Rickmansworth Festival

London Transport Museum, the Friends and London Underground again joined forces on Sunday 16th May to give a heritage transport flavour to the Rickmansworth Festival, which is focussed on the Grand Union Canal and other local, water-based facilities.

Sarah Siddons and her four heritage-liveried coaches operated four trips between Harrow on the Hill and Rickmansworth, of which three continued to Amersham and one operated round the little-used North Curve between Croxley and Rickmansworth. 355 tickets were issued for the train.

A free bus service was organised by the Friends to link Rickmansworth station with the Festival site at Batchworth Locks.

RM1, crewed by Colin Stannard and Mike Kay, was joined by fellow Routemaster prototype RMC 4, kindly made available (and driven) by Roger Wright of the London Bus Company and conducted by Wendy. 550 journeys were made on the heritage bus service.

The front page picture shows Sarah Siddons arriving at Rickmansworth. There is another photo on page 5.
Editorial

This issue comes to you with very mixed emotions. There is lots of good news in another 16-page issue, especially with reports of the recent volunteers’ gathering (and the award of long service certificates to 28 Friends) and of the Friends’ outstanding success in this year’s London Volunteers In Museums Awards.

However, this good news is tinged with great sadness at the loss of an outstanding friend (and friend) in Graham Page. There is a fulsome tribute to Graham on page 14, and I will say no more here other than to acknowledge Graham’s invaluable personal support to me (as well as to the Museum) in my former role as Chairman of the Operations Committee, of which Graham was, until very recently, himself a member. We will miss his friendship, knowledge and enthusiasm.

As I write this in early June, I am about to chair my first meeting of the Friends’ Executive Committee. I have taken the opportunity to identify my personal priorities for the next few years. They are to:

- Develop the meetings and events programme to include topics of broad London social history interest, as well as transport subjects.
- Foster continuing good relations between the Museum and volunteers, and develop volunteers’ roles.
- Grow membership numbers by recruitment (focussed on Museum visitors and the transport community) and by improved retention.
- Deliver the Q-stock restoration project, whilst maintaining support for other conservation projects.
- Devise and implement plans, with the Museum, for fundraising for the final stages of Q-stock restoration and other conservation projects.
- Strengthen the Friends’ management team, especially in office administration and marketing.

Am I on the right track?

From The Director’s Chair

So far, the summer of 2010 has been mixed: on the rare hot days, visitors abandon the Museum; while on the wet or overcast days, we have been doing a roaring trade. Our final total for 2009/10 was 287,000 visitors, just down from 303,000 in the previous year, but still well ahead of the pre-close-decade’s average of 209,000.

Development of our service at the Acton Depot has been put on hold for a while by the possible need to stable there some of the new S7 sub-surface stock for the Underground. We have now been stood down, so plans for the next stage of development on the site can be revived. They include more storage space, better educational facilities, further extensions of the miniature railway, upgrading of the air-handling plant and the potential for a large photo-voltaic array on the roof - even a windmill to generate all the organisation’s power. The Depot remains a gold-standard facility and our plans also include considering a return to three open weekends a year, as part of our heritage and educational impacts.

Planning is starting for the major anniversary of 150 years of the Underground in January 2013. Members will not need reminding that the first section of the World’s first underground railway opened from Paddington (Praed Street) to Farringdon Road on 10th January 1863. A year-long celebration of the contribution of the Underground to London over the past 150 years is being scoped out with colleagues from TfL and London Underground. We have high hopes for a commemorative steam service on the route and the restoration of our Q-stock cars and the Jubilee coach (Met 337) in time for the celebrations. The Museum is planning a major exhibition, publications, commemorative merchandise, station interpretation and even a mobile facility.

This year we are celebrating the 30th anniversary of the Museum in Covent Garden. The move from Syon Park has proved to be far-sighted, as the Museum has flourished in the centre of town: over six million visits have been made since the opening in the Flower Market by Princess Anne on 28th March 1980. As material and functions have been transferred from London Transport/TfL, the collection has grown into the best urban transport collection in the world. A fine collection of vehicles has been turned into a well-rounded and audience-focussed museum, along with the Museum Depot at Acton, and renowned expertise in education, collecting, preservation, interpretation and marketing. We do good work across London and a recent study suggested that we generate £24million of economic benefit to London on top of our heritage and educational impacts.

