

# London Transport Museum Friends NEWSLETTER

ISSUE No. 90 - JULY 2007

## Heritage trains are back

*After a gap in service, heritage train operation returned to London Underground in June with outings by both Sarah Siddons and the Museum's 1938 tube stock set. We have reports on both.*

### Sarah Siddons

Sarah Siddons (named after the late 18<sup>th</sup> century actress) was built in 1921 as No12 of twenty locomotives constructed by Metropolitan Vickers for the Metropolitan Railway. Originally limited to inner suburban work, the electrification of the Metropolitan Line as far as Rickmansworth in 1925 saw Sarah and her sister locomotives work fast services between there and Baker Street, with a traction change from electric to steam at Rickmansworth on through trains to and from Aylesbury and beyond.



The introduction of A60/62 stock, and the extension of electrification to Amersham, saw the electric loco. fleet retired from passenger service in the early 1960s. Four examples, including Sarah, entered the Underground's departmental fleet. Sarah was refurbished in 1971 to operate special trains celebrating the end of Underground steam operations; she returned to brake-block testing duties thereafter, operated the occasional rail tour and was a popular participant at the "Steam on the Met" events. Following the Underground PPP, Sarah Siddons and her 4TC coaching set became the only rolling stock owned by London Underground. They remained under the care and protection of Metronet's Asset Performance Division at Ruislip Depot, where they have been refurbished to operating condition.

So, it was with a great sense of anticipation that a group of invited guests assembled on platform 1 at Harrow on the Hill on Sunday 10<sup>th</sup> June 2007. Precisely as scheduled, Sarah and her coaches pulled in at 1154 for a 1205 departure. Sarah herself looked pristine and the coaches had been given a deep interior clean for passenger comfort. Whilst fully satisfactory in the short term, some further work on the exterior of the coaches, especially the roofs, will be necessary if the stock is to be used beyond the next few years.

The special train proceeded on the fast road to Amersham, where it rested for an hour in platform 1. Refreshments were served and a brief hand-over ceremony took place. Mark Cooper, Senior Vice President, Asset Performance, Metronet Rail, welcomed the guests and thanked everyone who had worked hard to make Sarah's return to service possible. He formally handed over the locomotive to London Underground, following her refurbishment. Howard Collins, Deputy Chief Operating Officer of London Underground and Chairman

of its newly formed Heritage Committee, expressed his delight in accepting back "this fine lady". Howard added that he hoped the event would be the beginning of more, similar things to come, and that we would "keep the dust off Sarah" through further use. Ian Brown, TfL's Managing Director, London Rail, and Angela Back, General Manager, Metropolitan Line, were other prominent guests.

The train departed back towards Harrow, with ex BR locomotive 20227 briefly at the front. This was the last class 20 loco. built and was associated with a previous era of heritage train operation, during which it acquired the name "Sir John Betjamen". A routeing via the North Curve from Rickmansworth to Croxley put Sarah back at the head after reversal at Watford. Although not publicly advertised, word about the trip had obviously spread, as eager photographers could be seen on most platforms and bridges, demonstrating the interest in historic train operation not only in enthusiast circles but also amongst the public at large. Nobody gave a firm commitment about how Sarah might be operated in the future, but the event appeared to generate an enthusiasm for heritage train operation amongst some influential people in both engineering and operating disciplines. So, fingers crossed for more of the same!

### The Northern Line Centenary Run

The five-year project to restore to operating condition four cars of 1938 tube stock was completed in 2001, with Friends' and HLF funding. Public runs using the train in subsequent years have included a special trip for schoolchildren from the Depot at Acton to the London Transport Museum at Covent Garden; trips between Ealing Common and Uxbridge in connection with the Depot Open Day in October 2003; and trips between Uxbridge and Amersham to mark the centenary of the opening of the Uxbridge Branch in July 2004.

But after that, there's been a bit of a gap. So it was good to see the train back in service for some special trips on "home ground" for a noteworthy anniversary. On 24<sup>th</sup> June 2007, the four-car set operated public trips from Golders Green to mark the centenary of the Charing Cross, Euston & Hampstead Railway, now part of the Northern Line. Three trips were scheduled from Golders Green: at 1100, 1430 and 1800 hours. The first two were open to the general public. The last one was a special trip for Underground staff and Friends only.



(Registered Charity 285108)

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Individual Membership enquiries:- Write to G.P.Tilly, c/o Friends Office, London Transport Museum, Covent Garden, London WC2E 7BB.  
(Please write, do not telephone, as the office is not open every day, and Museum staff cannot help when it is closed.)

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# Editorial

This issue of the newsletter includes both some very exciting, and some very sad, items. The excitement is generated by the welcome news of not just one, but two, recent outings of heritage Underground stock. You will already have read the reports on page one of the trips with Sarah Siddons and the 1938 tube stock. What was obvious from both days was the public support for, and interest in, such events and the enthusiasm for them that is cautiously emerging in official Underground circles. That we must nurture; but it bodes well for further trips with these trains and for our ambitious plans for the Q-stock restoration. There is no specific report on that project in this newsletter, as Friends will have received the separate mailing with an update and request for further, ideally regular, donations. The response to the earlier appeal was positive and generous (thank you again) – as we hope the response to this latest one will be also. As we finalise the substantial amount of documentation that will be needed to support our bid for

significant HLF funding, it is vital that we demonstrate that the Friends can raise further funding too, not only from our own ranks, but from wider business and community support as well.

The sadness comes with the appreciations of two departed Friends: Ken Glazier and Wesley Quilty. They were two very different characters: Ken the more scholarly, happiest in his researches in the Museum library into every detail of London bus operations; and Wesley more outgoing, happy in direct contact with fellow enthusiasts and members of the public at Museum Open Days and the like. Both leave their own important legacies: Ken with his published books and research, and Wesley with his substantial contribution to the Acton Miniature Railway. We will miss them both.

And finally... the newsletter is about to go through a "make over". To the observant, there are a few initial signs in this issue. For example, we have made an interim change to

the "masthead" to reflect our new name as the London Transport Museum Friends. However, there will be more significant changes next time, as we take on board the results of design work undertaken for us by the Museum, to project our new name in an imaginative way. This presentation of our new identity will be carried through in all our publicity, including membership forms, other leaflets and stationery, as well as the newsletter. We hope you will like the new look when you see it; but be assured that content will still be every bit as important as good design, so all the usual features of the newsletter will still be there.

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## From the Director's chair

Having been asked by your Editor to occupy the Director's Chair while Sam was on holiday, I picked up an old copy of the newsletter at random, to check on the length required for this contribution. It happened to be Newsletter 70 from 2002, where the Director described the final completion of our project bid to the Heritage Lottery Fund, which was delivered to the HLF by cab in three crates five years ago on 28th June 2002.

That was a significant milestone in the early days of the Covent Garden Project; and five years on we have just passed another one. Wates, our builders, have handed back the main part of the museum building, which has been their site since September 2005 - soon after we closed and vacated it. The main building work has been completed and we have now moved into the fit-out period, where the exhibits and displays are installed.

This week (the second in July) two large and heavy exhibits - a modern Jubilee Line cab simulator and the memorial tablet to the LT staff killed in a direct hit by a V1 rocket, which virtually destroyed Elmers End garage in 1944 - will both be moved from the Museum Depot to their final positions in the new display at Covent Garden. The mount-makers have started preparing every smaller item at

the Depot for its designated final showcase or wall display position, and the buses and taxis will go in from August.

