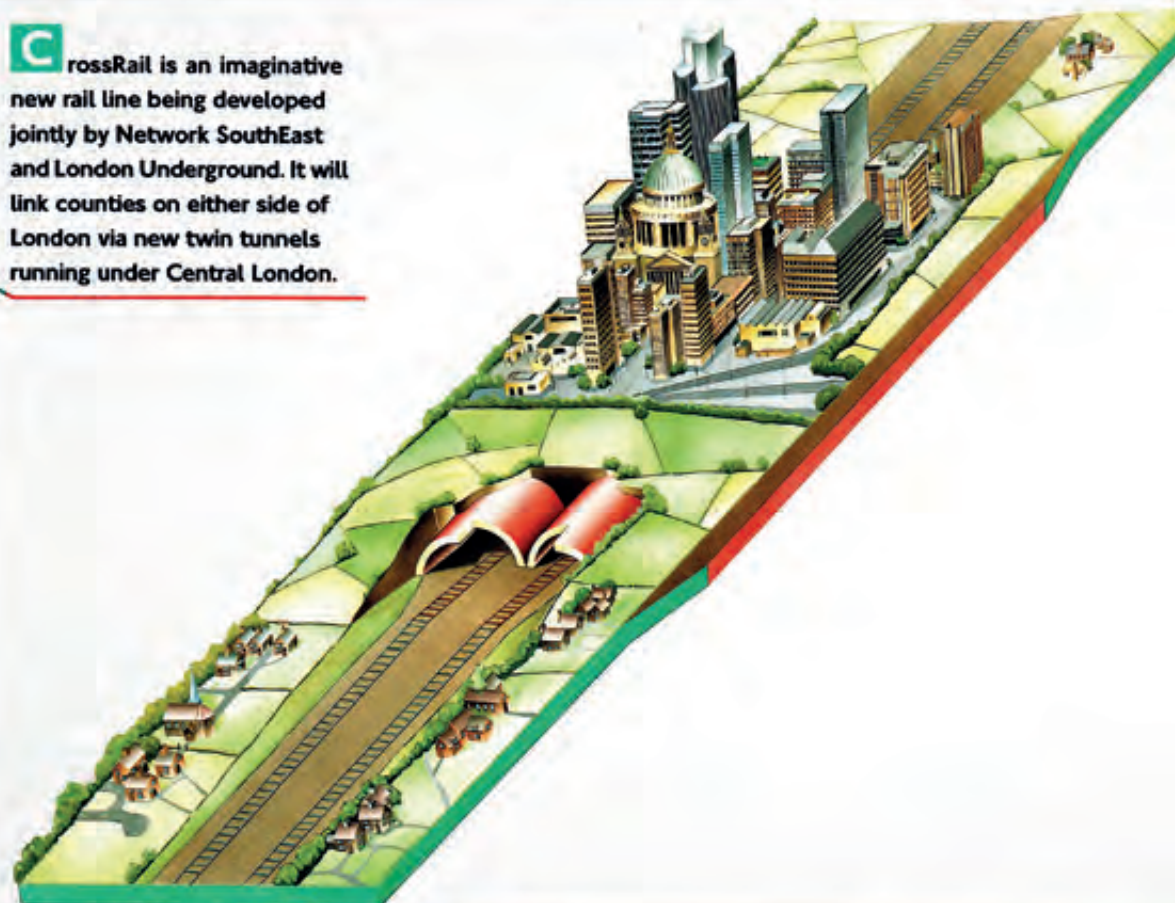
Then promoted by London Underground and Network SouthEast as was, it had its own identity, unlike the Elizabeth Line which is clearly part of the London Underground brand. The project evolved a design style for its brochures in the spirit of Dutch abstract artist Piet Mondrian's grid-based primary-coloured paintings. Other distinctive motifs included a red and green-coloured cross-section of the London skyline and the legend 'East meets West.' Unlike the successful 21st-Century Crossrail, its 1990s predecessor featured a capital R in the middle of the project title: CrossRail. There was also a fully-capitalised italicised logo of the same word reproduced in different ways, including as a metal lapel badge.

By the middle of the decade there had been some distinctive changes in the project's brand image, with a range of black and gold promotional items, including a very large black, white and gold umbrella, one still in my



## Introduction to CrossRail

**C**rossRail is an imaginative new rail line being developed jointly by Network SouthEast and London Underground. It will link counties on either side of London via new twin tunnels running under Central London.



On the right is the distinctive and highly stylised artwork explaining how CrossRail passed under London from very rural surroundings via some very large tunnels.

Overlapping that is the cover of project brochure, issue 1, 1991.

How appropriate to position project team staff in the staff magazine cover picture of the station mock-up in the picture on the opposite page. Their postures seem to imply they have been waiting a long time for the proverbial 'Next Train.'

Compared with the later built railway in this century, the 1990s scheme featured a range of textures and warm-hue colours at platform level.

Crossrail Project



**N**ew platforms at several existing Underground stations will be constructed. CrossRail will be served by purpose-built trains, normally carrying over 1100 passengers, giving a speedy journey to the West End and City from such places as Aylesbury, Reading and Shenfield.

**T**his information brochure is designed to provide information about the proposal, the benefits of the scheme, and the next stages in its development.

possession, and items like black and gold pencils. A lot of pencils must have been obtained because although I was no longer directly connected with the project by then, they still turn up in my home seemingly whenever I am looking for something else.

More seriously, given the huge scale of the proposed stations, a full-sized mock-up of a typical one was constructed and located underneath the Westway in the premises of Neogene Paints, reasonably close to the Telstar House project location. The current Neogene operation is based in west Watford and the company's website states it moved from the Paddington area in 1992, so did the mock-up move elsewhere?

When the mock-up platform area was populated with real project staff posed waiting for the next CrossRail train they were then photographed for publicity and promotional purposes. I think that particular use of the mock-up may have only happened later in the decade and possibly only around the time that the project met a terminal set-back in Parliament in 1994?

The 1990s CrossRail also took a mock-up of a 'Class 341' Driving Open Standard - or similar specification - to various locations like Liverpool Street station, using a large London Underground lorry from LUL's Distribution Services fleet.

The mock-up was also used for capacity and congestion assessments at British Rail Derby, which were terminated on one particular occasion when the carriage floor with real project people standing on it started to sag. That particular test was to see how feasible it would be for 'TTIs' - Travelling Ticket Inspectors - to move through a real train at varying occupancy densities.

In this century, Crossrail Ltd, a wholly-owned subsidiary of TfL, had an equally large and impressive station and lower concourse cross-section built at 1:1 scale but this was located inside an above-ground modern warehouse in Leighton Road, Leighton Buzzard. The warehouse was near the Leighton Buzzard Railway crossing on Leighton Road. Occasionally groups of residents living near the real worksites would be taken north to see what the finished stations would look like but I think I only went there twice in a decade with complainants when I was the Crossrail Complaints Commissioner.

Both mock-ups featured end walls consisting of large close-fitting mirrors very readily creating the illusion that the mock-up was as long as a real station platform. Simple but highly effective.

There are plenty of gaps in my recollections, if any Friends can fill in some of the missing details or have their own CrossRail with a capital 'R' recollections, please do write to share them.







## Digging out a green RML with my dad

Ray Stenning recalls when the snows fell heavily over the Surrey Hills in early 1966 and he couldn't get to school.

His dad, Alf, couldn't get to work either, so father and son walked a couple of miles with shovels (and an Ilford Sportsman camera) and happened upon this RML unable to budge.

**D**ad was an expert gardener, so even if he had been able to get to the gardens he tended so lovingly, there would have been nothing much for him to do.

I had to take three buses to get to Purley County Grammar School for Boys, the first being the first journey of the day from Hurst Green, where we lived, into Oxted; only on that particular day it was unable to get from Chelsham garage down Titsey Hill on the North Downs. No bus meant no school!

