

LATE SUMMER OUTINGS

The Museum turned out no fewer than four vehicles for the Holloway Garage Open Day on 1st September 2007, which celebrated the garage's first 100 years! B340, TF77, RT4712 and DMS1 attended. In this photo by Damon Cross, the B type is featured inside the garage, with the TF just getting its nose in!

On Sunday 2nd September, BN61 represented the Museum at the Dorking running day. The BN worked on routes 412



and 439 and is seen here with Richard Shirley and Laurie Akehurst at Sutton "The Volunteer" terminus. (Photo kindly supplied by Laurie, who presumably did not take it himself!)

The BN also attended the Loughton/Epping running day on 9th September, running on route 720 from Loughton to Epping and then route 381 from Epping to Toothill.

WHAT, WHERE, WHEN ?

Last time's "rollover" produced a flurry of responses to both the April and July puzzle pictures. Thanks to everyone who sent in information.

Tony Brereton was one of many who correctly identified the masonry featured in the July picture. Tony writes: "What? Where?: The incised carvings are on the south side of the east lodge to the south of Euston National Rail station, facing onto the Euston Road. When? 1869.

"You, Editor, clearly have a penchant for railway company monuments showing destinations accessed! Unlike the re-sited carvings at Blackfriars (featured in the January 2006 newsletter: Editor), the lodges displaying similar inscriptions at Euston are the sole in-situ survivors of the many structures once fronting the station. (These included the famous portico and the pairs of lodges which flanked it, and the pair of railway hotels erected on either side of the approach road; all were demolished in 1961/2.) The lodges were designed by the London and North Western Railway's architect, J B Stanley, and the company's logo is on the reverse (north) side of each loggia.

"The destinations displayed at Euston, with only Belfast, Cork and Dublin

involving sea trips, are somewhat less preposterous than those at Blackfriars, which unashamedly display the incongruous juxtaposition, for example, of Bickley and Berlin or of Westgate-on-Sea and St Petersburg!"

Andrew Robinson adds: "By way of an attempt at fascinating detail, I see from the April 1910 Bradshaw reprint that at that time one could get from Euston to Swansea (Victoria) via Shrewsbury and the Central Wales line, departing at 10 am and arriving at 7.30 pm. It's hard to imagine many would have taken this route in preference to G.W.R. from Paddington!"

Harking back to the April puzzle, Kim Rennie was one of many Friends sending in a correct entry. Kim writes: "The unidentified picture is of the Underground direction sign in the entrance to Clapham Common station. I recognised it straight away, but couldn't be sure of its actual date of installation; the U - - - D image dates from 1908 (I believe), so clearly it doesn't date back to the original C&SLR opening date. It must have been put at the time of the Morden extension in 1926."

Tony and Kim both win book prizes, kindly donated, as usual, by Ian Allan Publishing.

And so to this month's puzzle. Your Editor recalls that thatched bus shelters received a high score in the "I-Spy" books of his youth. Where is this extant example, together with its similarly thatched accompaniment? Answers, please, by email or post to the Editor's home address by the copy date for the January 2008 newsletter.



london transport museum friends news

ISSUE No. 91 - OCTOBER 2007

NEW LOOK FRIENDS

The newsletter – and the Friends generally – have a new look. Here we explain the background to the changes:

Why a new look – or rebranding, as it's called in today's business jargon? Well, it all started with the name. The Museum decided that, on re-opening, it would rebrand itself as "London Transport Museum" (without the initial capitals in graphic representations) and present that new name in some eye-catching ways, featuring innovative adaptations of the roundel. If the Museum was dropping the "s" from its name, then the Friends could no longer be "The Friends of London's Transport Museum". It did not take a long debate to agree that, in future, the Friends would be known as the London Transport Museum Friends.

As with the Museum itself, the Friends' new name needed an approved style of presentation on publicity items, stationery and the like. The Museum kindly agreed to commission some design work for us. That got under way with a written brief, which sought to set out exactly what the Friends did, their relationship with the Museum, how and where the Friends' name would be used and any initial ideas that we had for its presentation. We were asked for some key words which summed the Friends up. We suggested "active", "supportive", "friendly" and "knowledgeable" – and also added "relatively conservative in outlook", which probably discouraged what might otherwise have been the designers' more "wacky" flights of fancy!

From the start, there were constraints on what could, and could not, be considered as a potential Friends' "logo". Advice from TfL was that the roundel could not be used or adapted. There were two reasons given for this. One was that the use of the roundel was reserved for TfL divisions and companies only. Whilst the Friends were closely associated with the Museum, they were not organisationally part of it. The second was that the visual presentation of the new Friends' identity would often sit alongside the Museum's own branding in joint publicity; and there was a further rule which allegedly banned the appearance of more than one form of roundel on any application. The Friends themselves added some constraints. These included the need for any logo to be appropriate to the Friends and not to give preference to any particular mode of transport – road or rail – over any other.

The easiest part in fulfilling the brief was to agree on the presentation of the words. Thus "london transport museum friends" follows the style adopted by the

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museum, with the important word "friends" emphasised by a different colour. There was a range of colour choices. We have elected to use a deep purple and rich red which work well together, both in isolation and alongside the colour "palette" for the Museum's new brand. The logo was a more challenging decision. A number of possibilities were considered. They ranged from details taken from vehicles, such as headlights, to architectural features from the Museum building, particularly the semi-circular floral window pattern. One further idea which made it to the final short list was an oil-can – common to all modes and suggesting the Friends' efforts in "oiling" the wheels of the efficient running of the Museum.

But somehow none of these logos seemed exactly right. Members of the Friends' Executive management committee, who took the final decision, came to the conclusion that a neat presentation of the words alone would suffice to give the Friends a distinctive and meaningful identity. So words alone it is – a decision subsequently reported to, and endorsed by, the Trustees.

We hope Friends approve of the outcome. It may be fairly obvious, but it was the result of a carefully conducted process.

museum reopens
22 November 2007

(Registered Charity 285108)

Secretary:- Ian D. Crane, 15 Springbank, Eversley Park Road, Winchmore Hill, London N21 1JH.