All our work in the final months before reopening in November has suddenly gone up a gear as we enter the last stage of the project. There can be no let up now; but, although there is still a lot of hard work ahead, it is an exhilarating moment. It's also good to be able to report that, in addition to the CGP work, the 1938 stock successfully completed its special Hampstead Tube Centenary runs on the Northern Line last month and that the TF Green Line coach and BN London Country midibus both participated in the Caravane parade which preceded the start of the Tour de France. Sadly, the B-type was rejected from this at the last minute because of concerns that it might not be able to keep up! My thanks to Bob Bird in particular for his hard work to ensure that we met these external commitments at a particularly busy time.

Every PC in the Museum now has a final countdown to opening which pops up every morning when we each log in. The clock is ticking, so if you'll excuse me...

Oliver Green  
Head Curator

## Heritage trains are back (continued)

On each trip the train ran from Golders Green to Charing Cross, crossed the crossover to return north to Mill Hill East (where there was a short layover of five minutes or so) then ran to Kennington, round the loop and back to Golders Green. Each journey took about two hours and, apart from Mill Hill East, had no station stops. The train performed faultlessly on the runs. All seats (120 per train) were sold. Passenger reaction was very positive, demonstrating again substantial general public interest in, and support for, heritage Underground train trips.

Brian Hardy adds some interesting thoughts as to future possibilities:

"With the 1938-stock runs still fresh in our minds, one special anniversary will occur in 2008; that is the 70th anniversary of the 1938 stock into passenger service (on the Northern Line), which was on 30<sup>th</sup> June 1938. It so happens that one car of that very first train exists in the Museum's four-car unit, namely 10012. (The current 11012 was a replacement for the original and was originally 11178.) 10012 was delivered on 11<sup>th</sup> May 1938 (to Ealing Common) and the first train was made up as follows -

**10012-012158-12000-11012+10013-012159-11013**

Amazingly, 10012 was also part of the last 1938 train to run on the Northern Line on 19<sup>th</sup> May 1988. Could another trip be planned to celebrate 30<sup>th</sup> June 2008? That is on a Monday, but Sunday 29<sup>th</sup> June may be a possibility?"

*The photographs on page 1 show Sarah Siddons at Amersham and the 1938 set at Mill Hill East, taken by your Editor and Brian Hardy respectively.*

## Thames Trip

Friends are invited on a special cruise on the Thames on the evening of Thursday 20th September. The boat will leave Westminster Pier at 1700 sharp, for a two hour trip. There will be an informed commentary along the way by Andy Griffiths, TfL's General Manager, London River Services, through whose kind auspices the event has been arranged. No need to book. Just turn up in good time. Guests are welcome. There will be a charge of roundly £7.50 per head (with a reduction for retired members) collected on the night. A cash bar will be available on board.

## Meetings & Events

### Thursday 20<sup>th</sup> September

Special outing for Friends in a chartered boat along the Thames.  
See separate announcement on this page.

### Thursday 27<sup>th</sup> September

Friends' meeting.  
18.15 hours. Cubic Theatre,  
London Transport Museum.  
Entrance from Covent Garden Piazza.  
Speaker: Mike Ashworth, Heritage Manager,  
London Underground.  
"Conserving London Underground's Heritage".

### Thursday 22<sup>nd</sup> November

Friends' meeting.  
18.15 hours. Cubic Theatre,  
London Transport Museum.  
Speaker: Ian Brown, Managing Director,  
London Rail, TfL.  
"Overground"

# The Brisbane Workshops

*Your Editor's trip to New Zealand in 2006 included a brief stopover in Brisbane, Australia. Whilst there, he visited the North Ipswich railway workshops, still functioning in part as such, but now also developed as a heritage industrial site and railway museum.*

The first section of Queensland's railways wound its way from Ipswich, rather than central Brisbane, to Biggs Camp, now Grandchester. This pioneering line opened in 1864, just ten years after the first Australian railway in Melbourne. For decades, Ipswich was Queensland's centre of railway construction, maintenance and technology. Over 200 steam locomotives were constructed there. During its heyday, 3000 people were employed on the site.

The end of steam – and the gradual reduction in the importance of railways generally – inevitably brought decline. Today, the Queensland Rail Heritage Rolling Stock Maintenance Team continues to work at Ipswich on the operational steam locomotive and vintage carriage fleet. The remainder of the site has become The Workshops Rail Museum.



The site has strong echoes of Acton Works, as was. Visitors are first offered a trip on the traverser, by which stock is transferred into and out of the various functioning workshops. One behind the scenes tour takes visitors to the aforementioned Heritage Rolling Stock Unit. This employs six fitters, four boilermakers and two apprentices on the maintenance of Queensland Railways' nine working steam locomotives and 18 heritage carriages. These are used on occasional excursions on the "main line" (34 in 2005) and on a neighbouring preserved line.

Another tour covers the Blacksmiths' Shop; this too is still in business, making foundation bolts for the railways and for the construction industry generally. Much of the equipment still in use is that originally imported from the UK in the 19<sup>th</sup> century (making the

journey as ships' ballast) and still proudly use is that originally imported from the UK in the 19<sup>th</sup> century (making the journey as ships' ballast) and still proudly displays its UK manufacturing plates. All guided tours are led by Workshops' staff, assisted by volunteers as marshals.

In a separate part of the site, an extensive railway museum has been established, depicting the history of railways in Queensland, with artefacts both large and small. Amongst the rolling stock items is the 1903 Vice Regal Carriage used by the Duke of Gloucester on his 1934 Australian tour. A section of the museum deals with the history of the Ipswich site, drawing on oral history interviews with former workshops' staff.

If you find yourself in Brisbane, The



Workshops are well worth a visit. They are open every day and can be reached from the city centre by suburban train to Ipswich and connecting local bus service.

*The photographs show: a demonstration in the Blacksmiths' Shop; a Beyer-Garratt steam locomotive, built in Manchester in 1950 by Beyer Peacock & Co; and a display of railway signage, including a station nameplate of a familiar design!*

## And while we are down under ...

*Pat Dennis, Support Manager on the Northern Line, sends this information:*

Friends might be interested in details of visiting the tram museum in Launceston in Tasmania, if they're in the area. It is a small museum with only three vehicles - one in running order, one nearing running condition and one just a shell. There is a workshop alongside which can also be visited. The museum has very limited public opening

times; but I have a contact, who is one of the museum volunteers, who is keen to show interested visitors around outside normal opening times. He gave me his cards to pass on to tram enthusiasts, with the instructions that they can contact him to get access to the museum. Visits can be completed in about an hour. There is no café and only a few postcards for sale at a counter.

The details are:

Ian Lockett,

225 Vermont Road, Ravenswood 7250, Tasmania.

Phone/fax 03 63265168

Email: tigerim@iprimus.com.au

*If any Friends do get to visit the museum in Launceston, please send a report for publication in the newsletter: Editor.*

# Oxford Outing

*On Saturday 9<sup>th</sup> June 2007, the Friends visited the Oxford Bus Museum and Morris Motors Museum at Hanborough, Oxfordshire. Nick Agnew reports:*

A party of over thirty Friends and guests assembled at the co-located museums connected with the motor vehicles. An initial welcome by Stephen Jolly, a director of the Bus Museum Trust, and two of his colleagues gave details of the background to the well-established Bus Museum and the more recent, but superbly presented, Morris Motors Museum. For those that had visited the site in the early days of the bus museum, the changes were impressive and the role played by the Heritage Lottery Fund of great interest. Stephen explained that replacement of the catering and shop facilities was imminent; but a slight delay in the removal of the longstanding, but increasingly inadequate, facilities meant that catering for the party would be rather easier than originally envisaged!