So, no school and no work, we wrapped up warm and set off. As we approached the A25 crossroads by the Plumbers Arms (now long demolished), there was a still quite shiny RML Routemaster trying to pull away from the bus stop at the top end of Limpsfield village on the 410 route. Its usual final destination would have been Bromley North Station, but the climb up the North Downs out of Westerham towards Biggin Hill would have been nigh impossible, so it was only going as far as Westerham.

However, on that crisp, cold morning it would seem even Limpsfield High Street was giving the RML problems. So we set to with our shovels and, with pushing from the back by several passengers, the Routemaster was soon on its way. It even managed the steep, sharp left turn at the traffic lights and the short climb up Plumbers Hill immediately afterwards.

I think we hung around to help some other vehicles and clear the road a bit, and later went home. In those days there always seemed to be a heartwarming bonhomie if the bus you were on was ever in trouble, and passengers were only too willing to help.

Routemasters were introduced in the Country Area of London Transport in late 1965, the first batch going to mainly Godstone garage to convert the then busy trunk routes 409, 410 and 411 to RML operation. Of course, they had open rear platforms, not exactly beneficial on a day like that one.



A friend of regular contributor, Steve Leppert, recently shared a plan of the 1904 Italian Exhibition at Earls Court, bemoaning the fact that a comprehensive history of London as an international exhibition venue was sadly lacking.

This is not that history, but this article has Steve's observations on the topic, inspired by some items in the Museum's collection.

## Going to London Exhibitions

This advert for getting to the Colonial & Indian Exhibition in 1886 was featured on a Metropolitan Railway map of the period.

TfL from the London Transport Museum Collection



At the outbreak of the Great War, London had, perhaps, three major exhibition venues, which sought to combine mass entertainment with mass enlightenment: Olympia, Earls Court and Shepherd's Bush, more commonly known as the White City. But they were not the earliest.

Since the late-Georgian period, London had hosted entertainments in its public gardens: Vauxhall, Cremorne and Ranelagh Gardens, among others. 'Enlightenment' came with London's first international exhibition, the Great Exhibition of the Works of Industry of All Nations held in 1851, and so too early for the railways that would become the Underground to play a part.

But this event, held in a temporary building in Hyde Park, did spawn a permanent district nearby dedicated to science, education and culture: Museumland, the Horticultural Society Gardens, the South Kensington Museum (later the V&A) and Royal Albert Hall.

The Horticultural Society's gardens were surrounded by exhibition space, and the earliest related item in the Museum's collection is a Metropolitan Railway map of 1884, advertising the International Health Exhibition' Two years later, in 1886, the Met were advertising a Colonial & Indian Exhibition at the same venue, shown below on the left.

The Central London Railway's Shepherd's Bush station is just visible on the left of this view, with an entrance to the Franco-British Exhibition at White City.

London Transport Museum Collection



At the same time, John Robinson Whitley was attempting to organise an American Exhibition. Whitley was the son of the owner of a Leeds engineering works and, as general manager, had been responsible for promoting the company's output at international trade fairs.

In New York in 1884, he had offered to organise a fair in London to promote American arts, manufactures and products. Planned for 1886 to run concurrently with that at Kensington, he was persuaded to postpone until the following year when the Prince of Wales, who had an interest in the Colonial & Indian, intervened. In the event, Whitley was upstaged by the opening of a new hall, named Olympia, adjacent to Addison Road station.

The National Agricultural Hall Company was formed in 1884 to build a larger replacement for the Agricultural Hall, which opened in Islington in 1862; in fact, this was going to be the country's largest covered show centre. It was intended for an eclectic mix of agricultural shows, military tournaments, sports and theatricals, with "regular sales of livestock and carriages."

It actually opened on Boxing Day 1886 with the Hippodrome Circus. This featured displays of carriage driving, French-style wrestling and performing elephants with, in the second half, a pantomime and, as a finale, a display of Roman chariot racing. Queen Victoria attended in March, her first public engagement for many years.

Shortly afterwards, at the beginning of 1887, John Whitley finally leased land from the District Railway at Earls Court, described as "a cabbage-field and a sea-kale swamp". The American Exhibition opened in May.

The grounds contained a large arena and grandstand on the triangle of land formed by the District Railway's branches and the West London Extension Railway; an exhibition hall on a finger of land bounded by Lillie Bridge depot and the Midland Railway's goods depot; and gardens, tearooms, an American-style roller-coaster and a bandstand to the west of the Metropolitan Railway's sidings.





Starring in the arena was Colonel Buffalo Bill Cody's Wild West Show, the first time this had been seen in Europe. With Buffalo Bill were Chief Red Shirt, Annie Oakley and the Deadwood Stage. The exhibition closed at the end of October, having been graced by a visit from Queen Victoria in May.

Whitley organised similar-themed exhibitions over the next few years, before leaving after the 1891 show.

Back at Olympia, a pattern of short-run shows was emerging, anchored around a circus at year-end. In 1889, Phileas T Barnum's Greatest Show on Earth filled Olympia with five stages running concurrently in the first half. After the interval, a spectacular Destruction of Rome recreated Nero's burning of the city, with 1,500 performers, organised by a Hungarian impresario Imre Kiralfy.

But this was insufficient to keep Olympia afloat and, after a year as a skating rink, Olympia turned to Imre Kiralfy again. His Venice in London, opening on Boxing Day 1891 and running through to the end of 1892, was truly spectacular.

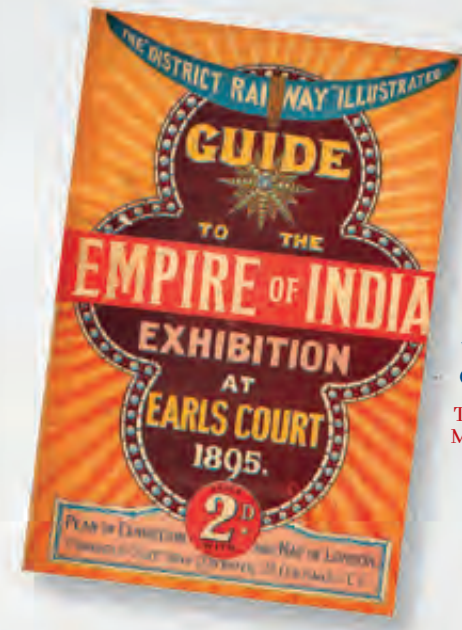
But, somewhat surprisingly, there does not appear to have been any advertising by the District or Metropolitan. Although Addison Road could be reached from their stations by the Great Western Railway's Middle Circle service, I am not sure that it was served directly by their trains and this may explain the apparent indifference. I would be grateful if any reader can put me right on this!

Kiralfy had travelled to the United States to work on the 1893 Chicago World Fair, but returned to Britain in 1894. Here, he obtained the lease on the Earls Court grounds from the District and set about renewing the site, demolishing all the temporary buildings and starting anew.

Opening in 1895 and based on the theme of the Empire of India, the water chute (opened in 1893) now fed into a lake on the site of the old arena, surrounded by oriental buildings. A new Empress Hall housed an Indian court, with a pageant of re-enactments of India's (colonial) past. Outside, the gardens were revived and a circus added. The District Railway went so far as to produce an illustrated guide. The cover of it, is at the top of the opposite page.

The District Railway advertised the American Exhibition on its system map, as shown above.

TfL from the London Transport Museum Collection



On the left is the cover of the District Railway's illustrated guide for the Empire of India Exhibition.