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

The pace gets even hotter! At the time of writing (at the beginning of October), the firm date now announced for the Museum reopening is only seven weeks away - though most, if not all, needs to be ready for planned pre-opening events from early November.

The Friends will be taking advantage of these events to raise their profile amongst potential new members. We have been fortunate to be able broadly to maintain our numbers during closure. Now the recruitment drive gets under way to get even more people on board as members and potential volunteers.

For existing Friends, we have a special late-night opening on Day 2. Do come along and celebrate the event with Sam and some of his team (who may be both fatigued and relieved by then). I will be happy to publish, in the next newsletter, a brief (I emphasise brief!) selection of comments from Friends on the new Museum and its displays.

The Q-stock project continues to gain momentum. While we wait for the HLF decision on funding, there is much work to do on tapping into additional funding sources, as the report elsewhere in this issue explains.

We also complete our "new look" for the newsletter and the Friends in general. Forward to even more exciting times!

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FROM THE DIRECTOR'S CHAIR

Writing this in mid-October, the whole organisation is mobilised and focussed on our opening programme in November. This lasts from a family and friends' preview on 4th November, through the mayoral launch on 8th November, to the public opening on 22nd November.

Working at the Museum is always busy and driven because we are an ambitious organisation. Working on the £23 million refurbishment and extension of a well-loved and successful museum is an opportunity which only occurs once or twice in a career. The project has been in play for over five years and has had both peaks and troughs in that time. Now we are working against the immovable deadline of opening and there is much to do in very little time. The site is teeming with contractors and museum staff and every member of the Museum team is contributing in some way to fit-out, training, design or launch.

Our time for fitting out the galleries with vehicles, objects in showcases, audio-visual programmes and interactives has been restricted by problems with the building and with the supply of systems and hardware. Some showcases will arrive only days before opening, so the whole organisation will be deployed on installation and cleaning. In the last few days, the vehicles on the new top floor and on the train table have been released from

their wrapping and cleaned. Today, curators are putting posters into frames in the gallery and, in two days time, three of the buses return from Acton.

We have changed the way we organise the operation of the Museum. In parallel with exhibition work, the new Visitor Services Department is being recruited, inducted, trained on new systems and familiarised with new gallery content. This includes a group of Friends' volunteers, who will help us in the busy days after opening and develop new tours and gallery activities for introduction in the New Year.

As the postal strike deepens, the Marketing Department is wondering how to despatch 2,000 invitations for the principal opening events. Speeches have to be written, the media briefed, invitation lists collated and funds raised if the new Museum is to be effectively launched next month.

We look forward to welcoming you to the Friends' special evening opening on 23rd November and offer special thanks for the financial and personal support our Friends have given us over the life of this extraordinary project.

Sam Mullins

NEW MEMBERSHIP RATES

New Friends' membership rates are being introduced to coincide with the reopening of the Museum. Here are the details:

Revised membership rates, for newly recruited Friends, will be introduced from 1st November 2007. These new rates will be applied to existing members on renewal from 1st January 2008. The cost of ordinary membership will rise to £20 per annum; but there will be a new discounted rate for senior citizens aged 60 and above, at the existing membership rate of £18. There will be detailed changes to the arrangement whereby other residents at the same address may be enrolled as Friends for a reduced fee (currently £7 per person). Life membership will also be available.

The full details are:

Standard individual membership	£20 per annum
Reduced rate for senior citizens (60 and over)	£18 per annum

Family membership (see below)	£30 per annum
Two senior citizens (both 60 or over, living at same address)	£25 per annum

Life membership:		
Single Adult	£300	
Adult Couple	£450	
Single Senior Citizen	£270	
Senior Citizen Couple	£375	

Family membership covers two adults and, if applicable, any number of named children aged 15 and under living at the same address.

Existing Friends will be sent an individual letter, prior to the date of their renewal, inviting them to opt for a new membership category. Friends qualifying for the senior citizens' rate are welcome to take advantage of the reduction; but, equally, they can also renew at the full rate, if they wish, to maximise their contribution to the Friends and thereby the maintenance and development of the Museum's collections.

Benefits

On reopening of the Museum, free entry will again be available to all Friends on production of their membership card. The 10% discount on all purchases from the Museum Shops at Covent Garden and Acton continues. There will no longer be free entry for Friends to Depot Open Days. (This was introduced as an alternative to free entry to the Museum during closure.) However, Friends will be entitled to a concessionary entry rate to Depot Open Days, as before, and to concessionary rates for other Museum events. There is also a Friends' concession of 10% off purchases at the new Museum café: The Upper Deck. Discussions are currently being held about the concessions available at certain other transport venues; a further announcement will be made on this as soon as possible.

BOOK REVIEWS

London Transport in the 1930s.

Michael H.C. Baker. Ian Allan Publishing.
ISBN 978-0-7110-3131-9. Price £15.99.

Those familiar with Michael Baker's previous four volumes in this series, covering the decades back from the 1970s, will know what to expect: a concise summary of events in the decade; an extensive selection of photographs, principally from the London Transport Museum and Ian Allan collections; and some personal recollections to bring it all alive.

Given the decade covered by this volume, there are somewhat fewer personal recollections this time. The various chapters covering bus, Underground, tram and trolleybus developments recount a familiar story already well told elsewhere. However, the concise chapter on the contribution of the "four great men" (Morrison, Ashfield, Holden and Pick) to establishing London Transport's early reputation reads well, as does that on "the workers". It is in this latter section that there are some photographic gems, including an egg and spoon race at a Chiswick sports day, in which lady participants in cloche hats and "sensible" shoes look as if they have just nipped out from their work-place to participate; in a similar vein is a (uniquely London Transport?) version of such a challenging sporting event, in which the contestants are pictured racing with enamel bowls on their heads!