Friends were then free to view both museum collections, assisted by commentaries from Stephen and his colleagues. Amongst the exhibits attracting much interest were a former City of Oxford (COMS) coach displayed as an example of how historic vehicles can be discovered years after withdrawal from service; and a sectioned Dennis 'Loline', also from the COMS fleet, showing how bus bodies are constructed. We had been promised a visit to the well-equipped workshop followed by a short ride in two of the vehicles, so the opportunity was taken for a short lunch break before assembling at 13.00 for the next stage.

Stephen had already explained how an HLF grant had enabled the workshop to take full advantage of a 'design and build' approach and it was evident that this had been very successful. Six vehicles were in the workshop, ongoing from a Daimler 'Y' type, well underway towards completion, to an AEC Renown, of similar appearance to the sectioned Loline, but whose restoration will enable passengers to be carried once more. The Museum is justifiably proud of the fact that all those engaged in work on the site are volunteers; and we heard that



the high standard of repainting was an example where professional painters unconnected to the bus industry had adapted readily to a new challenge.

On conclusion of the workshop visit, we boarded a COMS Weymann bodied AEC Regent III, which bore a resemblance to the London Transport 'RLH' class. The short tour included passage through Bladon, in whose parish church Winston Churchill is buried, to Oxford Airport for a photo stop. After a cautious enquiry to ensure Friends' interest in another trip had not waned, a magnificent AEC Regal in dual purpose livery was produced. The vehicle was noticeably more comfortable than the double-decker, as its service duties would have required, and an enjoyable run followed, including the obligatory photostop.

Upon return, there was just time for some light refreshment and a last visit to the shop before Richard Meads gave heartfelt thanks on behalf of the party, together with congratulations to our hosts for the superb museum displays.

Finally, particular thanks to Richard Meads (who took the photos) for another well organised visit and to those on the party for their support. An appropriate conclusion would be a comment from one of our hosts as we departed: "this has been one of the best groups that we have hosted".

For those Friends unable to join us on 9<sup>th</sup> June, details of the museums can be found on [www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk). Open between 10.30 and 16.30 (last entry 15.30) on Wednesdays, Sundays and, between April and October only, Saturdays, the museums are highly recommended. A bus rally on 14<sup>th</sup> October may be of interest, with the opportunity to ride on some of the participating vehicles.



## Annual Members' Meeting

Some forty Friends attended the Annual Members' Meeting at 55 Broadway on 26<sup>th</sup> April 2007. Barry LeJeune took the chair, in the absence of Ian Arthurton who was recovering from an operation.

At the start of the meeting, members stood in silence for a minute or so, in tribute to those prominent Friends who had recently passed away. The formal business was then quickly dealt with, as the minutes of the 2006 AMM, the Secretary's report and the Treasurer's statement of accounts were approved, or noted, as appropriate.

Sam Mullins then gave an update on progress with the Museum redisplay and re-opening, illustrated by a series of photographs, including some taken by Sam that very day. Sam emphasised how much the Museum team were looking forward to a resumption of "normal service" in the autumn. Reopening would give a broader range of opportunity for Friends to participate and contribute as volunteers. Not that development would stop there. Consideration was now being

given to reworking the role of the Acton Depot, with a relaunch of facilities there planned for late 2008/early 2009. Sam also updated Friends on "governance" issues: the creation of a charitable company, wholly owned by TfL, to run the Museum from 2008. The aim was to secure the best of both worlds: ongoing financial support from TfL (with the Museum being "a fantastic advertisement for transport in London") alongside administrative separation, with a Museum Board offering wise counsel from a range of an expert.

Paul Hopper then brought Friends up to date with the Q-stock project. Latest developments have been covered fully in the appeal letter recently sent to all Friends.

Friends then chatted informally over the customary glass of wine, in what might be their last appearance in room 727 at Broadway (formerly the Chairman's office), as future meetings should revert to the Museum, in the new Cubic Lecture Theatre.

# How London's traffic is controlled

*David Wadley reports on the Friends' visit to the London Traffic Control Centre:*

On a very warm 2<sup>nd</sup> May, some 24 Friends and their guests visited the air-conditioned chill of the LTCC. This is currently housed in a building that was once the home of the Westminster Electric Power Supply Company. Within our meeting room and the control room beside and below us were some nice examples of Victorian cast-iron columns helping to support the otherwise modern looking building. Mr. Brunel would have approved.

We were welcomed by Tariq Ahmed and Gregg Geraghty, both of the control staff. They explained that the LTCC is the "Real Time Operations" section of TfL's Directorate of Traffic Operations and is part of the Mayor's plan to "keep London's traffic moving". Until 2003, the Metropolitan Police undertook this work.

TfL's responsibilities for traffic management are in some respects London-wide and include London's 6000 sets of traffic signals. Nearly half of these are under the over-riding control of the LTCC's duty-staff. The area of operation is vast - that of Greater London, roughly the area within the M25. In it live 7.4 million people; these and "outsiders" make each day some six million journeys by bus, four million on the Underground, 21 million by car and motor-cycle and around 400,000 trips by pedal cyclists, many of whom seem intent on "crossing on the red".

Within Greater London are some 8000 miles of highways. TfL is directly responsible for about just four per cent of these - the "Red Routes" - but these carry one third of London's traffic. The greater part of the network is managed by the London Boroughs, though the LTCC closely watch the roads which feed onto their routes.

This supervisory and management task is undertaken around the clock, every day of the year. Shifts of around a dozen staff work from early morning to late evening. When most of us are asleep, there may be just two on duty. Of course, these numbers can be enhanced should the need arise, for various emergencies, state visits, happy processions and protest rallies etc.. There are up to 500 of these each year and keeping our traffic moving in spite of them must be a nightmare task.

Coming soon after our visit was the London section of the "Tour de France" cycle rally, which was expected to involve massive disruption of our bus routes and the 6800 vehicles which serve them. Still years away, but getting ever closer, are the Olympic Games with the spectre of traffic lanes reserved solely for Olympic use - plan your overseas holiday NOW!

The LTCC's overall management of this huge task is aided by some 1200 CCTV cameras and 100 variable message signs, as well as traffic flow sensors and number plate recognition cameras. We were assured that the latter served solely to measure traffic speeds along particular sections; but watch out - Big Brother is out there.

Various events outside the control of those in the LTCC conspire to make their job harder and these include:

- ♦ vehicle breakdowns, which can often be seen "on camera" and help sought to remove the obstruction quickly;
- ♦ vehicle accidents, also often quick to be spotted but not always quick to clear, as, if a fatality occurs, the Police seem increasingly keen to close a major road for hours on end;
- ♦ ROADWORKS! There seems to be no answer to these, as the many attempts at co-ordination do not seem to have made things much better. Many failures of gas and water mains, and of electricity cables, occur without warning and remedial action just has to follow quickly; no chance for forward planning here.



Currently one of the most disruptive jobs must be the re-laying of the water mains in Charing Cross Road - up one side then down the other. What a task, made even worse by the need to maintain water supplies during the busy hours of the numerous restaurants, to stop noisy digging whilst theatre performances are taking place and, of course, to consider the night-time amenity of the residents. Nevertheless, several of us thought that a "round the clock grand slam", with the payment of compensation to those affected, might be a better option. I am sure the Controllers would agree. Had we listened more to Sir Joseph Bazalgette, many of our services would have been located in subways with much of their maintenance carried out beyond the reach of the traffic above.