One of the reasons for our success is the dedication and knowledge of volunteers such as Graham Page. We were all very shocked at his sudden death and he leaves a very large gap in the Museum’s capacity and knowledge. Graham was very generous to us with both his time and his deep knowledge of tickets and ephemera. We also miss his good humour and friendship around the Museum.

Friends Win Awards

London Transport Museum Friends performed strongly at the London Volunteers In Museums Awards 2010, hosted at the Museum of London on 2nd June.

Dave Taylor was Highly Commended in the Bringing Innovation category. This award acknowledged Dave’s substantial contribution in organising sales on eBay, which have brought in over £50,000 since 2007, largely from the sale of redundant enamel signs passed to the Friends, for resale, by London Underground.

Bradley Sainsbury was Highly Commended in the Special Youth Award category. Bradley joined the Museum on work experience in 2009, when he was 14 years old. He has subsequently returned to the Museum as a volunteer during school holidays. Bradley’s love of people and acting studies have helped him to engage with visitors, particularly young children and families.

David Ruddom was outright winner in the Long Service category. David joined the Friends in 1983 and is our 14th longest serving member. He was instrumental in organising all aspects of Friends volunteering when the scheme started in 1983. David has himself served as a volunteer guide, on the Friends’ sales stand at Acton Depot, and especially in the Museum library, where he continues to make available his extensive knowledge of London bus and tram services.

The Acton Miniature Railway Team were runners up in the Best Team Contribution category. And Pat Tilly was a runner up in Developing In A Role.

Meetings and Events

Saturday 4th September
Friends’ visit to Spa Valley Railway.
For further details and booking arrangements, please see page 9.

Monday 27th September
Friends’ meeting
18.15 hours in Cubic Lecture Theatre at London Transport Museum.
Presentations by David Bownes and Jane Findlay on New Museum Acquisitions and the Background to the Overground Uncovered Exhibition.

Monday 29th November
Friends’ meeting
18.15 hours in Cubic Lecture Theatre at London Transport Museum.
Speaker to be announced in October newsletter.

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.

Barry Le Jeune
14 Jireh Court,
Perrymount Road,
HAYWARDS HEATH,
West Sussex
RH16 3BH
Tel: 01444 450822
E-mail: barrylejeune@yahoo.co.uk
Forthcoming Exhibitions

Overground Uncovered
29th May 2010 to 31st March 2011
"Overground Uncovered: life along the line" celebrates the new London Overground line - London’s first major public transport development for over ten years. The exhibition explores over 160 years of history and innovation behind the building of the new line and Brunel’s Thames Tunnel, and provides a snapshot of cultural highlights along the way.

The exhibition is presented in three galleries: Connecting Communities, The Thames Tunnel and A new train set for London.

Connecting Communities
The new line runs along some of the oldest and most fascinating areas of London. Using photographs and posters from the Museum’s collection, and objects from the past, this gallery highlights local curiosities, and juxtaposes the old with the new, to give a lively introduction to the history and attractions of the areas along the line.

The Thames Tunnel
This gallery tells the epic story of the building of the Thames Tunnel between 1825 and 1843, by the famous 19th century engineer Marc Brunel and his son Isambard Kingdom Brunel, along with its subsequent, but short-lived, life as a major tourist attraction.

A new train set for London
The science behind the new technology of the London Overground is made simple with time-lapse video footage showing the construction of the new trains. John Sturrock’s striking photography documents the development of the line, with time-lapse photography showing the construction of the new bridge at Shoreditch. Sitting alongside a graphic representation of the orbital railway, the Top Trumps exhibit compares the features of the new trains with the old steam locomotives of the 1870s. The Regeneration Game explains the green technology behind the innovative and energy efficient regenerative braking system.

Posters On Parade
For a limited period, until 3rd September, there will be a display of 20 posters that promote destinations along the extended East London Line. From cutting-edge designs to nostalgic views of London, these posters explore the relationship between transport and local identity. The collection of posters is available to purchase from the Museum Shop.