On the negative side, there is an odd, short chapter on the early history of the "tube" lines, covering events outside the stated decade of the book. Sadly, too, captioning of the impressive selection of photographs is sometimes poor, with locations unidentified (where a little research would have located the place) and in two cases clear errors: the picture of buses claimed to be lined up outside Victoria station is actually at Broad Street; and the bus described as "climbing through the Chilterns" is on route 448 in the Surrey Hills.

But these faults apart, the pictures and concise writing do make this book worthwhile and previous purchasers will no doubt wish to have the set – if this is the last? (BLJ)

The Last Link.

Mike Horne. Published jointly by London Underground (Northern Line) and Nebulous Books.
ISBN 978 0 9507416 6 6. Price £9.95

This book is published to commemorate the 100th anniversary of The Charing Cross, Euston and Hampstead Railway and, says the author in his introduction, to celebrate the completion in 1907 of London's largest "orgy" of tube railway construction under the auspices of Yerkes and his team of American compatriots.

The book focuses on the story of what eventually became known as the Northern Line in the period up to the Second World War. The author is a diligent researcher and has brought to light many previously unrecorded details. Part One of the book deals with the authorisation, financing and construction of the railway and its extension and development up to the mid 1930s. There is then a full description of the route and stations, including details of staffing arrangements not found in other publications. Train services are then described, highlighting the complex service patterns that were offered. They would have been more complex still if one plan, mentioned in the book, to link the Bakerloo and Northern Lines via a connection at Waterloo had actually been built. There was complexity enough with the diversity of branches and alternative routeings via Charing Cross or the City, to which was added trains non-stopping certain stations; this was an odd feature, given that no train could actually overtake another until the construction of the relatively short-lived passing loops at Brent in 1927. Non-stopping of certain trains at Mornington Crescent continued until 1966.

Other sections of the book deal with rolling stock, signalling, traction supply, ticketing and road-rail connections at Golders Green. The book is well illustrated throughout, including many detailed track and signalling plans. It is highly recommended. (BLJ)

Motor Omnibus Routes in London: Volume 2.

The Omnibus Society
(London Historical Research Group). £7.50

The first edition of this volume was published in 1985. It has now been republished and updated in the style of other volumes that have followed it in the series. There are six in total so far, covering periods from 1899 to 1926. A seventh, filling in the current gap between 1922 and 1924, is in course of preparation.

Volume 2 covers the period from November 1908 to December 1912. It starts with a complete list of LGOC and other operators' motor bus services in London as at 2nd November 1908. Thereafter, there are complete lists of all subsequent service changes in chronological order, together with two full route lists (covering winter and summer services) each year up to 31st December 1912. The period covers one of rapid development of motor bus routes, while horse bus services were steadily declining. In 1910, the highest numbered LGOC motor bus route was 24; in 1912, jointly with Thomas Tilling, it was 93.

The foreword to the book records that the original, painstaking research on which it is based was conducted by a team of ten, of whom sadly only one (John Cummings) is still with us. Source documents include the (often unreliable) monthly LGOC Map and Guides, supplemented by contemporary press reports and the Reports of the London Traffic Branch of the Board of Trade.

The publication should be available from the Museum Shop, or from the LHRG Distribution Officer, at 57 Bluebridge Road, Brookmans Park, Hatfield, AL9 7UW. Please make cheques (for £8.40, to cover postage and packing) payable to "The Omnibus Society (LHRG)".

RM2

A number of Friends have been asking about progress with RM2. We have this update from Bob Bird:

The first thing that needs to be said is that the seemingly slow progress with the front-end rebuild of RM2, and its repainting into Country Bus green livery, is not due to any shortage of funds. The Friends have kindly agreed to increase their financial contribution; so, with a generous donation too from an individual project supporter, the expected work is funded in full.

The main issue is the complexity of the work on the front end. Our new contractor is based in Essex, so each component has to be carefully specified. The parameters that determine the shape and proportions of the original prototype panels have now been established with in-house work. The cab ventilators have turned out to be a special size, which means that production spare parts cannot be used; additional components are therefore being fabricated. The head- and side- lamp panels have been made, together with the framing for the nearside wing that is essential to determine the support points for the radiator grille and bonnet panels.

Like other restoration work, the desired end result can be achieved only by meticulous attention to detail and not compromising on quality and accuracy, which can otherwise have an adverse cumulative effect. The priority on CGP work is stretching the intervals between work sessions on RM2; however, Friends can be reassured that work is still progressing. We will get it done and we will get it right!

**Final copy date for the January 2008 issue is:
Friday 7th December 2007**

LETTERS

Brisbane Remembered

I was most interested in the "Brisbane Workshops" article (July 2007 newsletter), as it reminded me of a London Transport consultancy assignment which Arthur Knight and I carried out in Brisbane back in 1970, to evaluate bus and rail improvements there.

The schemes included electrification of the city's rail network, the linking of separate railway systems on each side of the Brisbane River (by bridge or tunnel), the use of double-deck buses, the rerouting of some bus services, the introduction of new traffic layouts and bus stop designs, the establishment of a car parking policy, the better selling of bus travel by maps and posters, the setting up of a Brisbane transport authority and much more besides. One or two of these proposals (e.g. the "tunnel" solution to the river crossing problem) were not accepted by the Queensland authorities, but several of them were, and the system is now running well (*including a network of dedicated busways and good use of the river for passenger services: Editor*).

More generally in Queensland, the railways have been going through a period of expansion, mainly on the freight side, with long trains moving heavy loads of minerals from the mines to ports for onward shipment.

We, too, found our Australian hosts friendly and helpful, and displaying the camaraderie which links transport people worldwide.

Paul Garbutt
Lymington

Paul Garbutt (right) with Neil Kent of the Queensland Government, at Sandgate suburban station, Brisbane. Note the LT-style "bullseye" station sign.



Sarah Siddons

In the introduction to the article on the return to traffic of Sarah Siddons (July 2007 newsletter), it correctly states that, with the electrification to Rickmansworth in 1925, the locomotives worked on the fast services from there to Baker Street. It should also be remembered that the locomotives were also used to haul certain Great Western suburban trains between Paddington and the City.