Tariq and Gregg responded gamely to our many questions, though for some there could be no real answer, except possibly more roads or less traffic. Then came the moment for the blinds to be drawn and we were able to gaze down into the Control Room. This reminded me of many James Bond films, with crescent shaped desks carrying keyboards and screens, though in this case they were serving different sections of London, rather than the aims of world domination of one or other arch-villain. There were also positions for Police operators and, at a higher level, for supervisors, together with a small viewing area for visitors even more important than the Friends.

To the front of this was an enormous wall with large monitors and a huge screen on which could be displayed a map of London, or any particular part of it, as the need arose. Somewhat surprisingly, there was, at one moment, a 6ft x 6ft close-up of Catherine Zeta-Jones. This was not quite what some of us thought it might be, though there were muttered comments regarding what sometimes appeared late at night. It was, in fact, part of a CNN news bulletin; CNN and other channels are monitored for any "breaking news" which might affect London.

I, for one, found the mass of electronics to be quite daunting, but they did give a convincing demonstration of the world-leading technology and professional skills being deployed for the benefit of London. Our one-hour visit had stretched out to two and one quarter! We left behind us the controllers who would be working round the clock and round the clock and .....

Our thanks go to the LTCC, in particularly to Tariq and Gregg, and also to our own Nick Agnew who organised the visit.

NOTE: To view the fruits of all this technology from the comfort of your own armchair, have a look at [www.tfl.gov.uk/trafficnews](http://www.tfl.gov.uk/trafficnews).

David Wadley

*(Photo courtesy of TfL)*

## Photographers' Last Call

There was a fairly modest response to the request in the last newsletter for any photographers who might be interested in a special Friends' photography day at the

Acton Depot. If you have yet to register your interest, please do so with the Editor as soon as possible. You might get the chance for a picture like this!



# Cobham at Longcross

*The Annual Bus & Coach Gathering of The London Bus Preservation Trust was held at the QinetiQ Test Track at Longcross on 1<sup>st</sup> April 2007.*

The displays included a fine collection of pre-second world war vehicles, of which the stars (in your Editor's opinion) were the Blue Motors of Porlock Leyland Cheeter coach, dressed as on loan to London Transport for service on bus route 76, and Leyland Cub CR 16 making its debut appearance after restoration in Country Bus livery.

The event also saw the unveiling of the LBPT's newly restored Metrobus M6 – the first production vehicle for London service. Speaking at the launch ceremony, LBPT Chairman, Peter Duplock, outlined the Trust's plans for moving its museum from the present Cobham site (described as "red and green amidst the blue rinse") to a new building at Brooklands. He also outlined ongoing restoration plans, involving NS 174, STL 441, RT 2775, Green Line T357, LT 1059 and a mysterious "Project R". The LBPT has also recently acquired three London horse buses dating from the 1870-1890 period; all were operated at one stage by the Andrews Star Omnibus Company, although two were built and originally owned by the LGOC. Two of the buses took part in the 1979 celebrations to mark the 150<sup>th</sup> anniversary of Shillibeer's first London bus service. All three vehicles were eventually



reacquired by the Andrews family.

LBPT President, Colin Curtis (introduced to guests as "A Titan amongst Routemaster men") recounted the connections of the Longcross site with London Transport. A.A.E. Durrant, the renowned LPTB Chief Mechanical Engineer, had been persuaded in the early part of the war to leave his Chiswick post to undertake a similar design, development and production role for army tanks. Durrant worked at what was then the Royal Army Research and Development Establishment, which connection is commemorated by a road named "Durrant Way" on the site. Colin recalled that it was not unusual for tanks to appear in the Chiswick Experimental Shop for testing. Later, in 1956, the prototype Routemasters RM1 and RM2 were extensively tested at Longcross.



## ***Forthcoming events at the Cobham Bus Museum in 2007 are:***

Bank Holiday Monday (27<sup>th</sup> August):  
1950s Day

Sunday 28<sup>th</sup> October:  
Pre-hibernation Day

# Acquisitions

The Friends have continued to assist the Museum in the purchase of historic items for the collection. Since the last Newsletter, four more items have been bought at auction. Three of these reflect the Museum's broader remit to represent the contribution of the main line railways to the development of suburban London.

An enamel station booking office sign for Brixton, from well before the Victoria Line had even been considered, shows an interesting early style "Southern Electric" direction arrow. Two attractive coloured posters "Live in Kent" and "Live in Surrey" show a monogram for "Southern Railway" adapted to the shape of the LT bulls-eye. No doubt this raised some comment from the competitors at 55 Broadway!

The final item is of topical interest, an early Underground poster of 1910 depicting rural scenes in Edgware, Mill Hill and the surrounding countryside beyond the newly opened extension to Golders Green.



# Out and About

Museum buses have been out and about over recent months, as the three photographs below show:



**BN 61 at Lingfield on the East Grinstead running day on 22<sup>nd</sup> April. The bus performed three round trips on route 494.**

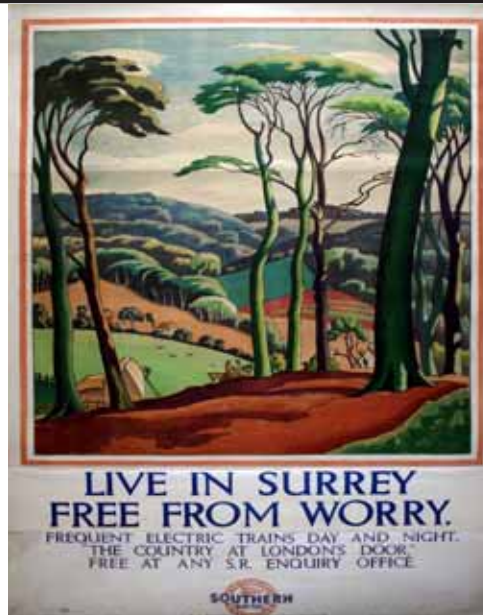
**Note the former LT hexagonal stop post.**

*RT4712, which was a static exhibit at the Potters Bar running day on 20<sup>th</sup> May. The bus was snapped on a photo run between South Mimms and London Colney.*



*TF77c on the seafront at Brighton, with a cheerful Laurie Akehurst conducting, during its appearance on the HCVS run on 6<sup>th</sup> May.*

*Thanks to Laurie Akehurst and Damon Cross who supplied the pictures.*



## Welcome

We extend a warm welcome to the following companies who have joined the Friends as corporate members:

- Manches (Gold)
- Berwin Leighton Paisner (Silver)
- Plowman Craven (Silver)
- QBE Insurance (Silver)
- Ringway Jacobs (Silver)

The corporate membership roll currently stands at 60 members.

# Wesley Quilty

*A memorial service to Wesley was held at the United Reform Church, Chadwell Heath, on 20<sup>th</sup> May 2007, incorporated into the regular Sunday worship. Many Friends and fellow volunteers attended to pay their respects to a colleague who will be greatly missed.*

Wesley's father, Derek, himself a Friend, read a poem entitled: "If only I knew (it would be the last time)". He spoke warmly of Wesley's kind gestures, including his habit of always waving goodbye as he left the house. Derek also paid tribute to the dedication of Wesley's mother, Jean, who had nursed him with devotion during his final illness.