Cycling in London
5th July to 22nd August 2010

Forthcoming Exhibitions

Overground Uncovered
29th May 2010 to 31st March 2011
"Overground Uncovered: life along the line" celebrates the new London Overground line - London’s first major public transport development for over ten years. The exhibition explores over 160 years of history and innovation behind the building of the new line and Brunel’s Thames Tunnel, and provides a snapshot of cultural highlights along the way.

The exhibition is presented in three galleries: Connecting Communities, The Thames Tunnel and A new train set for London.

Connecting Communities
The new line runs along some of the oldest and most fascinating areas of London. Using photographs and posters from the Museum’s collection, and objects from the past, this gallery highlights local curiosities, and juxtaposes the old with the new, to give a lively introduction to the history and attractions of the areas along the line.

The Thames Tunnel
This gallery tells the epic story of the building of the Thames Tunnel between 1825 and 1843, by the famous 19th century engineer Marc Brunel and his son Isambard Kingdom Brunel, along with its subsequent, but short-lived, life as a major tourist attraction.

A new train set for London
The science behind the new technology of the London Overground is made simple with time-lapse video footage showing the construction of the new trains. John Sturrock’s striking photography documents the development of the line, with time-lapse photography showing the construction of the new bridge at Shoreditch. Sitting alongside a graphic representation of the orbital railway, the Top Trumps exhibit compares the features of the new trains with the old steam locomotives of the 1870s. The Regeneration Game explains the green technology behind the innovative and energy efficient regenerative braking system.

Posters On Parade
For a limited period, until 3rd September, there will be a display of 20 posters that promote destinations along the extended East London Line. From cutting-edge designs to nostalgic views of London, these posters explore the relationship between transport and local identity. The collection of posters is available to purchase from the Museum Shop.

Cycling in London
5th July to 22nd August 2010
This is a stunning exhibition of the best of the illustration competition 2010, in association with the Association of Illustrators.

However you are, and wherever you look, a revolution is taking place. Cycling is quickly becoming a part of the fabric of everyday life in London. During summer 2010, Transport for London will join the revolution with the launch of its Cycle Superhighways and Cycle Hire Schemes. In conjunction with these programmes, London Transport Museum and the Association of Illustrators (AOI) are hosting an illustration competition and exhibition on cycling. The top 50 entries will be featured in an exhibition at the London Transport Museum from 5th July to 22nd August.

Supported by

Remembering the Blitz
Until 22nd August 2010
To commemorate the 70th anniversary of the beginning of the London Blitz, London Transport Museum is working with museums in Dresden and Coventry to bring a unique approach to commemorating the aerial bombardment in the three cities. Remembering the Blitz will focus on the role of public transport in helping to create a sense of normality for the three cities during the Second World War. In particular, the exhibition will seek to explore the areas of commonality, as well as difference, to convey the shared experience of people from all walks of life - irrespective of nationality.

The exhibition will explore some of the myths and reality of the wartime experience and review the changing nature of popular memory in relation the Blitz attacks in England and the Firestorm in Dresden. A series of unique displays will show how each city prepared for war and the contrasting role of their transport systems; in London and Coventry, public transport evacuated children and others out of the city, whilst in Dresden the city itself was regarded as a shelter with transport bringing refugees into the centre.

Visitors will be encouraged to consider the effect of the bombing campaigns and reflect on the part played by transport in keeping the cities moving and in bolstering public morale in the face of attack.

All details correct at early June 2010. For further details, and additional events, including public talks, please visit the Museum website.

Elsewhere in London

Darren Tossell introduces a new, regular feature in which he describes some forthcoming London cultural events which may be of interest to Friends.

The British Library presents Magnificent Maps: Power, Propaganda and Art:
Maps can be works of art, propaganda pieces, expressions of local pride, tools of indoctrination. Magnificent Maps brings together 80 of the largest, most impressive and beautiful maps ever made, from 200 AD to the present day.


The Regent’s Park Wildlife Garden:
Looking for a little peace and quiet in our busy metropolis? This oasis of colour and wildlife is a joy to visit at any time of the year. Volunteers have been bringing people closer to wildlife in their local green spaces.