The Metropolitan Line (Section No.1) Working Timetable 49 of 29th April 1935 reveals that four locos coupled together left Neasden at 07.40 for Paddington, which involved a reverse at Baker Street Junction. What a splendid sight this cavalcade must have been! In the morning peak, including Saturdays, five Great Western trains worked through to the City (three to Liverpool Street and two to Aldgate). All returned in service back to the GWR system. After the peak, two locos coupled together returned to Neasden; one stood spare at Baker Street and one remained at Paddington. In the Monday to Friday evening peak

and Saturday lunchtime peak only two return workings, about one hour apart, were provided. The trains started and terminated at a variety of GWR stations, including Windsor and Uxbridge and, against the peak flow, at Greenford.

The service lasted until 16th September 1939 (*Steam to Silver by J. Graeme Bruce*) and, like so many war-time emergency withdrawals, was never reinstated.

Laurie Akehurst
Watford

Dog Kennel Hill

Friends will perhaps have seen my 4mm/foot model of the Kingsway subway at Acton Depot Open Days and elsewhere. Several were kind enough to correspond through the newsletter with their memories of travelling through the real thing. My thoughts have turned to what to do next. After Kingsway, perhaps the most distinctive London tramscape was Dog Kennel Hill with its four tracks, allowing two cars to ascend and two cars to descend safely at the same time.

Therefore I have recently commenced work on the layout; although much remains to be done, it is slowly taking shape. (*See photo: Editor.*) The model will depict a shortened version of the hill and demonstrate trams ascending and descending using pairs of tracks.

My sources of information are inevitably "black and white"; so, if any Friends with memories of operations on the hill would like to share them with me, either through the letters page or direct to the address below, I would be very grateful.

I am optimistic that Dog Kennel Hill will at least be presentable for the 2008 Acton Modellers' Weekend. Meanwhile, Kingsway has further appearances booked and will not be dismantled!

John Howe
36, Whitehall Road, Grays, Thurrock, Essex. RM17 5NX



Busmen's Memorials

I've just re-read Newsletter 86 (July 2006) and the helpful note about the memorial to staff killed by a flying bomb in 1944.

I have an interest (on behalf of another) in a FIRST World War memorial stated to have existed at Palmers Green garage. I wonder if you could post a note to Friends asking if anyone has any knowledge (or a photo) of that memorial, and what might have happened to it?

Mike Horne - Harrow

Can anyone help? I'll pass all information on to Mike and publish a summary in a future newsletter. (Editor)

YOU ARE INVITED TO ...

a special evening opening of the new Museum on Friday 23rd November:

As announced elsewhere, the Museum will reopen to the public on Thursday 22nd November. This is a much-awaited event and the Museum is likely to be particularly busy in its first few weeks, and especially on opening day. Indeed, we hope it is - and continues to be!

To enable Friends to get an early sight of the new displays and facilities, Sam Mullins has kindly agreed to keep the Museum open late on Friday 23rd November, exclusively for Friends, their friends and families. So you will be able to take in all there is to see, in relatively relaxed conditions.

Sam has agreed to share his thoughts with us on how it feels to have the Museum open again. It is also planned to include in the evening's arrangements a launch of the Bruce Rowling exhibition of watercolours, capturing the progress of the redisplay project from beginning to end.

This will be a unique and unrepeatable occasion. Whilst one of many events in a busy Museum reopening diary, it is being specially tailored for the Friends in view of their respected place

as dedicated supporters of the Museum and all its activities.

You will need to book for this event, which we hope as many Friends as possible will support. As a contribution towards the catering arrangements - and it is only a contribution - there will be a charge of £5 for Friends and £8 for their guests. The starting time is expected to be 1830 for 1900 hours. This will be confirmed in the booking acknowledgement.

To book, please send a cheque for the appropriate amount, payable to "London Transport Museum Friends", to: Barry LeJeune, 14 Jireh Court, Haywards Heath, West Sussex RH16 3BH, by Monday 19th November at the latest, enclosing a stamped addressed envelope for acknowledgement. In the event of continued postal disruption, bookings (and the dispatch of payment by post) can be confirmed by email or phone - for contact details, see the editorial on page 2. Please do not contact the Museum or Friends' office about this event. All the booking arrangements are being handled by Barry LeJeune from his home address.

THANK YOU BECKY

Becky Lee became the Friends' administrator in 1991, initially on an understanding that it was strictly for three months only. Becky is still there 16 years later!

In that time, Becky has played a large part in the successful development of the Friends' corporate membership scheme, as well as assisting with Friends' administration generally. As previously announced, responsibility for the corporate membership scheme is passing to the Museum, now that has gained charitable status in its own right. Becky will therefore be continuing in her prime role, as part of the Museum's Marketing Department.

Becky will still be available to assist the Friends more generally, but now in a



more limited way, so far as her time is concerned. We will be looking to involve volunteers more actively in some of this administrative work; we have some past offers to follow up!

To say "thank you" to Becky for all she has done for the Friends over the years - and in no way to say "goodbye" or "au revoir" - Becky was invited to a special lunch recently with past and present Friends' committee members and Trustees. Here Trustee Chairman, Brian Staines, presents Becky with a gift to mark the occasion.

Q STOCK UPDATE

Here is a brief update on recent developments:

The application for HLF funding (a weighty tome!) was submitted in August. A decision on the application is expected in February 2008.

Even if the HLF make a grant of the sum requested (roundly £600,000) - and that is a big if! - there will remain a further funding requirement of a broadly similar amount, after the sums already generously donated by the Friends have been taken into account. A fundraising campaign is therefore being planned, aimed at external organisations large and small.

Negotiations continue with the "preferred supplier" for most of the restoration work on the cars (REW Metronet at Acton). REW Metronet is a separate company in its own right and is not in administration, as is its parent company. In recent discussions, REW Metronet has confirmed its continuing interest in undertaking the work, subject to agreement on scope and price.

It is an integral part of the project plans that we draw on volunteer support and expertise as far as is practicable. Project Manager, Paul Hopper, chaired a meeting at the Acton Depot on 1st October with those Friends who have already put their names forward, to discuss how best to follow up on their offers of help.