The Revd. Martin Wheadon then briefly recalled Wesley's life and interests, especially his many associations with transport. These included active membership of the Romford Model Railway Society, Crich Tramway Village and Craven Heritage Trains, as well as the Friends.

David Wadley then read a tribute to Wesley's role as a Friends' volunteer, which had been written by Joanne Howe, adding some imaginative and inspiring thoughts of his own. These follow:

**From Joanne:** "Wesley joined the team of volunteers at London Transport Museum in the late 1990s. Initially he assisted at Ash Grove, preparing the stored vehicles for their transfer to the newly constructed reserve collection site at Acton. Wesley soon took up the opportunity to train as a guide and rapidly became an invaluable member of the tour guiding teams, both at Acton Depot and Covent Garden.

He utilised his skills to good effect in many aspects of the Museum's operations. With unflinching good humour and a bucket and mop in hand, Wesley would wash down the roof of a train or Hoover the interior of a bus. He would devise themes for new tours and carry out the research and planning, in order to bring these tours to the public. He would construct sections of track and shovel tons of ballast to set the foundations for the miniature railway at the Depot. He would be the first to volunteer, no matter how menial the task, just so he could be close to the vehicles he was passionate about.

Wesley was a natural and gifted teacher, with an innate ability to talk to everyone he encountered with an informative and affable manner. He had the rare skill of making people feel that, rather than being lectured to, they were actually contributing to a two-way dialogue.

People often thought Wesley was younger than he actually was and this was probably a reflection of his jovial and amiable personality. In reality, he had a maturity of character and resoluteness that belied his years. Once Wesley decided that he was going to do something, that was it; the decision was made. During all the years he was involved with the Museum's events programme and curatorial projects, he never failed to honour his commitments and carried them out with diligence and determination.



Wesley could often be found sitting at the Depot with Terry Harrison, one of his best friends, alas also no longer with us. They could be overheard plotting their ultimate transport museum, mentally installing it with all of their favourite vehicles and transport memorabilia. They would giggle and cajole one another, whilst supping from bottles of ginger beer, until in their imaginations they had constructed the perfect museum; they were then satisfied that the day had been well spent."

**And from David,** some further thoughts on that imagined museum: "I had a lovely daydream yesterday. I could see Wesley and his friend Terry, sitting in the sun outside a pub. Their glasses were nearly empty. Had it been ginger beer? Across the road in front of them stood a large warehouse or depot. It seemed to be deserted, but down one side I could see a pair of double-deckers with blue badges on their radiators.

A line of rusty rails ran from beside the pub, across the road and into the depot. At that moment, a whistle sounded and along the track came a flagman who walked into the road to hold up the traffic. Then slowly into view came a red Underground carriage – "car" to those in the know – of "F" stock. Wow! Where had it been hiding? As the loco slowly pushed it across the road, our two put down their glasses and trotted over to open up. As they did so, a lorry hooted and coming into view there appeared a large low-loader. What was it carrying? Why, it was a tramcar, double-decked and red at that!"

Welcome to Wesley and Terry's Depot. I'm going to visit it one day!

Wesley was a first class individual; our lives were enriched by his presence. The Museum has lost something very special; we will miss our friend Wesley."

## Letters

### London Suburban Railways

I was very interested in the recent newsletter items and letters on Collections Policy.

One aspect which I don't think has been given proper coverage is the fact that London's suburban railways received scant (if any) mention in the previous Museum displays. I hope this will be rectified in the future.

If we are to be the **London** Transport Museum, then the vast areas of Greater London which have never been served by the Underground, especially south of then Thames, should be portrayed as well. Large areas of the suburbs were developed following electrification of the main-line railways: the Southern railway to the south and the LNER and LMS to the north-east and north-west. One thinks especially of the Shenfield, Chingford, Enfield and Watford New Line electrification schemes.

Without this, visitors could be misled into thinking that London is, and has been, served solely by London Transport and its predecessors – and was developed only around the Underground extensions.

Colin Read - Croydon

#### **Oliver Green replies:**

The Museum's remit and area of interest now cover all modes of transport in the London area; but, in terms of our collecting policy, we will be highly selective in our acquisitions, not least for practical reasons of storage space.

London's overground railway network is huge; to choose representative items from it for preservation is a difficult task that we have barely contemplated as yet. We are committed to doing this, in partnership with the National Railway Museum and others; and, as far as rolling stock goes, it makes more sense to consider loans from other collections, rather than adding our own. Personally, I would love to see the NRM's J69 0-6-0T at the Depot, representing the Great Eastern's Jazz service, or one of their early Southern Electric units on

# Ken Glazier

*As we briefly reported in the April 2007 newsletter, Ken Glazier, a renowned and knowledgeable historian of London buses, died in late March. He was 72. This tribute draws on words spoken by Ken's former colleagues from London Transport and London Transport Museum at his funeral on 12<sup>th</sup> April.*

## **John Gent recalled a former work colleague:**

Ken joined London Transport straight from school in August 1951. He spent much of his spare time in the previous couple of years riding on London trams, travelling on nearly all the last cars on each stage of the tramway conversions. Following two years national service in the army, Ken worked in various offices in the Central Bus Department. He then became Personal Assistant to Anthony Bull, the Deputy Chairman, who in earlier years had himself been Personal Assistant to the great Frank Pick. Ken therefore had a very strong, personal connection with the early, and arguably the best, days of London Transport.

Ken subsequently held various executive posts in the Central Bus Traffic Office, dealing with service planning, interchange development and bus garages. This was followed by a spell as Assistant District Operations Manager (Selkent) and, finally, as Commercial Director of Selkent until retirement in 1992.

By then, Ken had gained considerable respect as an author of books for Capital Transport. In retirement, he worked very hard on a series covering various periods of London Transport's bus, tram and trolleybus development. These books are generally considered to be the best of their type: meticulously researched, well written and fascinating to read.

Ken was a very private person, who projected a somewhat serious demeanour. He had very decided views and did not suffer fools gladly. He was, however, known to a select few as a loyal and kind friend. One former work colleague passed Ken on the stairs one day, looking his serious self. "Ken, do you ever frivol?", the colleague asked. "I frivol inwardly", was Ken's response.

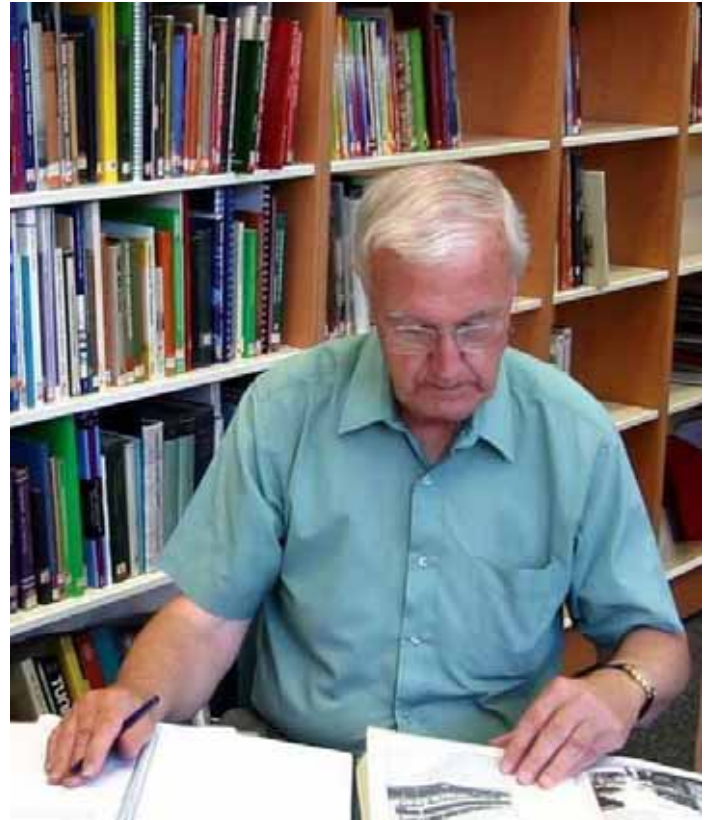
## **Mike Walton, Museum Retail Manager, acknowledged Ken's contribution to the Friends and Museum:**

Ken started working at the Museum as a volunteer in the late 1990s, having been a member of the Friends for some years. He brought with him an immense fund of knowledge acquired through many years working for London Transport. During his ten years as a volunteer he has contributed to several areas of the Museum's work, always with a thoroughness and scrupulous attention to detail, which was so typical of him.