As part of the project, they have created a demonstration wildlife-friendly garden in London’s most beautiful park. Open daily until dusk. Admission free. http://wildlifegarden.blogspot.com/ Nearest tube: Regent’s Park.

The Petti Museum of Egyptian Archaeology at the University College London
One of London’s hidden gems, the Petrie Museum houses an estimated 80,000 objects, making it one of the greatest collections of Egyptian and Sudanese archaeology in the world. It illustrates life in the Nile Valley from prehistory through the time of the pharaohs, the Ptolemaic, Roman and Coptic periods to the Islamic period.

The collection is full of ‘firsts’: one of the earliest pieces of linen from Egypt (about 5000 BC) and two lions from the temple of Min at Koptos, from the first group of monumental sculpture (about 3000 BC).

Open Tuesday to Saturday 1300 - 1700 Admission free. http://www.petrie.ucl.ac.uk Nearest tube: Goodge St or Euston Square.

Friends Win Awards

In the accompanying photo are (from left to right): Bradley, Dave and David, proudly displaying their certificates. Congratulations to them all.

Copy Date:
The closing copy date for the October 2010 newsletter is Friday 27th August 2010.
Recent Events

We present a photographic round-up of some recent events. The photos are by Barry LeJeune, except where otherwise credited.

Firstly [top, next page], another picture from the Rickmansworth Festival operation on Sunday 16th May. Graham Smith captured the two prototype Routemasters together at Rickmansworth station.

On Sunday 11th April, the Cobham Bus Museum held its annual Spring Gathering at Cobham and Wisley. The event may be the last at those joint locations, as the London Bus Preservation Trust hopes to have moved to its new museum site at Brooklands in time for April 2011. This is dependant on the successful outcome of a planning application to redevelopment the Cobham site and on the timely completion of building work at Brooklands.

The 2010 event celebrated the 80th Anniversary of Green Line, with a display of Green line vehicles. T 504, dating from 1938, is seen here (page 5, bottom right) with vehicles from later times in the background. An unusual attraction at Wisley was the operation of the “Andrews Star” horse bus, dating from 1898 (page 5, bottom left). The LBPT also announced the successful conclusion of the fundraising appeal to keep restored RT1 in the UK, at Cobham/ Brooklands.

During the Easter holidays, the National Railway Museum brought its replica of “Rocket” to London to operate on a short section of track in Hyde Park, close to the Science Museum. (Photo far right.)

The Pump House Steam and Transport Museum celebrated 100 years of the B-type bus at an exhibition and Open Day on Sunday 25th May - one of the hottest days of the year (reports Nick Agnew). The Museum has made much of the the famous AEC Company and its origins in the factory at Walthamstow. Although production subsequently moved to Southall and Walthamstow gave way to other uses, in its hey-day approximately 900 B-type buses were produced, by the end of the Great War at the rate of 50 per week. Although it was not possible to transport one of the surviving buses to the site, the exhibition was accompanied by a scale model of a B-type bus. (Photo top right by Nick Agnew.) Visitors were able to examine part of the old works site from - appropriately - an AEC double-decker, albeit with a covered top and of more recent origin! A creditable marking of the Centenary of this famous bus also provided the opportunity to ride on a replica of the ‘Enterprise’ steam coach, which was constructed in 1833 at Stratford in East London. A truly fascinating vehicle, as can be seen from the photograph above (also by Nick Agnew).

On 1st February 2011, Robert Hulse will give a talk on the Thames Tunnel at the London Transport Museum. Further details nearer the time.

The closure of the East London Line for engineering works offered the unforgettable opportunity of walking the Thames Tunnel, writes Brunel Museum Director, Robert Hulse. Before the East London Railway opened (ahead of time and within budget), and before the trains returned, The Brunel Museum was pleased to bring back the strangest of Victorian celebrations. On 12th and 13th March 2010, in partnership with Greater London Authority and Transport for London, life was breathed once more into the Thames Tunnel Fancy Fair - one of the more unusual journeys under London.

‘You are standing in the Grand Entrance Hall of the Eighth Wonder of the World. This is the entrance hall to the Thames Tunnel: the World’s First Underwater Banquet, the World’s First Underwater shopping arcade and the World’s First Underwater Fair. It is also the birthplace of the tube and Isambard Kingdom Brunel’s first project, aged 19 years, with his father Sir Marc Brunel.’