We are planning to make available two publications to raise funds in support of the project. The first is the detailed Conservation Management Plan, which was prepared for the Friends as part of the bid for initial project planning funding to the HLF. The Conservation Management Plan is a 200-page illustrated document, recording the condition of each of the four Q-stock cars and explaining their historic significance. The document is full of interesting facts and details. It will be reproduced to order for a price of £15, excluding postage. If you are interested, you will be able to inspect a copy at the Friends' event on 23rd November. Orders should be sent by post to the Friends' office, in an envelope marked "Q-stock Conservation Plan" and enclosing a cheque payable to "London Transport Museum Friends" for the £15. We will contact you to arrange collection. Postage can be arranged for an additional sum (at cost). Please enquire.

We are also arranging to reprint the brochure which was produced to mark the withdrawal of the last Q-stock cars from passenger service in 1971. Details will be given in the next (January 2008) newsletter.

NEW MANAGER FOR ACTON RAILWAY

Adrian Allum has taken over as Manager of the Acton Miniature Railway. He replaces Jonathan Riddell, who plans to leave the Museum next year.

Adrian is a Friend and volunteer and one of the Directors of the Little Red Train, which has operated on the AMR at all the Depot Open weekends. He is also an active member of the Great Cockcrow Railway, with extensive experience in railway signalling and safety regimes.

There are exciting plans for developing and extending the AMR. As a first step, the Friends Management Committee has already agreed to fund the construction of a signal box. (External sponsorship has been secured for signalling equipment.) Also with Friends' finance, the scale model of Sarah Siddons will be overhauled and regauged for operation on the AMR (to complement the hoped-for operation of the full-sized locomotive on Underground tracks!). Fencing will also be installed alongside the track to prevent damage by passing vehicles.

Adrian Allum on the Little Red Train. We understand that certain of Adrian's AMR colleagues commented that this photo shows him in a typical managerial pose: laid back; feet up; and letting others do the work. We are sure they were joking! (Photo: Stephen Trower).



ALDERNEY TUBE

John Wood sent this report and photographs of former tube stock on Alderney:

The Alderney railway runs the now preserved, but originally MOD (Admiralty), line from Mannez Quarry to Braye Harbour on Alderney. Trains operate at weekends during the summer months. Starting with four Wickham railcars (track petrol vehicles) – which they still own – they then acquired two ex-LT 1938 tube stock cars from the Northern Line, numbered 10177 and 11177. Postcards are still on sale in the island shops showing these cars in service in all-red livery with brown roofs. They were pushed/pulled along the line at a sedate 15 mph by one of the two diesel shuttles that the group owns.

Unfortunately, the steel-bodied 1938 stock did not fare well in the Alderney climate (especially as the stock is stored in the open – a situation which the volunteer group still hopes to rectify); so an exchange was arranged with the current cars, numbered 1044 and 1045, which are aluminium-



bodied 1959 stock. These started life on the Piccadilly Line, latterly transferring to the Northern, and were unpainted throughout most of their Underground life. However, towards the end of their career, one complete seven-car train was painted by LUL into the pseudo pre-war colours now worn by 1044/1045. Remarkably, I gather that five of the seven cars which formed that train still survive.

The original 1938 stock cars were shipped back to the mainland via Poole Harbour and may have been used to provide spare parts to keep the Museum's restored 1938 stock set operable. No doubt there are those within the Friends who could tell the inside story as to how the two sets of cars came to be exchanged!

(Over to you, readers; can anyone fill in the story? Editor)



HUBBING AT THE HORNIMAN

Friends of the four London Hub Museums gathered together at the Horniman on an unexpectedly summery evening on 11th July 2007:

The 60 or so guests were initially welcomed on the lawn in front of the Museum by Janet Vitmayer, Director of the Horniman. Many had travelled from London to Forest Hill on RML 901, from the Arriva Heritage Fleet. The full group was then divided into three and each rotated between a visit to part of the Horniman's extensive gardens, the aquarium and some welcome refreshments in the conservatory.

Gordon Lucas, Horniman Garden Manager, enthusiastically conducted a tour of the African and Sunken Gardens. The former imaginatively displays plants native to the African continent – and some from South Asia – which are able to grow, for at least part of the year, outside in the English climate. They are presented in climatic zones – desert, temperate and tropical – and include an African kitchen garden, with plants that would be grown for home consumption, such as coffee, peanuts, okra and sweet potato. Overall, the African Garden contains



168 different species of plants. It is currently further enhanced by a display of sculptures on the theme of "Mystery in Stone", featuring the work of sculptors from Zimbabwe. The Sunken Garden has a vibrant mix of border plants, all immaculately tended by Gordon and his team of four full-time gardeners. Guests showed a particular interest in their questions on the steps taken to reduce the destructive activities of various garden pests, including urban foxes. It all comes down to obsessive tidiness, it seems.

Kerwin Porter showed the visitors round the aquarium. Here there are no large tanks, but rather an intriguing series of smaller displays, each featuring aquatic life and plants brought together in particular zonal themes. Thus, for example, you can observe sea anemones and jellyfish in the British Sea Life section; and frogs, newts and snails – along with pure-bred tench and carp – in the Pond Life display. Kerwin explained how the living inhabitants of the various displays were

sourced and how the environment in each is carefully controlled.

Refreshments were served in the impressive Victorian Conservatory in the museum grounds. This was moved to the museum site from Frederick Horniman's home in Croydon. The iron-framed, glass building was purchased from a firm in Glasgow, which is still in business, and transported to Croydon in CKD form for assembly there. MFI and Ikea have nothing new!

Thanks are warmly extended to our hosts at the Horniman for a fascinating and varied evening, which showed us only a small part of the collections on display, and to Arriva London for kindly supplying the bus.

The photographs, courtesy of the London Hub, show the party arriving by Routemaster bus at the Horniman Museum; Friends (including our own Richard Moules) enjoying refreshments in the conservatory; and one of the guided tours of the gardens.