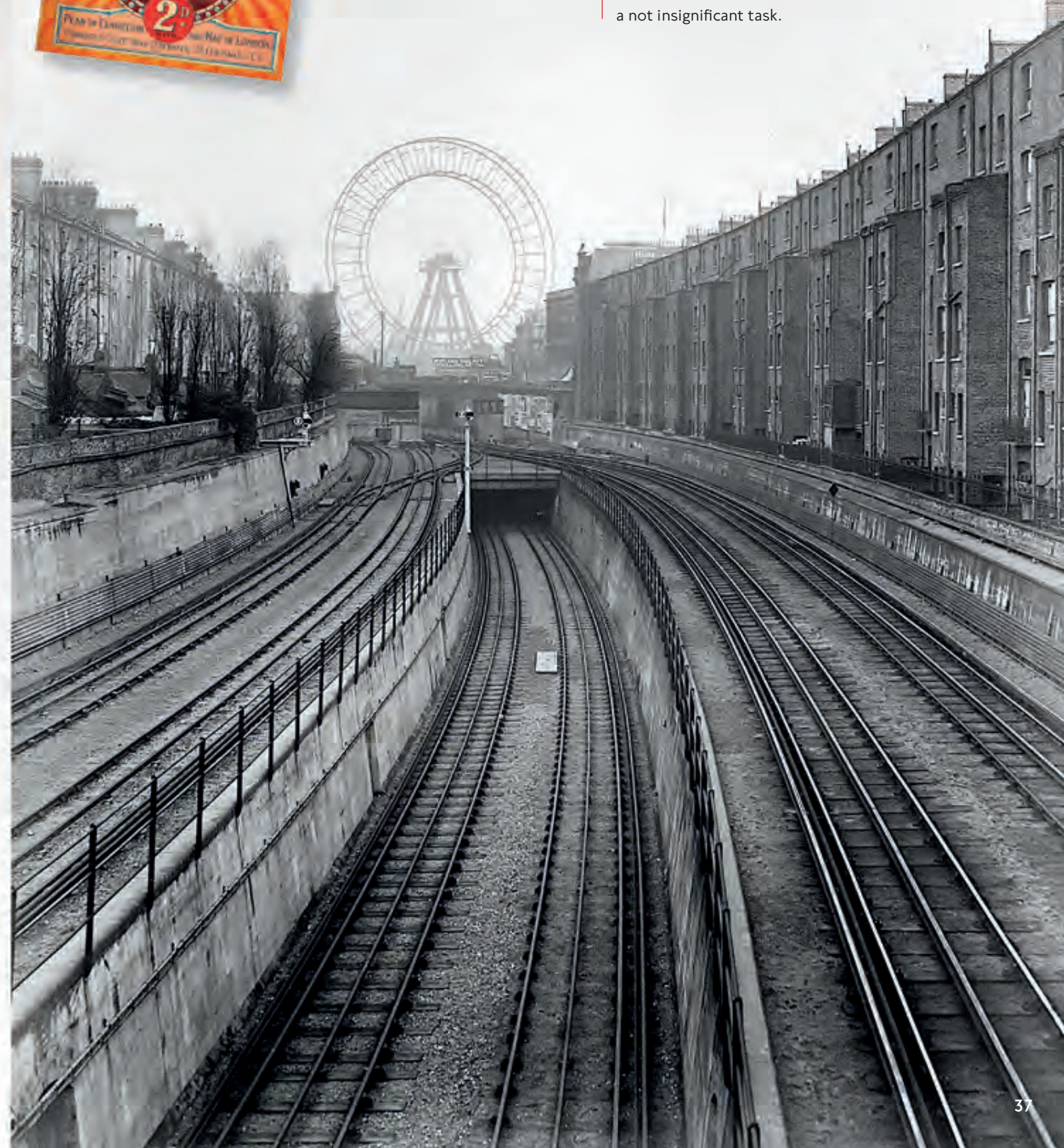
London Transport Museum Collection

Below is a view from Barons Court, showing the Giantic Wheel looming over Earl's Court.

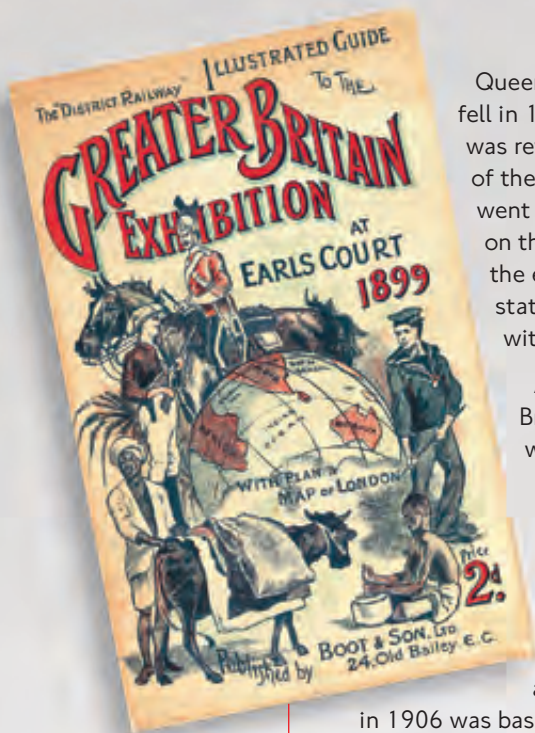
TfL from the London Transport Museum Collection

The greatest attraction was the 300-foot high Gigantic Wheel, larger than that installed at Chicago. This split opinion: one commentator said, "the instinct of correct taste . . . has become extinct in all modern crowds," while another described it as, "a revolution."

Readers interested in the Gigantic Wheel are directed to the late Mike Horne's metadyne website. The photograph on this page, taken from Barons Court, is dated December 1906 and records the Piccadilly Line around the time of its opening. The Wheel itself had closed after the 1906 season and was about to be demolished: a not insignificant task.







Above is the cover to the Greater Britain guide.

London Transport Museum Collection

The station below - Charing Cross, now Embankment - was covered with hoardings promoting the Victorian era Exhibition.

TfL from the London Transport Museum Collection

Queen Victoria's Diamond Jubilee fell in 1897 and the entire exhibition was reworked around the theme of the Victorian Era. The District went as far as to promote this on the hoardings which covered the exteriors of so many of their stations at this time, together with another illustrated guide.

Another exhibition, Greater Britain, followed in 1899, also with an illustrated guide.

The exhibition of 1902 was notable for the installation of a spiral conveyor, by which visitors could 'ascend the Pyrenees' and on which the spiral escalator installed at Holloway Road station

in 1906 was based.

The International Fire Exhibition of 1903 was the last in which Imre Kiralfy was fully engaged and, although shows continued on a more-or-less annual basis until the outbreak of war, the Earls Court grounds gently declined. It is, perhaps, worth noting that in late-1913, in which the Imperial Services Exhibition was held, the District tunnelled beneath the arena to create the flying junctions separating the Putney and Hammersmith traffic. The new tracks were brought into service in stages in 1914.

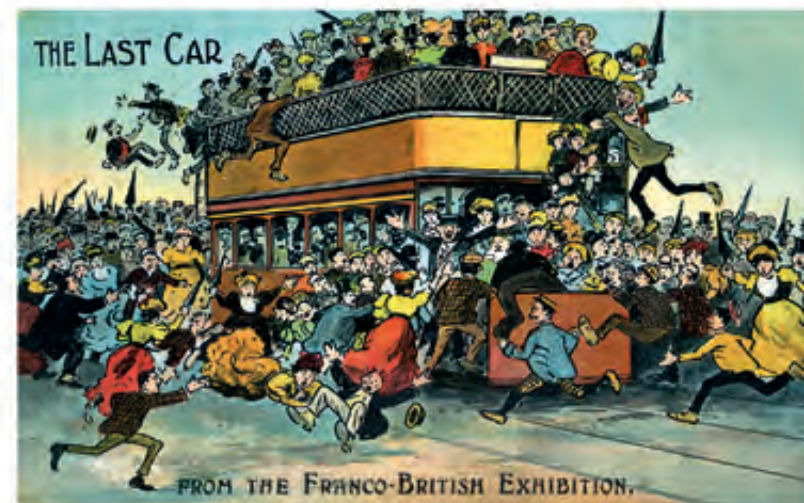
At Olympia, after Imre Kiralfy's 1891-1892 Venice show closed, the following year saw the canals and buildings re-imagined as Constantinople, or the Revels of the East, by his brother Bolossy. This ran for 1894, but a further revival in 1895 as The Orient closed in July.