A charming and valued member of the Oral History Network, he undertook a number of interviews that captured important and disappearing details of several colleagues' working lives with London Transport. He also contributed his own story in an interview with John Gent. On one occasion, he recorded passenger reminiscences on the top deck of the Routemaster bus during the 50th anniversary celebrations in Finsbury Park.

On a personal note, and to indicate his succinct manner, when I asked Ken what his views were on the withdrawal of the last Routemasters in December 2005, he sighed, and said in his stately way: 'The Routemasters were designed for a fifteen year life and should have all been withdrawn by 1983'. 'Ken', I said, 'that won't be a popular view'. 'Quite', he replied. With that the conversation was terminated.

Ken also spent many years working with David Ruddom and others on the 'Routes' database – a unique and detailed record of London's bus routes from the early 1900s to the present day. Of the 15,270 records currently on the database, Ken contributed to 8,245. He would come to the Museum Library on a weekly basis and was working on the database right up until days before his death. The companionable discussions over the minutiae of individual routes were a feature of



the Museum Library on many occasions and they demonstrated the dedication Ken showed along with other colleagues to 'getting it right'.

Ken's help was also invaluable when, as happens on occasions, unknown records would turn up at the Museum and need to be evaluated. Not long ago he identified a set of what seemed an inexplicably coded and well-thumbed index cards in a battered box as being an important financial record of businesses prior to the creation of London Transport in 1933.

Ken's permanent legacy will, of course, reside in the many authoritative books he published. But he will also be remembered by staff at the Museum for the generous and typically modest way in which he shared his knowledge and expertise on a day-to-day basis.

On another personal note, being of a frivolous nature and knowing of his senior position within the bus industry, I asked him if, were he still to be running a bus company, he would give me a job. After a short pause, he just said 'No'. As always, his word was final.

Ken assisted the Library staff and other Museum staff on innumerable occasions with complex enquiries from the public that could not be answered through published sources alone. With immense patience and humour, and using his unique store of knowledge, he guided a succession of Library staff through the complex world of London's transport. His dry wit and beautifully understated comments always made his explanations a delight to listen to.

He informed us in our research and understanding of our collections, and in helping us to help others. The presence of this kind, lovely and true gentleman in our working lives will be sadly missed.

*A substantial donation to the Museum has been made by a Friend in Ken's memory. This is being used to renew glass on the TF coach, which was one of Ken's favourite vehicles; it was used to convey guests to Ken's funeral service.*

# Book Reviews

*We take a slightly different approach to book reviews this month, with appreciations of recently published biographies of Charles Tyson Yerkes and Sir Edward Watkin, kindly provided by Tim Sherwood:*

## The Traction King

The problem with Charles Tyson Yerkes (1837-1905) is that he did not leave a diary or commit much to writing – he was a numbers man rather than a literary man and he covered his tracks (pun intended). He thought on his feet and he never publicly lost his cool (even when thwarted by the Metropolitan Railway). He wrote some letters but, as so frequently happens, they were destroyed by his family after his death.

The most important part of his career – where he made his money and created the Traction Tangle – was spent in Chicago, but the city's archive at the Newberry Library told Michael Robbins in 1974 that they were not aware of any papers on him. It was left to a journalist and novelist, Theodore Dreiser, to reconstruct Yerkes' life. Dreiser was fascinated by Yerkes – he saw him as a ruthless predator to whom the straphangers paid the dividends. It was the survival of the fittest. Dreiser researched Yerkes' life by collecting newspaper articles and interviewing and corresponding with people who had known him. All this is documented and held at the University of Pennsylvania in Philadelphia, and the result is three novels, lubriciously called *Triology of Desire*: they are *The Financier* (1912), *The Titan* (1914), and *The Stoic* (1947). The last was delayed by the fear of legal action by Yerkes' mistress, Emilie Grigsby. Although they have been reprinted, they are not widely read (they are in the library at Covent Garden), but since Michael Robbins wrote volume two of the *History of London Transport* in 1974, the indications are that Dreiser's work is closer to the truth than was realised at that time.

During the 1970s and 1980s a number of articles appeared in learned journals in America by professional historians (Philip L Gerber, Sydney I Roberts and Robert Forrey) discussing Yerkes, Emilie Grigsby and Dreiser. More recently, an Australian historian at Flinders University, Adelaide, Owen Covick, has investigated Yerkes' (and RW Perks') methods of financing their London projects. In 1993, Jack Yerkes called at the Museum and kindly donated copies of American articles about his grandfather. Information is available on the internet about the telescope and observatory which Yerkes funded at the University of Chicago in order to reduce his unpopularity in the city, at [www.astro.uchicago.edu/yerkes](http://www.astro.uchicago.edu/yerkes). Finally, research has been carried out in the library at Covent Garden; this is available and was used by Christian Wolmar in his recent book *The Subterranean Railway*.

Now a biography has been published called *The Robber Baron: The Life of Charles Tyson Yerkes*. It is by John Franch who is an American journalist. Oddly, he does not seem to have drawn on the Dreiser archive – or has he? There are frequent remarks and statements by Yerkes, and other people; but, frustratingly, no sources are given. What is also surprising is that Franch has ignored the work of the other American historians mentioned above.

Franch has used court reports, the archive of the University of Illinois and newspapers including the *Chicago Daily Tribune* (this is available at the Newspaper Library at Colindale – if it isn't closed down). The book contains 27 chapters, three dealing with Yerkes' trial and imprisonment in Philadelphia, and nine with his ascendancy in Chicago from 1880 to 1899 - the Traction King era. The years between the great Chicago fire of 1871 and his arrival in 1880 still remain a mystery. Five chapters deal with his ejection from Chicago in 1899, and four, which are of most interest to us, with his London adventure. Yerkes never lived here, but stayed mainly at the Hotel Cecil in the Strand - the most opulent hotel in London, and now Shell-Mex House. In fact he didn't live anywhere; his ostentatious New York mansion was out of bounds because of strained relations with his wife.

Franch's chapters on London are disappointingly sketchy, and do not tell us any more than we already know (the results of up-to-date research are available in the library at Covent Garden). Franch recounts what may be the first British contacts with Yerkes, but this interesting aspect is not sourced, so we do not know what credibility to give it.