Not for 150 years have pedestrians queued in Rotherhithe to walk under the river, but in March three thousand people walked through the oldest tunnel in the oldest metro system in the world. Parties of forty people left every fifteen minutes throughout the day, and walked slowly, and in some disbelief, under the river to Wapping. The Thames Tunnel first opened in 1843 as a visitor attraction, and only later did it become a railway tunnel. In 2010, the modern visitor was able to see, at close quarters, special effects created for pedestrians not tube trains: columns, Doric capitals and even frescoes.

In Brunel’s day, visitors descended the grand staircase to enjoy sideshows and entertainment in the tunnels below. As Michael Palin put it:

‘So they built a shopping arcade under the Thames and in 1852 an underwater fair, where by the light of Boggett’s patent Prismatic Reflectors visitors could enjoy watching Mr. Green, the celebrated Bottle Pantomimic Equilibrist, or dance to music of the Montreal Minstrels in an Underwater Ballroom.’

There were sword swallowers, fire-eaters, magicians, tightrope walkers and performing horses. There were Ethiopian sateen-dancers, Indian dancers and Chinese singers, all crowded into a kind of nineteenth century ‘rave’. This is why, in March 2010, we laid on Victorian strongmen, magicians, acrobats and fairground entertainers. There were even Brunel cocktails to celebrate an imminent new addition to the London Transport system and toast a breathtaking piece of engineering by Brunel.

The Brunel Museum is lobbying to arrange more walks, but this is difficult with trains running and with the engineering and maintenance requirements of a much bigger railway. We cannot say when the next walks will be, but hope to arrange something at dead of night…

Though the underground carnival is over, we are pleased to announce the popular ‘Floodlit Train Tours’ have resumed, courtesy of London Overground; and the Grand Entrance Hall is open to visitors every month. You can still see the outline of the original staircase on the south wall…

Can you think of a better reason to party?

Accompanying photographs (left and below right) by Kois Miah and The Brunel Museum.
The Pump House Steam & Transport Museum

The Lea Valley Experience

This project is currently being developed in and around the 1885 Grade 2–listed Low Hall Pump House. The aim is to restore the building and the unique 1896 Marshall C-Class pumping engines back to their former glory. More buildings are being constructed to house displays featuring the pioneering achievements in transport and industry in the Lea Valley from the early 1800s, many of which have since been forgotten.

The museum will show how the Lea Valley area, and local people’s lives, were changed beyond recognition by the many industrial firsts that were achieved in this unique region of Britain.

For more information, visit the website: www.leavalleyexperience.co.uk
Trip to Crich

Mike Kay describes the outing to Crich, which he organised for Friends and fellow enthusiasts on Saturday 10th April.

It was 0530 in the morning when I arrived at Epsom Coaches’ garage. This was a hive of activity, as Epsom Coaches’ local bus operation, ‘Quality Line’, was just coming to life. You noticed that the first thing a bus driver gets issued with when they come on shift is a mug of tea! I noticed that some of them were spilling theirs! Now, when I was a conductor at Wood Green garage, your cup of LT canteen ‘Griffin’ tea would never spill, due to the constituency of the dust it was made with! (I’ll let this derogatory reference pass, but others speak very highly of the products of the erstwhile Croydon Food Production Centre: Editor.)

Our driver, Michael, was just putting the finishing touches to his brand new six-wheel Setra 416 HD-GT: leather seats, aircon, toilet and an ICE unit that, as well as DVD facilities, had a camera on the front of the coach - handy if you have an altercation, as you have 53 witnesses! It also shows the sat-nav on the screens. As he had a second driver for the day (Peter), Mick impressed everyone on board with his at-seat catering service.

At 0545, the first of our Friends appeared out of the mist. With little traffic on the road, we were at Embankment within half an hour and then continued on to our last pick up at South Mims Services. After a very smooth ride, we arrived at the Derbyshire village of Crich, and the Tramway, sharp at 1115. Waiting for us with a red carpet welcome were the ‘Crich Team’: Alan Barber, resplendent in his uniform as Duty Inspector for the day, Peter Bird, the Chief Engineer, and Ian Rigg, the Chief Driving Instructor.