Debt-ridden, Olympia struggled to find its way, but the now-familiar pattern of trade shows and sporting events started to emerge. The interior of the hall was completely rebuilt in 1905, which allowed the Society of Motor Manufacturers Motor Show to be held from 1905, the Royal Tournament from 1906, the International Horse Show from 1907 and the Daily Mail Ideal Home from 1908.

There was one final spectacular. At Christmas 1912, The Miracle opened. Inspired by the Kiralfy spectaculars of 20 years earlier, Olympia was transformed into a cathedral interior for a story about a nun. With specially commissioned music, and a cast of over 1,500, it failed to attract sufficient audiences; by the time it closed in March 1913 to make way for the Ideal Home Show, it had made a spectacular loss.

Taking a step back, both venues struggled with the competition from the new Shepherd's Bush exhibition grounds, more familiarly known as the White City because of the white stucco used to decorate the original buildings.

The purpose of the initial exhibition was to celebrate the signing of the Entente Cordiale between Britain and France in 1904.



The humorous The Last Car card above from the exhibition caught my eye.

TfL from the London Transport Museum Collection

The postcard on the left of The Miracle was issued by the District Railway to promote the show.

TfL from the London Transport Museum Collection

On the right are a couple of contemporary postcards of the very impressive White City complex.

The Lord Mayor of London and the French Chamber of Commerce representatives in London agreed jointly to promote a show which would highlight the commercial strengths of both the British and French Empires. Imre Kiralfy was commissioned to deliver it, as perhaps the leading impresario of the day.

Land was acquired to the north-west of Shepherd's Bush, at the time farmland and brickfields, and the Franco-British Exhibition of Science, Arts and Industry opened in May 1908. In the extensive grounds, said to be eight times the area of the 1851 Crystal Palace exhibition, there were some 20 pavilions and numerous exhibition halls, gardens and many entertainments.

A number of model villages were constructed to celebrate imperial achievements, such as Ballymaclinton, a so-called genuine Irish village, and a French Senegalese village, with live attractions. A stadium was included, which hosted the 1908 Olympic Games.

Two new stations were provided, one on the Met's Hammersmith branch and another on a passenger extension of the Central London Railway. At the same time, access to the grounds could be had from Shepherd's Bush on the Central London Railway, and Uxbridge Road on the West London Railway. This station was served by the London & North Western Railway's service from Earls Court to Willesden Junction.

From Shepherd's Bush, access to the show ground was through a series of exhibition halls largely suspended above the sidings at Uxbridge Road station and the CLR's Wood Lane depot. The Museum has a large collection of well-known views from the 1908 exhibition, including the humorous 'The Last Car' card from the exhibition shown on this page.

Shows would continue to be held annually, with new attractions and changed displays. Those interested in amusement park rides of the period might like to search out Farmer Jenkins Visit to the White City on the BFI website, which dates from the Anglo-Japanese exhibition of 1910.

London's exhibition venues closed on the outbreak of the Great War. At Earls Court, the buildings were initially used to house Belgian refugees, later refugees from Russia and Serbia, and were further adapted to produce military clothing and ammunition boxes. Olympia was initially requisitioned as a temporary civil prison camp for German nationals and other potentially hostile aliens, but in 1915 it became an Army clothing store. The White City buildings were used to construct aircraft, while the grounds were used for drilling newly-recruited troops.

The post-Great War story will have to wait!

But here is an afterword. In 1913, as mentioned earlier, the District Railway tunnelled under the arena at Earls Court to create the flying junctions illustrated by Charles Sharland (see Friends' News for Spring 2022). When the area was redeveloped in the late-1930s, the arena was covered by the Exhibition Building.

Fast-forward to the 1990s, when planning for the annual Royal Tournament was in progress. One potential display was cancelled, however, since it was feared that a 53 tonne bridge-laying tank might cause the floor to fail and the vehicle and its crew to fall through on to the District line below.

Thanks are due to David Burnell for his continuing support, and comments on the draft but any errors remain mine!

#### sources

Earls Court and Olympia by John Glanfield Sutton Publishing 2003







West Midlands PTE 5515, formerly DMS 1278, featured a single door and a single line destination screen when photographed in Birmingham's New Street in April 1980 in the picture on the left.

Roger Torode

Delivered to London Transport in 1972, DMS 1346 had passed to West Midlands PTE in 1980, becoming its 5562, and is shown in the picture below.

This was a Gardner-engined example with an MCW body converted to single-door for service with its new owner. It was also photographed in April 1980 in New Street in Birmingham.

Roger Torode

# Making London's Fleetlines

Stephen Jolly recalls interviewing provincial operators about their DMS purchases.

## work in the provinces

Reel back 40 years or more in the history of the bus industry and London Transport was withdrawing its fleet of Daimler Fleetlines, the DMS and DM types. Many found new homes in provincial bus fleets alongside Fleetlines bought as far back as the early 1960s. At the time, I was working as a trade journalist for a firm of transport industry writers. We wrote for business titles, often without our own names or the name of the business, Transport Press Services (TPS) ever appearing.

This was not the case with Transport Engineer, the magazine of the Institute of Road Transport Engineers, or IRTE for short, which we wrote under contract to the institute.

Most IRTE members were maintaining or building trucks but TPS's proprietor, John M Dickson-Simpson had a strong interest in buses and coaches. Originally a Leyland engineer, he had moved on to be a technical journalist on Bus & Coach magazine in the golden age of the 1950s, when new designs were appearing which merited detailed descriptions for the professional readership.

John encouraged my interest in buses and, provided I covered mainstream truck events, I could generate articles about PSVs. Peter Rowlands, now known for his colour bus photography and articles in Buses Yearbook, was already on the staff and the two of us often chatted about the bus industry, but rarely had time to work together.

At the time, 1980-81, there was a story emerging about what was happening with these LT Fleetlines now appearing in all sorts of provincial bus fleets in the UK and overseas. We estimated that 500 Fleetlines had been sold by early 1981 and a sufficient number, around 200, were with provincial UK operators, who should have amassed a lot of operational experience.

When we were considering this article, it was a little less than four years since I had been working at Park Royal, where the later B20 variant 'Quiet' Fleetlines (up to number 2646, delivered in August 1978), were still being built and could be seen going through the paint shop, and where the trim shop had surplus supplies of the LT DMS blue moquette off-cuts to trim office chair seats, among other things.

We got the nod to write the story together and divided up the task, each having a share of the long phone calls and more time-consuming visits to interview engineers face-to-face. I recall in particular that Peter interviewed the engineers of the municipal fleets of Chesterfield (15 examples) and Derby (8) and the big West Midland PTE fleet with 80 more. I visited National Bus Company subsidiary City of Oxford with 8 (and 2 bought for spares) and met Peter Newman, proprietor of dealer Ensign, based in Grays, Essex, who was busy selling the Fleetlines. The outcome was a 3,300-word article, a length that few readers would feel they had time to digest today.

When first approached, many truck fleet engineers could be reluctant to go on the record, but bus engineers were usually more forthcoming and that proved to be the case with these Fleetlines. There were sensitive issues to contend with though: buying lots of second hand buses, even if they were only approaching middle age, was not that wide a practice, particularly in the world of corporation bus fleets at the time, and at the other end of the process, as it were, comment and some criticism was directed at LT for early disposal of buses built after 1970. We came to an early conclusion in the article, long before we reached any final paragraph: that Fleetlines were the most reliable rear-engined double-deckers that many provincial operators had and as far as London Transport was concerned they were not reliable enough.