We all know that Yerkes' day job was financing public transport. Intimations of his sybaritic activities came out after his death (he successfully suppressed much of it during his life). During his time in London from 1900 to 1905, one of his mistresses had a house on the Thames at Maidenhead, one had a flat in the West End, one had a room at the Hotel Cecil, and during his visits to New York to raise

money he had an affair with a young dancer. Franch is squeamish about all this – there is plenty of evidence that Emily Grigsby, Gladys Unger and Doris Keane were mistresses. His great-niece, Ethel Link Yerkes, with whom he had an affair and who was his favourite in the last year of his life, is not mentioned. How can a biography be anywhere near comprehensive if a large part of the subject's life is brushed under the carpet?

At this distance in time, there has got to be a funny side to some of Yerkes' antics, but there is a total lack of humour in the book, and the author constantly refers to his subject as 'Charles', as though, instead of being long dead, he actually knew him. There is no bibliography, but sources are listed and there is an index. The book is held in the collection at the library at Covent Garden.

*The Robber Baron. The Life of Charles Tyson Yerkes.* John Franch. 2006. University of Illinois Press. 365pp, illustrated

## Sir Edward Watkin

Something very unusual has happened in that two biographies of Watkin have been published in close succession: *The Second Railway King: The Life and Times of Sir Edward Watkin 1819-1901* by David Hodgkins in 2002; and *Sir Edward Watkin 1819-1901: The Last of The Railway Kings* by John Neville Greaves in 2005 (completed in 2003). The publication of two biographies, at virtually the same time, of someone who is confined to a specialist audience rather than the general public, is rare.

Readers of the Friends' Newsletter will be well aware that Watkin was both politician and robber baron in the 19th century railway world – up against James Staats Forbes (both of them described as "crafty and unscrupulous" by the veteran historian Cuthbert Hamilton Ellis). Robert William Perks arguably belonged to this select group, but was dwarfed (as were the others) by the arch-bruiser Charles Tyson Yerkes. But Watkin was a complex character. He had a mental breakdown at the age of 27, which suggests a degree of sensibility, and went to the USA to convalesce. His predominant skill was in orchestrating Board meetings (especially Metropolitan) – he adroitly dealt with hecklers and questions, and nearly always got his own way. Moreover he was a visionary with his channel tunnel and tower at Wembley.

Hodgkins' book is a weighty tome: it is 713 pages long (including the index); Greaves' book is less than half the length at 373 pages including the index. Hodgkins does not have a bibliography, whereas Greaves does. Both books give sources of evidence (welcome in transport history) at the foot of each page. Hodgkins has 53 good quality illustrations, including portraits of Watkin and family; Greaves has 51 of varying quality. Greaves has a family tree and a list of Watkins' written works.

Greaves lists the archives he has consulted which, apart from obvious sources such as the National Archives, House of Lords Record Office, London Metropolitan Archives, British Library and regional archives, includes the Bibliotheque Nationale de France and the Canada Archives at Ottawa. He then lists what he calls Primary Published Sources that include not only contemporaneous publications, but publications such as *Mark Huish of the LNWR* by TR Gourvish, 1972. In what he calls secondary sources, he has ranged widely – from George Dow's *Great Central* to GM Young's *Portrait of an Age: Victorian England*. Gourvish's *Mark Huish* turns up in this section, again.

Hodgkins has consulted Gourvish's 'Sir Edward Watkin' in the *Dictionary of Business Biography*, which he regards as an important source; Greaves does not mention it. Greaves is thematic rather than chronological – chapter 9 deals with the Metropolitan and how he sorted out the finances and got the dividend up from 1% to 5%. Hodgkins gets to the Metropolitan in chapter 8.

Greaves wants to reclaim Watkin: he feels that Watkin has been unduly criticised by 20<sup>th</sup> century historians; Hodgkins tries to give a for-and-against appraisal: the South Eastern was his principal failure. (Was the Metropolitan a close second? Whilst electrification was developing apace in the USA, Watkin had no conception of the

*Continued on page 11.*

## Book Reviews (continued)

importance of this new technology.) He had a paternalistic streak, though within limits – employees were given a turkey for Christmas, but only inspectors and clerks. Both books are, in my opinion, insufficiently critical. Watkin has undoubtedly had a mixed press. For example Professor Jack Simmons described him succinctly as “a megalomaniac and a gambler” and his scheme for a train service from the north of England to France as “foolish, a flashy advertising slogan, no more”. Professor Simmons wondered how Watkin managed to persuade his colleagues to accept these plans and he concluded that Watkin must have had “some strangely compelling power”. Adrian Vaughan has written that the Great Central Railway was superfluous in the country’s system “conceivable in no other country ...”. The Manchester, Sheffield & Lincoln had signified “Money Sunk and Lost”, but the Great Central was far worse: it never paid a dividend on its ordinaries because it had little passenger traffic. It was closed in the 1960s. He earned the *sobriquet* “Wrecker Watkin”.

When his retirement was announced, the shares of his three principal railway companies rose in value – the SECR, the Metropolitan and the Great Central. Professor Simmons said he had a “malign” influence on his companies.

Hodgkin’s book is not a light read but it is a good reference book. If the two are taken together, there is probably not much more to be said about Watkin, unless new source material turns up. Both titles are in the Library at Covent Garden.

## More Letters

### London Suburban Railways

*(continued from page 8.)*

loan to us; but we could only do this by careful swapping around and there would be a cost to justify.

We are more likely to concentrate our resources on particular projects, with multiple outcomes for our various audiences, than to suddenly go on an overground collecting spree. An example that we are considering, as a timely starting point, is the imminent transformation of the old East and North London Lines into a new version of the Victorian Outer Circle. This is a major new scheme, involving reconstruction and extension of the ELR (which closes in December for the work to progress); and it has a history going back to Brunel’s Thames Tunnel. A recording project linked to the many changes coming on stream here could have a much greater impact than adding a few more objects to the Depot stores. It might involve video and photographic recording of old and new, working with the local community, oral histories of staff and passengers, joint projects with local museums along the line, such as the Brunel and the Geffrye, partnership with the future operators and the like. Outcomes might include a community exhibition, a web based display and/or a publication.

### More on White Discs – 1

Derek Fisk’s helpful response to my letter in the April 2007 newsletter neatly illustrates, with his “Highgate Hill” example, why LT deemed it prudent during the second World War to have a white disc on the backs of single-deck buses, as well as double-deckers; presumably, the green buses were treated, as well as the red ones?

The point I had wanted to make, however, was that no trolleybuses bore the white disc (as distinct from white markings on the rear bumpers, step edgings etc.). This, I believe, bears out the supposition that, in addition to helping road users generally, the white disc was intended as a specific prompt to trolleybus drivers that the bus in front was assuredly not a wires-bound fellow trolleybus.

John Wagstaff - Shirley

### More on White Discs – 2

Further to the recent correspondence regarding the white discs applied to the rear of buses, I recently found a reference to their demise in a file in the safe keeping of TfL’s Archives and Records management facility. The document is dated 22<sup>nd</sup> April 1948 and was sent by Bill Durrant, CME (Road Services) to the Chairman’s Secretary. It reads:

“Upon the occasion of the visit of the Chairman, with Members of the British Transport Commission, to Chiswick on 9<sup>th</sup> April, he raised the matter of retaining the white disc painted on the rear of our Central and Country buses. He was inclined to the view that this white sign might now be discontinued and asked me to take the matter up.

I accordingly conferred with the Operating Managers and, as a result, it was agreed that no real purpose would be served by continuing the use of the white sign, which was primarily a wartime measure; instructions have accordingly been issued to eliminate the existing discs at overhaul or whenever this can be conveniently effected at garages.”