As people alighted from the coach, they were given an open penny to pay for their tram rides. (Our younger members were given a halfpenny to pay with.) There on the track, waiting for the Friends’ group, was E1 1622, looking immaculate. Everyone quickly got on to find the interior in the same pristine condition. On board was Mike Ward, one of the first volunteers from Crich’s early years. Mike was our guide, as we made our journey through the cobbled streets, past the Red Lion public house to Town End. He told us everything about the Tramway Village and how 1622 was acquired.

When we arrived at Town End, Ian Rigg asked all those members who had been lucky enough to have won the raffle on the journey down, to come for a briefing on how to have a ‘go on the handles’. Ian then let them drive our members on the round trip through Wakebridge to Glory Mine and back. As everyone was enjoying travelling on 1622 so much, they all stayed on board for a second round trip.

This was followed by a sumptuous carvery meal in the Red Lion, with an excellent choice of meats and vegetables. After this, hardly able to move, everyone staggered rather slowly to the brand new exhibition in the Great Exhibition Hall, which coincides with the 150th anniversary of tramways in the UK and the 125th anniversary of the electric tramway. The way the trams and exhibits were laid out impressed everyone; it was totally ‘visitor friendly’, with interactive equipment and the use of lighting and music to feature the timeline of trams through the ages, from the first horse-drawn trams in the 1860s, through steam trams, to more modern electric systems up to 1960. There are also artefacts on display that have never been taken out of storage until now. The half million pound systems up to 1960. There are also artefacts on display that have never been taken out of storage until now. The half million pound project came from the Wolfson Foundation (£150,000) and Derbyshire Economic Partnership (£350,000). One of the centre exhibits was Blackpool Balloon 719 (previously 249). This was delivered as an open-topper in 1934, after being used on the English Electric stand at trade shows; resplendent from the Blackpool paint shop, it had arrived at Crich on 27th March. The two other cars that grabbed everyone’s attention were LCC No.1 and the superb 1297 - the Glasgow Cunarder, which was one of UK’s most modern trams. A tour of the running depot was included, where centre-entrance Feltham 331 was ready for service. When it was sold by LT to Sunderland, the motormen could not believe their luck; it was the only tram in the fleet that had a driver’s seat. So it was removed!

Many of the members had asked to have a look at the progress on the London United open top car 159; they were pleased to see that the lower deck was all but completed by the Crich Team and LCC TTS members. The E1 car had been allocated to us for the day, and a cheer went up when Ian Rigg asked if anyone else would like a go on the ‘handles’. 15 Friends were able to take advantage of this offer throughout the day. Members spent the afternoon riding the other trams that were operating. These were No 2, the Blackpool Toastrack; 45, the Southampton car that was acquired for the sum of £10 by the LRTL; and Car 60, the Johannesburg open balcony.

As everyone was enjoying the visit, there were two extensions to our departure time. It was not until 1715 that we eventually said farewell and thank you to our hosts for a visit that exceeded everyone’s expectations. Every working member we encountered was a great credit to the Tramway. Presentations were made on behalf of the Friends to the Crich Team, who had made our visit possible. As we started our journey back to London, and before we drifted off dreaming of descending the Kingsway Tram Subway driving 1622, more than one Friend mused: “Wouldn’t it be wonderful if at Acton we could..... zzzz”.

New Exhibition and Learning Centre at Crich

The National Tramway Museum plans to create a new Exhibition and Learning Centre in the currently disused stone workshop at Crich, which once served George Stephenson’s railway. The Heritage Lottery Fund is providing £900, 000 towards the £ 1 million cost, with the balance coming from the museum’s own resources. Building work is due to start this summer, with completion expected by Easter 2011.
DB Museum Nuremberg

In this further account of his travels, Laurie Akehurst describes the German Railway Museum in Nuremberg.