Decisions faced the new owners as to how far LT's specification needed adapting to suit existing practices. Derby and West Midlands had opted for four-year recertification by Ensign, removal of the centre exit and replacement with an inward-facing longitudinal seat. Following thorough rebuilding by Chesterfield, six-year certificates were obtained with a view to keeping them four or possibly six years after that. Richard Delahoy described what happened to him delivering one of the Chesterfield buses in Friends News, 147, in his article Confessions of a DMS Delivery Driver. Oxford kept the centre exits: most of its existing Daimler and Bristol 'deckers had been specified with a separate centre exit.

We reported that the most common engineering change was the conversion of the gearchange control from automatic with manual override to semi-automatic operation. The as-built specification featured a CAV 442-Y2 control, in which fourth gear engaged automatic operation, though manual selection of other gears was still possible.





Wearing standard NBC bus livery of the time is Oxford 993, formerly DMS 1274 (JGU 274K). Fleet numbers in the 9XX range were used for buses too high to pass under Oxford and Cowley railway bridges..

OBMT Collection

LT's entrance doors, opening to a middle post on the earlier vehicles, caused comment, but we did not discover any issues with passengers using the two narrow entrances. Several operators we spoke to had removed the gearbox interlock mechanism which prevented the doors opening until the bus had stopped.

We did not expect to find any sensational outcomes to our questions; instead we reported all these users were well pleased with their purchases and no-one seemed to have had any second thoughts. The interviews explored the full picture though and, not surprisingly, the vehicles in question were not all fault-free on arrival nor had been entirely fault-free in service.

All the engineers reported some loose, scuffed or scraped body panels, not to be surprised at, but that the structures were impressively intact. In those distant days buses came with a seven-year Certificate of Fitness from new and sometimes a significant amount of work, amounting to a rebuilding in some cases, was required at seven years of age. Recertification might be for a further four years or other lengths of time.

Mr G Robinson of Chesterfield said the bodies of his vehicles were remarkably corrosion-free and Mr P F Lanfranchi, the City of Oxford engineering boss, said the same thing. Some said the London-spec bodies were in better condition than bodies on their own Fleetlines of a similar age and there was general praise for the LT anti-corrosion treatment standards. I got the impression - that I did not record in the article - that the engineers could not quite believe their luck getting such fine vehicles long before they were life-expired. Chesterfield was particularly impressed with the stainless-steel wheel arches, stronger and more resistant to deterioration than reinforced plastics versions. Not something that bus enthusiasts would generally take an interest in though.

No distinction in quality was made between the Park Royal or MCW bodies. Chesterfield's experience was that much the same things needed work on the ex-LT Fleetlines as the other Fleetlines in the fleet, only more so. For example, where one brake re-line was needed on an original vehicle, the London ones required all four brakes relining. Similarly, water and oil leaks were more common, the result of the higher-frequency stop-start operation in the capital city. Derby, where Mr G H Truran, a great AEC enthusiast, was chief engineer, said that although Ensign recertified the Fleetlines for him, "We changed oil, filters and brake diaphragms when we got them as a matter of course."



Oxford claimed its DMS purchases were to cover an immediate need for more double-deckers, but four went into service wearing the dramatic (for the time) livery for the north-south Park & Ride service shown on the left.

These buses replaced elderly ex-Midland Red Fleetlines.

This was long before Oxford's Park & Ride services merited new buses and designer liveries.

The livery was somewhat spoiled by the upper deck wrap-round adverts, as shown by Oxford 996 (formerly DMS 1348) at the northern Peartree site in the upper picture on the left..

Passenger facilities at Peartree are hardly improved 40 years later.

OBMT Collection

Ex-LT DMS 1275, by now Oxford 994, was crossing Carfax in central Oxford bound for Peartree in the lower picture on the left.

M D Shaw

Below is the Oxford park & Ride livery applied to EFE model 25707 of Oxford 994.

Stephen Jolly

Regarding on-road performance, although fuel consumption figures were broadly the same as existing Fleetlines, oil consumption was sometimes unacceptably high. Chesterfield had changed engines in three of its ten examples with Leyland power units. Back axle failures, four out of eight in two years with City of Oxford, were thought to be due to the original torque fluctuations with automatic transmission. A one axle failure in 50-plus indigenous Fleetlines per year was the benchmark to expect at Oxford. Annual mileages varied considerably: Chesterfield up to 30,000 miles in the first ten months with the ex-London buses; Derby 20,000 miles per year. One key feature that made these buses acceptable in many of their new homes is that they came with power steering, it was not then the norm in Chesterfield or the West Midlands for example.

Finally, I talked with Peter Newman at Ensign, who had handled the majority of sales up to the date we were writing the article. Although he initially seemed cautious about talking to Transport Engineer magazine, he soon engaged with the subject. He was offering the Fleetlines in: 'As is' condition straight from LT for £5,500 in early 1981.

With a four-year recertification ticket the selling price was £7,000 and Ensign's own conversion from two-door to single-door cost £850. Later conversions to one-door were offered with two pairs of transverse seats in place of the centre exit.

As more and more of the class went into service in the UK, the novelty wore off and they became an accepted part of the provincial bus scene. In the next decade it was ex-London Leyland Titans joining provincial fleets that made the news: another story.





# Southgate 90th anniversary



This event was developed by London Underground, Southgate District Civic Voice, Enfield Council and the Mayor of London with support from Transport for London and local community groups and businesses.

Nick Agnew has kindly provided the words and pictures.



## 12 March 2023

The station had opened on 13th March 1933 as part of the second phase of the Piccadilly line extension to Cockfosters. To commemorate the 90th anniversary there was a varied programme of nearly a dozen events held in and around the station including live music, a Reimagine Southgate Town Centre construction activity for kids and a historic images exhibition. An elegant ceremonial cake made by a local baker was cut after speeches at 3pm. It's shown at the top of the opposite page.

One of the most eye-catching sights at the station was the presence of RT 3933. For many people, the RT remains the iconic London bus and was typical of the era when such vehicles could be seen locally on route 29. Such was the interest in it from visitors that to compliment the popular pre-booked station tours a few short trips operated by request between Southgate and Palmers Green. This bus is now owned by the London Bus Company and can normally be found on the 339 service that links the Central Line station at Epping with the Epping Ongar Railway, or on private hire events.





**LONDON UNDERGROUND HISTORY**



**Southgate station history**

Southgate station opened on 13 March 1933 as part of the second phase of the Piccadilly line's extension to Cockfosters. The station was designed by architect Charles Holden, who designed more than 800 stations and associated structures for the Underground. Southgate station is considered one of his finest achievements. It was first listed in 1971, and upgraded to Grade II status in 2009.

Holden's vision for Southgate was influenced by northern European architecture, which he had viewed on a study tour in 1930. In particular, the tall-topped pavilion at the top of the station is a nod to Swedish modernist architecture.

The station has been renovated over the years, but retains many heritage features, some of which are detailed on the opposite side of this flyer.

Southgate is also notable for its integrated urban design. Outside the station are a series of bus stops, complemented by two freestanding 'mushroom' shelters topped with the circular, Holden also designed the Station Family restaurant that runs next to the station.

Mayor of London  
TRANSPORT FOR LONDON

**LONDON UNDERGROUND HISTORY**



**Southgate heritage features**

Visiting Southgate station is a special experience, as many of its heritage features have been retained. Here's some of what you should look for as you are visiting the station:

On the station's exterior, look for the blue-and-white interlocking geometric designs that run around the station. These are mirrored inside the station itself, and were used by Holden in several of his designs for the Underground.