ASHBURY AND COMPANY

In July 2007, the Bluebell Railway's four-car set of Metropolitan Ashbury coaches made an impressive return to service, after a full restoration, hauled by an appropriate visiting locomotive. Here's more on the event and the "BASH" project:

After sixteen years, the BASH project came to its formal conclusion with a gala special on Saturday 28th July. The Buckinghamshire Railway Centre kindly loaned their version of the Bluebell Railway's SECR H class, Metropolitan Railway E Class 0-4-4T. It hauled all four Metropolitan Ashbury coaches all day with the greatest of ease. The event started with Bluebell Chairman, Roy Watts, introducing the event and inviting Martin Lock, the project's originator and for thirteen years its leader, to say a few words. Martin, who had flown in from New Zealand to attend the Gala, welcomed the coaches to their third century, pointing out that they had been a footnote to history, including Queen Victoria's funeral, transporting troops on their way to the front in the First World War and still showing scars from the Blitz in the Second World War. Fred Ivey, a Friend, Bluebell volunteer and former Metropolitan stationmaster, deployed a can of Boddingtons' beer in formally declaring the project complete and the set relaunched. (Messrs Ashbury were located in Manchester, hence the use of a local Mancunian brew.)

Over the years, some one hundred volunteers helped to raise the funds and carry out this massive restoration project. It was declared the outright winner in the Heritage Railway Association's 2006/7 Carriage & Wagon Competition. The Ashbury project was justly described by the judges as "a masterpiece of carriage restoration". The four-car set now forms the oldest matching set of main-line railway carriages running in the UK today.



The Editor gratefully acknowledges the help of Barry Coward and Richard Salmon in compiling this article, which also draws on reports in "Bluebell News" and on the "BASH" website. Andrew Strongitharm took the photographs.

THAMES TRIP

On the evening of 20th September 2007, Friends were joined by members of the London Transport Industrial Archaeology Group for a two-hour cruise up and down the Thames:

The late-afternoon weather was anything but encouraging, with a heavy downpour only half an hour before embarkation time at 1645 (for a prompt departure at 1700 hours). However, by the time the party of some 80 Friends and LTIAG members were comfortably seated on board Capital Pleasure Boats' MV Golden Star, with a welcoming cup of coffee or tea on offer, the skies had brightened; this enabled those so wishing to take up position on the small open rear deck, better for photography, but not for hearing the informative commentary given by Andy Griffiths, TfL's General Manager, London River Services.

The cruise followed an initial course up-stream, past the Houses of Parliament and turning close to Millbank Millennium Pier, one of eight now managed by Transport for London. (For the record, the others are: Festival, Embankment, Blackfriars Millennium, Bankside, Tower Millennium and Greenwich; we cruised past all but Greenwich on our two-hour itinerary.)

Proceeding down-stream, we called again at Westminster Pier, where one or two latecomers boarded. Then it was full-ahead for the Tower and beyond, turning for home opposite the Thames Police Headquarters at Wapping. Andy pointed out the sights and piers, explained the various scheduled tourist and commuter boat services now available and commented on the busy river traffic in general. There is not room in this brief account to record all that we heard and saw. Noteworthy, however, were two large cruise liners: *Silver Wind*, moored alongside *HMS Belfast*; and *Deutschland*, moored below Tower Bridge. Cruise passengers not on-shore enjoying the London sights returned a friendly wave.

Andy also pointed out the historic vessels we passed. As well as the familiar *Tattershall Castle* and *Queen Mary* (the former Clyde Turbine Steamer – not the new Cunarder!), we glimpsed: *Viscount*, dating from 1908 and still in active up-river service on the tourist route to Hampton Court and occasionally on the Putney Bridge to Blackfriars commuter runs; *Royal Princess* and *Viscountess* (from 1935 and 1926 respectively); and *St. Katharine*, the PLA luxury steam yacht, now in use as a static venue.

All too soon we were back at Westminster. It was a splendid evening, watching the sights of London go by from the relaxed surroundings of the boat, aided by its bar facilities, good company and informative commentary. Our thanks go to Andy Griffiths for his willing participation in the event, to Capital

Andy Griffiths points out the passing sights (here the Tate Modern) to the guests on board.



Pleasure Boats and to LTIAG visits officer, Paul Blackwell, who organised the event with the assistance of his secretary Ivy Kasote.

LTIAG

The London Transport Industrial Archaeology Group organises meetings and visits on industrial archaeology topics and publishes a regular newsletter, all for an annual subscription of £1.

The next LTIAG meeting is on Wednesday 24th October. (Apologies if postal delays mean you have missed it.) The speaker will be BT's Archivist, Neil Johansson, on "How the Post Office shaped London".

Friends are welcome to attend - and to join LTIAG. The meeting is in the District Line Room (727) at 55 Broadway, starting at 1745 hours. Further details and a specimen newsletter are available from the Friends' newsletter Editor.

MEETINGS AND EVENTS

Thursday 22nd November
Museum opens.

Friday 23rd November
Special late-night opening for Friends.
For details see separate announcement on page 3.
Please note, you must pre-book for this event.
Friends' friends and family are also welcome.

Thursday 24th January 2008
Friends' meeting.
18.15 hours.
Cubic Theatre, London Transport Museum.
Speaker: Ian Brown, Managing Director, London Rail, TfL.
"Overground"

Please bring your Friends' membership card to events at the Museum, as this assists in the security arrangements for gaining access to the Cubic Theatre from the Museum and shop entrance on The Piazza.

OSLO RT

Michael Baker sends his thoughts on finding a London RT amongst a more local collection of exhibits in Oslo's Transport Museum:

You never know where you're going to find a London bus these days. When I was a little lad, welcoming William of Normandy to our shores - well it seems almost that long ago - London buses belonged in London; when they were finished with, they departed to a scrap yard somewhere in the London area and that was the end of them, apart from the odd one which was reincarnated as a showman's vehicle. Now, once their career in London is over, they are likely to pop up just about anywhere in the four corners of our planet; I'm not actually a member of the flat earth society, but you know what I mean. The Routemaster, in particular, has become a world traveller; if tourist traps can't get their hands on the genuine article, they often resort to look-a-like imposters, which is why, for example, I was not particularly surprised to confront in Monterey, California a few years back a former Wilts and Dorset Bristol FLF which used to pass our house in Wareham, by then painted LT red and bearing the destination 'Piccadilly'.