This is the main museum of the Deutsche Bahn AG, with its origins going back to 1899 when it opened as the Royal Bavarian Railway Museum. The present building, dating from 1925, also houses the Museum of Communications, which covers the history of postal and telecommunications services in Bavaria; this is also well worth visiting. The museum contains a number of locomotives and items of rolling stock, including a reproduction of the historic locomotive Adler, the royal train of King Ludwig II, and a mock up of an ICE driving car. There is a wealth of models and small exhibits, including uniforms, tickets, signalling, general equipment and many photographs. The history of German railways from their inception until the present day, including the Second World War and the subsequent partition of the country, is depicted. There is a roundhouse, remote from the site, which contains the overspill collection, which unfortunately caught fire in 2005, seriously damaging some locomotives and equipment. Facilities include a library, café, an excellent gift shop and a children’s play area. The website www.dbmuseum.de contains an English version. A short walk from the station, the museum is open Tuesday to Sunday throughout the year.

Museum Of Brands, Packaging And Advertising

Nick Agnew describes one of London’s unusual, and perhaps little-known, museums:

My first visit to the Museum, hidden in the heart of Notting Hill, proved to be extremely interesting, with over 12,000 items from the well known Robert Opie collection on display.

On entry, visitors enter a time tunnel, which is a good description both in terms of the collection, which ranges from Victorian times to the present day, and also the winding path through the Museum, which makes good use of every square foot of the Mews site. The excellent displays are sponsored by a range of well-known organisations, with the first display being entitled “Waste not, want not”, showing both packaging and posters with a strong theme of what today is called Recycling. The posters are a reminder of eras when concerns over a “Nanny State” approach to public advice was clearly not a factor, with the messages being as relevant today as the war-time period that they relate to. The text is accompanied by strong images from well known artists or cartoonists of the time, with H. E. Bateman featuring strongly in the splendid theories “Coughs and sneezes spread diseases”.

The displays are wide-ranging, including posters for “Cooks first excursions for 1862”, through displays covering the impact of war on consumers and packaging, and more recently the bright lure of goods from recent decades. One display reminds us just how long some familiar products have been in existence – Bisto (1910), although the famous Kids did not appear until 1919, Oxo (1910) and Cadburys Milk Tray (1916). Some of the products have changed or disappeared, but others are remarkably unchanged with Mars bars, Maltesers and KitKat all originating in the 1930s. Other displays remind us of subtle changes. The art deco packet of Shredded Wheat produced by the Shredded Wheat company showed a painting of their modern factory on the box. Further on in the exhibition, a 1950s’ box showed that it was now produced by Welgar, but distributed in a box similar to the original. One of the smaller items triggered one of the much-debated recollections, which is: “Has the Wagon Wheel reduced in size?” The once familiar grease-proof packet with red text (sadly empty) appeared to confirm that a size reduction had indeed occurred.

In reaching the present day, the displays feature not just the products but the production process as well. Visitors are able to reflect on what they have seen over a cup of tea, whilst watching a series of classic adverts for products that include Shell petrol, pink Camay soap and the famous Smash mashed potato.

The Museum, at 2 Colville Mews, Lonsdale Road, Notting Hill, London W11 2AR, is open Tuesdays to Sundays, except during Notting Hill carnival and on Christmas Day. All in all, an excellent Museum and one which can be recommended to anyone with an interest in the subject.

This article was originally written for the Bulletin of the TfL Industrial and Social History Group, and is reproduced here with their kind permission.

New Acquisitions

The Friends have recently funded the purchase by the Museum of a 1920s’ LCC Tramways poster, auctioned by Christies. We will have a photo of this next time. The Friends have also made purchases to enhance the Museum’s badge collection.

As visitors to Acton Depot will have noticed, the Museum has recently acquired a Country Area bus shelter from Aibling Hammer, Surrey. Initially, it has been protected to allow slow drying out of the roof and it is hoped that Friends’ volunteers may be able to assist with the replacement of timbers that have been in contact with the ground.
Laurie Akehurst has written this succinct history of the well-known London coach operation, which has undergone many changes in its 80-year history.