In the ticket hall, you'll notice the pavilion, one of the few remaining on the network. The structure got its name because these types of shelters were once linked to the first glass customers had to pass through to get to trains. The booth is still used by those working at the station.

Bronze uplighter lamps illuminate the escalators. If you look carefully at the top and bottom of the escalator panels, you'll find the Vitrolux Ode manufacturer's mark.

At platform level, look for the vibrant orange tiling used as a border. On the underground platform, beneath one of the roundels, you will find a bronze letterbox once used by staff for intercom.

Mayor of London  
TRANSPORT FOR LONDON




**UNDERGROUND**

**Heritage information**

Southgate station  
Listed as a building of National Significance  
Architects: Adams, Holden & Pearson, 1933

Southgate station opened on 13 March 1933 on the second phase of the northern extension of the Piccadilly line from Finsbury Park to Cockfosters.

The station is one of the best known of the many stations Charles Holden designed for London Underground. The station building is circular with a flat projecting concrete roof. Externally, the flat roof of the raised central section appears to be supported by nothing more than a horizontal band of windows that provide natural light to the interior, although it is actually supported from a central column in the ticket hall. The whole building is topped by an illuminated feature resembling a Tesla coil. The station is externally flanked on two sides by circular reinforced concrete waiting shelters including the "bullseye" roundels which were designed by Stanley Heaps.

The station retains much of its original decorative style. The two escalators have the original column lighting which has been adapted to meet modern lighting requirements, while bronze panelling is in evidence throughout the station.

In 2007 the station was extensively renovated to bring the station back to its former glory. The tiles were renewed using the original colour scheme while sensitive repairs were undertaken to the ticket hall area. In recognition of this renovation the station gained a National Railway Heritage Award in 2008.

The station was originally Grade II listed in February 1971 and subsequently Grade II\* listed in 2009.





# Halton Camp Military Railway

Connoisseurs of obscure railway closures may have noticed that 31st March 2023 is the 60th anniversary of the closure of the Halton Camp military railway.

It connected the large RAF facility half-hidden in the woods to the east of Wendover, with the Metropolitan Railway, later Metropolitan line, at the north end of Wendover Station.



Opening in 1917, the standard gauge line was complimented by a 1ft 11 1/2in narrow gauge railway for a few years. This was used to carry timber from the nearby woods; there was a timber-handling yard once served by both gauges near the present service station on the north side of the B4009 Upper Icknield Way. The wood yard was accessed by the standard gauge line via a spur off the main railway route into the camp.

A small industrial complex of a bakery, boiler house and power house was served by the railway proper inside RAF Halton. The original single long platform opposite the former boiler house site remains in place with a group of industrial railway buildings still there, including the original large goods store used for many years as a commercial military tailor's shop, an offshoot of a Biggleswade business. This platform with the three surviving buildings can be seen from the public road called Chestnut Avenue and can be viewed on Google Street View. In satellite plan view, the structures appear in a straight line on a south west-north east axis, opposite Clayfield Road.

Nearer to Wendover station, the original alignment is now a country walk near the northern edge of the town and where it crosses the Wendover to Aylesbury road, the crossing area is marked by two recent large white posts in the style of the original substantial level crossing gates.

When the original de Rothschild Halton House (now the Officers' Mess within the RAF station) has been open for autumn Heritage weekends, visitors have been able to see a collection of models of the line's rolling stock on display. One or both railway systems would make interesting subjects for railway modelling.

Within the base and near the former railway alignment is a restored system of Great War-era training trenches, facing east as the real ones did in Flanders and France. Elsewhere within RAF Halton is the Trenchard Museum and adjacent James McCudden Flight Heritage Centre. Check website for access arrangements to the two museum buildings. Details of the Halton Camp Railway can be found in *A History of the Metropolitan Railway, Volume 2* by Bill Simpson, from Lamplight Publications.

Above is a model of Hawthorn Leslie Benton, which was built in 1896 and arrived in 1917 at Halton.

On the left, the two large white posts are approximate markers for the long-removed level crossing. Wendover town centre is about half a mile to the right of these two views and the railway alignment is visible on the left as the start of a country footpath that extends part-way to the boundary of the RAF station.

Behind the camera position the path continues in the opposite direction between houses, gardens and allotments towards Wendover Station.

Stephen Jolly



In a talk to the Friends in November 2022, Sam Mullins explained the development of the Country Carrier from the 19th Century to the immediate post First World War period.

Sam's presentation traced the important role of the horse (and later motorised) carrier, linking rural communities with the market towns of Victorian and Edwardian England.

Sam's research focused on the carrier network of Salisbury and South Wiltshire, and here Barry LeJeune summarises the talk.

## The Country Carrier

Country carriers were commonplace in the catchment areas of Victorian market towns (but, less so, of industrial ones). They carried goods and passengers, enabling village residents to acquire commodities not available locally; to bring their own produce to market; and to connect with the growing railway network.

Important as they were, the country carriers left relatively little documented trace of their existence. Local trade directories are one source of reference: Slaters Directory for Salisbury recorded 112 carriers in 1889, operating over 246 routes. The carriers often combined that activity with other village trades, such as publican, wheelwright or blacksmith. Pubs were typically used as the main staging points, both in villages and in the market towns..

Some carriers' vans were custom-built for the job; others were adapted from often simple carts. A move to motorised operation started just before the First World War and gained pace immediately after. Passenger transport gained supremacy over the movement of goods and many of the carriers became the first generation of motorised rural bus operators into the 1920s. In that decade, the emerging major bus operators, such as Wilts and Dorset, secured market dominance by take-overs of the smaller carriers turned bus operators, a trend accelerated by the 1930 licensing system.

Sam's research and presentation threw welcome light on these oft-forgotten, but vitally important, players on the transport stage of their time. The full talk may be viewed on YouTube.



Most News readers will be aware that this year the Museum and Transport for London are celebrating the 160 anniversary of the first Underground line in January 1863 by the Metropolitan Railway between Paddington and Farringdon. 1 July 2023 also marks 90 years since the London Transport Passenger Board started operating, along with H C Beck's iconic tube map making its first appearance in January 1933; arguably, an equally seminal year in London's public transport history.

As such, I thought it might be timely to feature the covers from three of the 1933 editions of Beck's map and unravel elements of what they can tell us about the evolution of the Underground network at that time. The actual Beck network diagrams can be widely found in books, online, or, in the Museum; the covers less so, hence my focus on them.

The name Underground made its first appearance on stations in 1908, along with the bar and circle symbol, when Frank Pick was Publicity Officer of the London Electric Railways Company and the network was rapidly expanding. Eventually revised with the adoption of Edward Johnston's typeface from 1919, they were already identifiable, alongside other signage, with the expanding network and the evolving idea of what became an early example of a corporate identity, in this case as a pioneering transport undertaking.

As 1933 begins, the first Beck map acknowledges that initial development of both the Underground name and what became known as the roundel, and commissioning of the distinctive house alphabet. The second heralds the imminent consolidation of the main elements of the capital's public transport undertakings that July, rather modestly under the banner of the LPTB, as the new entity responsible for it all, while the third settles down with London Transport, the more familiar, generic title still used in common, if not official, parlance to this day.

Beck's first edition was adorned by the introductory message, "A new design for an old map. We should welcome your comments." His creation was indeed a marked difference from the colourful and often decorative network designs that had been produced over the previous three decades or so, being presented as a diagram for the first time. The very wording on its cover does suggest some hesitancy about its launch, which may sound strange now when we view it as a design icon and humble trademark for London more widely. However, this was 1933, and, while Frank Pick and Lord Ashfield had been well enmeshed in the Underground's development for nearly 30 years by then, their new Board was only just at the start of its life, with all the promise and subsequent design and mechanical innovations that would go with it.