The RM's predecessor, the RT family, really started this globe trotting lark; but, nevertheless, on a visit to the Oslo Tram Museum, Sporveismuseet Vognhall 5, earlier this year, I wasn't really expecting to come across the familiar shape of a red double-decker looming over the assorted single-deck trams and buses contained within. By the way, the Norwegian for double-decker is *Dobbeltdækker*; who would have thought it? Norwegian is one of those languages which, to a linguistic ignoramus like myself, looks initially unintelligible; but if you sit down, wipe your fevered brow and take it slowly, you begin to realize that, possessing a fair amount of Viking blood as we all do - even if we've given up wearing horned

helmets, there are a good few similarities with English, although, like German, they prefer extra syllables wherever possible.

The RT in question is RT4363. As the explanation, in English, informs, it is in the condition in which it was acquired when withdrawn from London service in 1977 and is in working order, although it needs a few mechanical adjustments (*and some TLC to the bodywork: Editor - see footnote*). 4363, NLP528, was an RT8 with Park Royal body number 8497, delivered in September 1953 to Merton Garage. It ended its LT days with a Weymann body at Bromley garage and it retains its set of Bromley blinds. It has a Norwegian registration DC31053.

Apart from meeting an old friend, the Oslo Tram Museum is worth a visit for anyone interested in history generally; for not only does it have a wonderful collection of Norwegian trams, as well as a good few motor and trolleybuses, but also some splendid photographs illustrating life in and around Oslo in days gone by, with plenty of snow, of course. There is at least one tram and a trolleybus in the collection equipped with a sort of back-pack, where one could deposit one's skis; and there are photographs depicting exactly how this worked. I was most intrigued to come across a street scene from the 1950s featuring a 1948 Rover 75, identical to my first car which I bought for £60 in 1964 - a beautiful vehicle; but by then somewhat tired. For bus lovers, the star, apart, of course, from RT4363, has to be a 1924 Berliet with locally built Skabo body. Operating in what was obviously the 'Wild West' of rural Norway, the drivers on the service received a revolver "due to unsafe conditions in the Klemetsrud area". After restoration, the little Berliet starred in a 1961 film "The Bus".

The museum is very easy to find. Simply take a No. 11, 12 or 19 tram to the Majorstuen terminus and then follow a single track a few hundred metres down a side road, round a corner and there you are at the museum, which is situated in a former depot. Some of the cars are allowed out for street running on special occasions. The museum, run by volunteers, is open on Saturday, Sunday and Monday afternoons, from 12 noon to 3pm.



They will also make special arrangements for groups. The website address is www.sporveismuseet.no.

There are six tram routes in Oslo. Extraordinary as it seems in this day and age, and in a country so seemingly environmentally aware as Norway, as recently as 2002 one of these was abandoned for diesel bus operation. Such was the outcry that the decision played a key part in the defeat of the city administration; the route was restored in 2004 and now new ones are planned. We travelled this route, the other end of the 11, climbing high above the city to Kjelsas, a leafy suburb of handsome, wooden houses, with fine views across Oslo Fjord. It seems extraordinary that in the 21st century it could have lost such an asset, however temporarily.

By co-incidence, your Editor was in Oslo at almost the same time as Michael. He was able to glean from the helpful museum volunteers an explanation as to how the RT came to be in Oslo in the first place. It all goes back to the "Summer Holiday" film. A local lad was "courting" a local girl at the time, but she was more interested in Cliff Richard than the local lad's attentions. So he thought big and decided that the only way to impress the girl was to buy her a bus just like the one Cliff drove. The ploy worked and the couple married. The bus had then served its purpose and was donated to the Oslo museum. It would be nice to think that everyone lived happily ever after; but, sadly, the couple are now divorced and the bus, as noted above, is in need of some TLC!



HONoured

The Editor is delighted – and honoured – to record that the Friends' newsletter has won first prize (for publications by Friends' organisations with more than five hundred members) in the annual British Association of Friends of Museums' (BAfM) newsletter competition. The prize is a cheque for £250 for the organisation concerned (not the Newsletter Editor personally!) and a certificate, which were presented at the BAfM annual conference in Liverpool on 6th October.

SOUTH AFRICAN RTL

Michael Thompson kindly sent in (some while ago!) this photo of an ex-London RTL, which he came across in Matjiesfontein (pronounced "Mikey's-fontayn") in South Africa. The picture was taken from a bedroom balcony of the Lord Milner hotel. The train visible in the background is the Rovos Express, a luxury train operating between Jo' burg and Cape Town. It has a three-hour stop-over in Matjiesfontein, to allow passengers to visit the historic village (and presumably take a nostalgic bus ride).

No doubt some knowledgeable Friend can identify the vehicle precisely?



CHARLTON RELICS

Your Editor recently came across an Omnibus Society publication, recording the details of a Society tour through South London in September 1956. Included in the itinerary was a visit to Charlton Works. The notes read:

"At the present time, Charlton deals with trolleybus overhauls and will eventually become redundant in the order of things in London, as the new Aldenham Works have been constructed to cater eventually for the major overhaul of the major portion of London Transport's road transport fleet."

The notes go on to describe seven historic "relics" then stored at Charlton. They are:

- Ipswich Corporation single-deck trolleybus No. 44
- Tilling Stevens petrol electric bus: Douglas Corporation No. 10
- Northern General single-deck bus No. 604
- Chesterfield Corporation single-deck horse tram No. 8
- National Omnibus & Transport Co. Leyland Titan bus, in Eastern Counties' livery and "presented" by Chivers' jam company, who had last used it for staff transport
- Douglas Corporation horse tram No. 14
- K & ESR station omnibus

The vehicles were presumably destined for display at the Clapham Museum (though this is not stated in the tour notes). The question is, what happened to the vehicles when that museum closed? Are they all still in existence?