Tony Beard  
Billericay

*Derek Fisk has the last word:*

It is good to explore topics like this, if only to make sure that such historic items are understood and recorded correctly. We all know how difficult it can be to put right a misreported piece of history which, though wrong, risks being assumed as holy writ. Now to white discs. Country Buses had them too – as Tony Beard’s interesting item from the archives proves - but, as John rightly asserts, no trolleybus ever did. I don’t know if the logic behind that was to alert trolleybus drivers not to attempt overtaking. As it happens, there was another prompt, because right from early days, trolleybuses carried a “T” bullseye in the rear platform window. This, being backlit by the saloon lighting, was a reminder to following traffic what manner of beast was in front of them, and chanced to be a useful wartime reminder.

It has to be said that driving conditions in the blackout were pretty hazardous. With a total absence of lighting from buildings, adverts, signs or street lights, minimal crosses on traffic lights and restricted vehicle side and headlamps (themselves only in a narrow beam directed downwards), a driver’s lot would not have been a happy one!

## Country Bus Garages

Further to the article on East Surrey garages (April 2007 newsletter), I thought Friends would be interested to know that the old Swanley bus garage (SJ) is still standing. The depot is empty, but the offices are still in use. The garage was built by East Surrey, along with Dunton Green (DG) and others. DG closed in 1998.

I worked at Swanley as a conductor in 1967, aged 18, when it was still operated by London Transport. I had four cousins, one uncle and my father who all worked at Swanley as well.

Jim Halford  
Swanley

*Quite a family enterprise! Here’s a photo of Swanley garage, taken in October 2005 and kindly supplied by Damon Cross. Damon adds that he believes SJ to be the last surviving East Surrey style shed. Apparently there was a ticket machine works in Swanley somewhere – have Friends any information on this? The garage certainly had service vehicles allocated to it, as 1539F lived there in the early 1970s.*



## Shop News

The new shop is doing well and most of our customers love its design and layout. The shop hours remain as before, from 10.00 to 18.00, seven days a week (but from 11.00 on Fridays); we plan to extend these opening hours when the Museum reopens.

### Books

As is to be expected, some interesting new books have been published recently.

Capital Transport has published two new titles. Particularly interesting for students of the Second World War is *London Main Line War Damage*, by B.W.L. Brooksbank (£19.95). This book documents in words and pictures the extensive damage to London's main line railways. It is fascinating (and chilling) to see many familiar London railway landmarks depicted shortly after Luftwaffe attacks.

To help celebrate 100 years of the Piccadilly Line, a new hardback history (*The Piccadilly Tube*) has been published. Authored by the redoubtable Mike Horne, the book also sells for £19.95.

Two significant titles from Ian Allan include another book in the Bus Operators 1970 series, this title covering North West England and Yorkshire. Ian Allan also recently published *London Buses in Colour 1965-1980*. Again, Kevin McCormack has assembled some fine colour pictures of London buses, red and green, of the period. A good buy at £14.99.

Two other recent bus company histories that have been published (and have been very popular) are: *The Definitive History of Wilts & Dorset 1915-1972* by Colin Morris and Andrew Waller (£19.95); and *Devon General – a fascinating story* by Leslie Folkard (£20.00).

An annual publication of note is *EFE & Corgi OOC Model Buses – a Collectors' Reference Guide* by Anne Letch. This year, the book has been published with spiral binding, making it easier for readers to mark their copy if so desired. Priced at £9.99, the book is an exhaustive listing of all 1:76 models produced by the leading companies who make their products available in this country.

### Models

**Britbus.** Expected shortly is a new casting, a Bristol LH with Eastern Coach Works body to 7ft 6in width (the London variant). The Museum has commissioned two pairs of London Country AN-type Leyland Atlanteans which are due at the end of the year. One pair will be in original London Country green and yellow livery, with one bus on the 408 and one on the 470 route. The other pair will be London Country South West and North West in National green with pale green band. The North West version will be on Route 142 and the other will be on a London Buses' tendered route yet to be decided.

**Corgi.** Expected during July is the next OOC RTW model on Route 41; the 1:50 RT model is due in mid August. It is good to report that following a period of uncertainty about Corgi's future, I have met with the new management who are committed to continuing with the production of 1:76 scale model buses.

**Exclusive First Editions.** Our special RT model in gold to commemorate the opening of the new shop, and the launch of the new Museum brand, sold out quickly. The first green RML to be produced using the revised casting is a Museum commission and was released as the new shop opened. This model will be available indefinitely, as we have purchased the entire production run.

Also released by the Museum are the first two of several coaches which celebrate 75 years of Victoria Coach Station (a Standerwick Leyland Atlantean and a United Plaxton Panorama bodied Bristol REMH). Expect further releases this year.

A red RMC (in Arriva livery) has been commissioned by the Museum. It will be modelled on the RMC owned by Arriva and used on Route 159 during the last week of normal Routemaster service. We expect the model to be available in the Autumn.

**Creative Master Northcord.** The first casting of the Alexander Dennis Enviro 200 is scheduled for mid-autumn. No further details are available at present.

Michael Walton

## What, Where, When?

Somewhat surprisingly, there were no correct entries – actually, no entries at all! – to last time's puzzle picture; so, if you can identify the location of the Underground sign pictured in the April 2007 newsletter, we will hold that competition open for another couple of months.

Will this month's teaser better capture your imagination? Where can this inscribed masonry be seen? In the event of more than one correct entry, the book prize is likely to go to the Friend providing the most fascinating detail beyond the simple location.

Entries, please, by email or post to the Editor's home address, by the copy date for the October 2007 newsletter on at the foot of this page.



## A.P. Herbert and The Last Tram

*Tony Beard shares an interesting item he discovered in the TfL archives:*

The name A.P. Herbert will be familiar to Friends aware of his many published humorous writings, most especially his "Misleading Cases" televised in three series on BBC 1 in 1967/68 and 1971, starring Alastair Sim. During the last war, the LPTB used pieces by Herbert to support an illustrated poster campaign that paid tribute to its staff members who truly carried on through the conflict; examples hang in the meeting room recently used by the Friends in 55 Broadway.

Following his retirement as an MP in 1950, Herbert felt moved to submit a piece of prose to London Transport entitled "The Last Tram". I stumbled across this work while trawling the files on a recent visit to the Archives and Records Management Service at 55 Broadway and I thought it worthy of reproduction in the Friends' newsletter:

### The Last Tram

Farewell, old tram, we shall remember you.  
You die, but going strong at 91!  
You were the People's Coach. You did not ply  
From Piccadilly to Cadogan Place.  
You took the humble millions to their homes,  
And lovers rode you down the Old Kent Road.  
The motors hated you; but we small fry  
From your high haven could look down on motors.  
The mighty bus is safe and swift, we know;  
But it is not so like a moving mountain.  
You seemed so sure, so solid, on your tracks  
That when you strayed from them it was a portent  
As if a ship had wandered onto land.  
You could be beautiful. I see you sway  
Along the Embankment, under the lighted trees,  
I see you swimming in the Thames below.  
You could be brave, gay clanging galleon.  
There in the dark I see you, clanging still,  
With no light showing but the doodlebug's.  
You held your course, a battleship of glass;  
Not unafraid but faithful, on you went,  
For there were humble people far from home.  
You will not shimmer in the Thames again,  
Or hang like some huge planet on the Bridge,  
Or carry lovers down the Old Kent Road,  
Dear clanging friendly monster, fare you well.

Final copy date for the October 2007 issue is: Friday 7th September 2007