Ken Garland, designer and writer, quotes Beck in conversation with him many years later in 1968 as saying, "Even after the idea (of his map design) was accepted, the Publicity Manager was not too sure about it, and decided to give it a trial run, inviting the travelling public to comment on the new format." However, as Garland further observes, the first edition was printed in a substantial quantity of 750,000 and ran to several editions in 1933 alone, in spite of its fairly novel nature.

Railway route diagrams were not entirely new - take a look at Telling the Passenger Where to Get Off by Andrew Dow from 2005.

# 1933 a year of transition



Perhaps Beck was also uncertain about it? In spite of this seeming ambivalence and varying recollections about its publication, there does appear to have been some genuine hesitancy. Garland quotes how, "In a revealing memo to his Publicity Manager dated 3 August 1933 (that is long after the diagram had proved to be a resounding popular success), Frank Pick, Vice Chairman and Chief Executive of the LPTB, wrote: 'I had a look at your quad royal map. I confess that upon a large scale this looks very convenient and tidy and is a better map than any we have so far.' That Pick felt it necessary to 'confess,' hints strongly at an earlier lack of enthusiasm and his phrase 'convenient and tidy' is hardly wholehearted praise for an invention of genius."

In Mr Beck's Underground Map from Capital Transport in 1994, author Claire Dobbin observes that Pick was renowned for his habit of damning with faint praise. Nevertheless, the third map was also produced in an edition with a cover overprint for overseas visitors to the British Industries Fair, an increasingly established international commercial event next to be held early in 1934. So, if the LPTB thought it sufficiently worthy for distribution abroad, we could reasonably surmise that they did approve of the new design and, by then, perhaps even thought they were on to a winner.

As they always have done, the actual diagrams chart route changes to the Tube network and design variations. Just in 1933 alone, in the three illustrated here, they include:

- ◆ Opening of the Piccadilly Line extension to Cockfosters.
- ◆ Dover Street station being renamed Green Park.
- ◆ British Museum closing with passengers being redirected to nearby Holborn (Kingsway) station.
- ◆ Opening of the escalator connection between Bank and Monument stations.
- ◆ Removal of the northbound spur off the Metropolitan Line's Watford branch.

There were also design variations, such as different lettering sizes and symbols used for interchange stations. Also, the curious addition of a North arrow symbol, which was removed in the next edition, and a hyphen added to Rickmans-worth.

As can be seen, even the folded size and the cover title varied as the new map bedded into the LPTB's publicity portfolio.

How such a humble creation can tell so many tales, and more!





## Last Car postcard

Author Steve Leppert struck up a conversation with the editor about the 'Last Car' postcard used in his article about West London exhibition sites in this issue. There were two series from the same publisher it seems and examples may be found on eBay from time to time, including inter alia for Gosport and Treherbert . . . He wrote:

I'm intrigued to find it's one of a series; particularly surprised by Treherbert. I know very little about South Wales, but I hadn't picked up on Treherbert as either a tramway operator or a tourist destination. We need a postcard expert among the Friends to explain more!

I do hope when you publish my submission you're able to include the postcard info as a footnote. I find it particularly rewarding when something I have written stimulates somebody else to 'pick up the ball and run with it, so to speak.'

**Steve Leppert**

## Mystery horse bus location

The mystery horse bus picture in the last issue (and repeated below) looks to me to be at Bank Junction, with Queen Victoria Street behind to the left and Poultry to the right. This is because the building behind looks to me like the former Mappin & Webb premises which occupied the space between those two roads at their junction.

So, if I'm right, the siting of the picture is in one of London's shortest streets, Mansion House Street, which links from the joining of QS/P Bank Junction.

**Joel Kosminsky**

A question was raised about the location of the photo of the horse bus 'rally' on page 26 of issue 152. The photographer was almost certainly in the middle of the Bank junction roughly where the statue of James Greathead now stands.

The building in the background is the old Mappin and Webb store in the angle between Poultry and Queen



Victoria Street, later demolished and replaced by a more modern building (no 1 Poultry) that received unflattering comments by King Charles III when Prince Charles.

## . . . & on Westminster Bridge

I take issue with the caption under Michael Baker's photo of two London tramcars on Westminster Bridge.

The tramcar in the foreground is a Class HR/2 car, not a Class E/3. It is one of the second series of HR/2s built without trolley poles and therefore confined to services that used conduit current collection only. Service 62 ran from Blackwall Tunnel to 'Savoy Street Strand' terminus on the Embankment. It used Dog Kennel Hill that required tramcars fitted with slipper track brakes; the Class E/3 cars were not so equipped.

**Ian Ross**  
Chairman and Trustee,  
London County Council Tramways Trust

## French bus heritage

I always enjoy reading this magazine, mainly because it covers such a wide range of subjects, even beyond these shores.

My interests go beyond these shores too, and into classic cars, so it was a nice surprise at 'Retromobile 2023,' Paris, earlier this month, to see the first classic bus I have seen on this, my third visit to this amazing show. It's shown at the top of the opposite page. Sadly, being on a group visit, there was no time to visit the Paris Transport Museum covered on Page 38 of the last issue.

It was parked just outside the entrance to the h0-p0alls in the Paris equivalent of the NEC - Parc des Expositions, Porte de Versailles. I am not too well up on French commercial vehicles but the nameplates shows Chausson.

Delving into the internet, I was surprised to find that this firm was once the leading maker of buses and coaches in France but sadly closed down in 2000. This bus appears to be an AP-52 model made after its design update in 1952.

**John Bath**

## Snaresbrook & Wanstead Station

Having just read the above article in the Winter 2023 issue of Friends News I note that the rebuilding of the



bridge immediately to the north of the station over the High Street is mentioned in passing.

The reason that the original brick-arch bridge was rebuilt was to increase the available road headroom to enable double-deck buses on route 10A (later route 20) to be diverted via Snaresbrook station so that the level crossing at Eagle Lane, further along the line towards South Woodford, could be closed prior to the line's electrification.

**Garry Thorp**

## Friends remembered

I was very sad to learn of the passing of Robert Excell (Winter issue). He was, of course, the leader of volunteer work parties at Acton Museum Store.

After I retired from full-time work in 2002, I spent many days there helping to put up plaques, cleaning vehicles etc and constructing track for the miniature railway. He was great to work with.

I knew about Ian Read; in fact we often used to crew buses on rides at the London Bus Museum and, as conductor, I'd mention to the passengers that we had an 'all-Read' crew, although not related.

**Colin Read**

## DLR a tramway?

At the end of his article on Tramway Comparisons in Issue 152, Michael Baker asks is the DLR really a tramway? Well in my view it is not as it does not run unsegregated at street

level. But it might have been as we explored a number of street running options.

The main ones were:

- 1 A north-south route running from Mile End station down Burdett Road to the Isle of Dogs
- 2 A north-south route using the disused BR Poplar branch line from the Isle of Dogs to Bow Road, then rising to run alongside the road to Mile End station
- 3 An east-west route running from the Isle of Dogs along the Commercial Road to Minories.

In the end, street running was avoided by the DLR taking over former BR tracks from Limehouse to Minories and from Bow Road to Stratford.

**Jon Willis**

In the early 1980s, a London Underground engineer, David Catling assisted by Roger Jones, drafted a report, 'Light Rail for London' which looked at the Docklands area and other opportunities for light rail solutions

## Large roundel

I'm not sure if this is a query for the Friends Newsletter, but I think other readers may be interested? As a 'non-Londoner' I recently visited the city (in part to go on a 'Hidden London' tour of Piccadilly Circus station: excellent!) and took my first trip on the Northern line extension to Battersea Power Station.

After a stroll around the old power station I made my way back to the tube station, but was surprised by how poorly



marked it is, other than on Nine Elms Lane itself; in particular, the absence of a large roundel visible from the power station.