SHOP NEWS

When the Museum reopens on 22nd November, the shop hours will change to:

Sunday	10.00 – 18.30
Monday	10.00 – 18.30
Tuesday	10.00 – 18.30
Wednesday	10.00 – 19.00
Thursday	10.00 – 19.00
Friday	11.00 – 21.00
Saturday	10.00 – 19.00

I remain available on most Saturdays to see (without an appointment) any Friend. Please feel free to speak to me about retail matters.

BOOKS

New from Ian Allan are two new colour albums to the usual good standards: *London Memories* by Ian Whitmarsh and Kevin Robertson, and *Streets of Liverpool* by Martin Jenkins and Charles Roberts. Both are priced at £14.99. *Buses Yearbook 2008* is now available at £14.99 and there is a rather good *Southern National* book by Colin Morris at £16.99.

The only book published by Capital Transport during the past two months is *The Hampstead Tube* by Antony Badsey-Ellis. In the same style as the earlier Piccadilly Tube, this book retails for £19.95.

MODELS

Britbus. I was somewhat premature in announcing the Bristol LH/ECW model. No further news has been received from the manufacturer regarding dates of release and liveries. Our four commissioned Park Royal bodied Atlantean models are not now expected to be available until the New Year.

Corgi. As yet, there is no sign of the new 1:50 scale RT/RTL models. These were originally expected in late Spring, then August. Little else of note has been delivered, apart from an Arriva London Dennis Dart SLF.

The first half-year catalogue for 2008 has been released by Corgi, but there is little of interest for London enthusiasts, apart from two more 1:50 RT models: one a roof-box LT red RT on Route 9, and one RTL in Barton livery. There is also an OOC 1:76 scale Green Line Arriva Shires Van Hool Alizee on Route 758. The new casting for OOC next year is a Crossley DD42 type double deck, a relatively common post-war bus usually favoured by municipal operators. The first livery for this new casting is Manchester Corporation.

Exclusive First Editions. An RMC (in Arriva livery), which has been commissioned by the Museum, has been despatched to subscribers, as has the special Victoria Coach Station Eastern Scottish Alexander Y-type. Both models will be available to shop customers from 22nd November.

A special STD model on Route 3A is being issued to commemorate the re-opening of the Museum. It will retail for £25.99 and we regret this will only be available to shop counter and internet customers. A few of the Showbus special STD models have been made available to the Museum. These are £25.99 each.

Three more significant Routemaster models have been released: an RMF in Northern General maroon and cream livery; an RMC in leaf-green London Country livery (Route 306); and an RCL in London Country Lincoln green and yellow (Route 370). All retail for £21.99 each.

The major announcement from EFE is the future release of a 1:24 scale RF bus. Do not expect to see the model in its earliest guise for at least a year though. Expected soon is a Metroliner Metrobus in 1:24 scale. The retail price for this is expected to be about £200.

Both the RLH and the revised RT castings are due towards the end of this year.

The East London Line closes permanently (under Underground management) in December and re-opens as part of the Overground network in 2009. To commemorate this event, a limited number of EFE 4-car 1938 red train sets will be specially branded to mark the closure; they will be available around the time of the final trains.

Creative Master Northcord. The first casting of the Alexander Dennis Enviro 200 has arrived and looks very good. The model is in Selkent livery and will doubtless be followed by many other versions.

Sunstar. The new RT 1:24 is due in late November. The price is £149.99. The first model is based on a pre-war version, as originally delivered.

Michael Walton

40 YEARS AGO

When Oliver Green explained, in the July 2007 newsletter, how National Rail developments were included in the Museum's collection (and display) policy, he also provided a photograph he had personally taken on the last day of regular steam operation at Waterloo station on 9th July 1967. Sadly, there was not room to include it last time; but here it is now, with editorial apologies for the late arrival!



MORE 1938 OUTINGS

As was mentioned in the special mailing to Friends last month, a further three trips using the Museum's 1938 tube stock set took place on Sunday 16th September.



Senior Curator, Bob Bird, reports: "Our four-car 1938 tube train ventured onto the Jubilee Line with a series of three runs, taking passengers from Ealing Common to: Charing Cross (a closed station since the Jubilee Line Extension opened) three times; Stanmore twice; and returning to Ealing Common.

"The trips were initiated by London Underground Operating Apprentices. They gained a huge amount of experience from their work to organise it (we did too!); most of the revenue was donated to a charity of the apprentices' choice: Outward Bound Trust (Eskdale Centre). A plus point for our train is the regaining of its certificate to run over most lines on the Underground system for the next three years. Jubilee Line staff seemed delighted; our train crew, as ever, were brilliant with the public; and there were no hiccups - or none that I'm aware of."

Peter Zabek took the accompanying photo at Kingsbury.

It is hoped to operate special trips with the 1938 tube train on the East London Line before before its temporary closure in December.

POSTERS ON-LINE

Over 5,000 of the Museum's posters and artworks, reflecting a century of outstanding graphic design, are now available to explore on-line by date, artist and theme. The poster collection is the highlight of the Museum's new website, which is designed to reflect the content, style and feel of the new Museum displays.

At a reception to launch the new website facilities on 11th September, Sam Mullins welcomed guests to the first official use of the Museum's Cubic Theatre: an impressive transformation from a five metre deep hole! Head Curator, Oliver Green, gave an historical perspective, explaining how promotion by art and design had secured the finances of the new tubes in their early days; and how Frank Pick had developed the medium of the poster to promote the business and reflect the heart and soul of London. Senior Curator, David Bownes, then explained how the

website would extend, to a much wider audience, far more of the Museum's extensive and unique collection, beyond the one hundred artworks – many of them new acquisitions - which would be on display in the Museum itself when it reopened. Already contacts made in the development of the website had provided links to related works, collections and information, which would be reflected in its content. Claire Dobbin then demonstrated how the poster browser works. Try it, if you are "on line"; it is impressive!