Indeed, the entire tube station seems to be pointing away from the power station as if it is embarrassed to be there. I had expected something visually imposing to indicate the tube station like one sees at Vauxhall bus station, say.

What exactly is TfL's policy for the use of large roundels? If somebody from TfL can answer this, I think this would make an interesting piece for the Newsletter.

**Robert Missen**

Indeed it would be interesting. Comments have been made in my hearing about how the LU roundel and signage outside the Elizabeth line ticket hall at Canary Wharf also looks rather lost amongst the commercial signage on the surrounding buildings.



### Tram stop flags 1

I just been reading through Issue No. 152-Winter 2023 edition of NEWS and I refer to the note about a Tram Stop flag on page 6. From your photograph, it looks as though it has been varnished?

I have a version of this flag but without the varnish, as shown below. This is printed on an aluminium sheet. There was also a compulsory version, also on this page. This is vitreous enamelled steel sheet as per normal bus stop flags.

**David Hibbert**

### Tram stop flags 2

Looking at one of the pictures in the Curatorial Report in the Winter 2023 Friends News, readers may be interested to know a little about the Tram Stop Cover that I presented to the Museum last year.

These covers were made of aluminium and placed over the top of the new bus stops that had been erected along the tram routes a few days before the Sunday when the replacement vehicles entered service. On the Saturday evening, along came an LT van with a chap with step ladder who took the cover off.

As a boy I had wondered about this and thought no more until on Sunday morning 6 July 1952, when there was a knock on our front door. Opening it, our neighbour stood there with the stop cover! He presented it to me, saying it had fell off bus stop at Camberwell Green last night! Looked after in six homes for 70 years, it now resides in the Museum.

Related to this is the note at the bottom of the Thank You list about leaving small donations at the Depot. For a while I have taken various items (from myself and friends) to the desk upstairs at Covent Garden, filled in a form and left them. However, a short while ago, taking some old tram and trolley bus fare tables to Covent Garden, I was told that no more donations were now being taken - take them to the Depot next time you go.

This seems a pity as Covent Garden is open daily and the Depot not very often. I wonder if it could be arranged for small donations to be still be accepted at Covent Garden? This would possibly avoid John King, Sales and Donations Manager being overloaded!

**Eddie Dawes**

We acknowledge with grateful thanks donations from Friends and others who are downsizing their collections and also donations from the families of those who are no longer with us:

- |                         |                          |
|-------------------------|--------------------------|
| <b>David Charleston</b> | <b>Alan Humphries</b>    |
| <b>Andrew Braddock</b>  | <b>Stephen Klabish</b>   |
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| <b>Ian Heaton</b>       |                          |

## A London Busman's Career, 1946-1972

Laurie Akehurst



Capital Transport | £19.95

Friends will know Laurie Akehurst, a distinguished member of the Friends, from his regular contributions to these columns on ticketing and from his other writings, including a number of definitive books on Country buses and Green Line coaches.

The "London Busman" in this title is not Laurie himself, but his father Edward Ronald ("Ron") Akehurst, whose career with London Transport, as a bus conductor, spanned the 26 years mentioned. The text is based on Laurie's observations and conversations with his father about the latter's day-to-day experiences, which are here placed by Laurie in the broader context of what was happening in London Transport at the time.

Ron joined LT as a bus conductor at Cricklewood in 1945, after war service in the Royal Navy. He worked principally on routes 13, 60 (later 260) and 176, first on ST-types, then on RTs. He saw the transition from Bell Punch tickets to TIM machines and then to Gibsons.

Famous people who travelled on his bus included Bruce Forsyth, in the early stages of his career when making a name for himself as compere of Sunday Night at the London Palladium; and LT Chairman, Sir John Elliot. One non-passenger was Ron's wife, whom he had, embarrassingly, to leave behind at the head of a queue unsuccessfully trying to board a full bus on route 142, which Cricklewood worked on Saturdays.

Other stories abound, including confusion when a passenger proffered what she thought to be a silver threepenny piece, only to be told by Ron that it was actually a Maundy Thursday fourpenny coin, for which he returned the appropriate change. Laurie still has the Maundy coin!

Ron transferred to Country buses at Epping in 1960, under an offer linked with the provision of a house for the family at Harlow New Town. Laurie clearly describes the differences in working atmosphere at a much smaller garage, with far more flexible working rules than applied in the Central area. Initially Ron worked on bus routes 339, 396 and the Harlow New Town locals; the latter involved inefficient crew schedules and much unproductive mileage to and from the garage at Epping and innovative ways for crews to travel between home and garage before the first, and after the last, buses operated.

In 1961, Ron transferred to Green Line route 720 and later the 718, seeing the replacement of RF coaches by RMCs. Green Line working practices are described in fascinating detail, including duplication of busy peak hour and weekend journeys; arrangements to cover late running; and the Monday morning challenge of issuing Weekly tickets at eleven times the single fare; this latter transaction required considerable mental agility, both in calculating the weekly fare and in the make-up of the combination tickets often required to cover it.

Ron transferred in 1963 to the new Harlow garage, with its vastly improved facilities. He even got his own locker! Reduced Green Line services required a temporary return to local bus work (including some inter-garage transfer work at Hertford); but Ron returned to Green Line coaches and to route 720 in 1965. Laurie provides a critical analysis of some of the many changes made to Green Line services around that time, in an effort to cut costs against a background of declining patronage.

Ron enjoyed some variety with occasional assignments to tree-cutting duties; and an excursion to the Epsom Derby, where, on the return journey, he secured a free meal for himself and his driver, by stopping at a fish and chip shop which served the entire party!

In 1968, as London Transport's responsibility for Country operations neared its end, Ron transferred back to buses again, when the 720 coach route became one-man operated. But that was not the end of his Green Line days. In 1969 came the opportunity to return to route 718, as some of its more senior conductors became coinbox-handlers for Autofare bus operations at Harlow.

The transition to London Country saw Green Line duties becoming one-man, so Ron had a final period back on Harlow's local buses and the introduction of decimal currency. He took voluntary severance in December 1972. Ron enjoyed a long retirement, passing away at the age of 93 in 2002.

Through its close attention to detail, this book succeeds in conveying what it was like to work as a bus conductor in these times. It is a fitting, personal tribute to Ron and to his work ethic; and to his many fellow conductors who performed diligently, in a job which had both its challenges and rewards.

The book is illustrated by well-sourced photographs reflecting the vehicles and routes of the narrative and by images of relevant publicity and documentation. Ron is pictured on the cover in an official LT photo. Both crew members were selected for this as they were wearing full uniform, including their caps.

**Barry LeJeune**



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recovering from an operation

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# what where when

Only a few Friends correctly identified the 'LT' tiling shown on the back page of the last magazine. It is to be found at Leicester Square station.

Tim Dunn was one and he wrote to say:

"The What, Where, When image is Leicester Square. In fact, I was filming a 'Secrets of the London Underground' episode there last week and pointed them out to the crew, so they may well yet make national TV!

I first saw them when I moved to London in the early 2000s; my partner rented a tiny flat in Soho, so I'd often live out of there, so 'LS' was my home station. At 7.30 on the dot I'd leave Bateman St, head down Frith St (always exchanging a hello with a chap on a bike who seemed to pass that point every day at precisely the same time too. He also always wore a yellow Lycra outfit making him look like a banana and I am 99% certain it was Peter Stringfellow who I was exchanging pleasantries with.

I would run my hands along those tiles - they are just above the railings and are immensely tactile and satisfying in design. Thanks for bringing back a memory of a London that now seems long gone."

Tim wins a book prize. Our thanks to Capital Transport for sponsoring these prizes.

We do not have any pictures or objects offered for the quiz to publish in this issue. With hundreds of stations and other examples of transport infrastructure in the London area, there ought to still be some rarities to challenge Friends' knowledge and revive memories . . . suggestions with pictures to the editor, please.