The advent of reliable vehicles in the mid 1920s meant that long-distance motor coach operation flourished, offering an alternative to train travel, which often proved more convenient and cheaper, even if perhaps slower. Journeys. By 1927, the first examples of London suburban coach services appeared, running to towns within thirty miles of London – a little further in certain cases. This form of travel proved popular and, by the end of 1930, some 60 or so companies had tried their luck with varying degrees of success. The “Combine” suffered a considerable loss of their longer distance bus traffic on LGOC. East Surrey and National services and Frank Pick decided that action should be taken. In late 1929, the LGOC started running from Watford, using coaches from the private hire fleet. In spring 1930, the LGOC used new luxuriously appointed T-type coaches in red livery on routes to London from Windsor, Dorking, Redhill, Reigate and Tunbridge Wells, in some cases operated by their operating agents East Surrey and Autocar. This was the start of a system, but it lacked a corporate identity. It was said to be Lord Ashfield personally who suggested Green Line Coaches. Green Line Coaches Limited was formed on 9th July 1930 and, on 17th July, the first new route from Charing Cross to Guildford started, using new T-type coaches in Green Line livery.

The Green Line network expanded and on many routes intensive competition with various independent operators was to be found. Politically inflected controls in the form of the Road Traffic Act 1930 meant that from 9th February 1931 no further routes could be introduced, by which time Green Line had some 27 routes requiring over 200 coaches. Route letters were allocated to services later in February and, by this time, a Poland Street Coach Station had been opened in the heart of Soho. Other services had been linked up to run across London, which was to become a feature of the network over many years.

From 1932, some of Green Line’s competitors sold out to the “Combine” and, with the formation of the London Passenger Transport Board on 1st July 1933, remaining competitors were compulsorily acquired. As a result of a committee of inquiry into motor coach operation in London, a revised network of routes was introduced from 4th October 1933, with many routes based on Eccleston Bridge at Victoria. London Transport rationalised the services and gradually phased out non-standard acquired vehicles. New coaches were introduced from 1936 and 1939, which meant that the fleet was now second to none, using prestigious well-appointed vehicles (6Q6, 9T9, 10T10 and TF classes).

The network was withdrawn immediately prior to the Second World War and the coaches converted to public ambulances. A limited range of routes reappeared between November 1939 and May 1940, some using STL buses; and then, in December 1940, a comprehensive system of numbered routes from 2 to 59A was introduced, which covered most, but by no means all, of the pre-war network. As a war time economy measure, all long distance motor coach services were withdrawn at the end of the summer season of 1942. Green Line services were withdrawn for the duration after 29th September and a number of the 10T10 type coaches saw service with the American Red Cross and British armed forces.

A revised network, numbered in the 700 series, was introduced between 6th February and 26th June 1946, as vehicles and staff became available. The pre-war 10T10, 6Q6 and TF types were used, together with some austerity Daimler double-deckers on the Romford services. Some 248 vehicles were needed for Monday to Friday service, compared with 328 in 1939. Green Line travel proved popular and at weekends many duplicate vehicles were employed. New RTs and RF coaches replaced all of the existing vehicles on Green Line work between 1950 and 1952. The introduction of cross country route 725 from Gravesend to Windsor in 1953, and the provision of additional routes to serve the expanding new towns, meant good times for Green Line. By 1957, when over 36 million passengers were carried, some 270 coaches were needed for service. Additional RTs and RFs converted from other duties provided the vehicles required. Green Line weathered the 1958 bus strike better than other road services and 36 million passengers were again carried in 1960; but for the remainder of the decade decline set in.

An increase in private motoring and modernisation of London’s commuter rail services had an adverse effect on Green Line travel; despite the introduction of Routemaster coaches, in the form of RMC and RCL types plus some AEC Reliances (RC), the demand for travel fell. From the winter of 1964-5, severe cuts in the form of withdrawals over sections of route and headway reductions became the standard, in a constant spiral of decline. The fleet was enhanced by the refurbishment of 175 RF coaches during 1966 and 1967. One man operation came with the introduction of cross country express routes 724 and 727 in 1966 and 1967, and was introduced on all remaining single-deck routes in two phases during the winter of 1968-9. By the end of 1969, only 204 vehicles were required for service and the number of passengers carried had fallen to 18 million.

Changes in the responsibilities of London Transport meant that from 1st January 1970 Green Line and Country Bus operations were transferred to London Country Bus Services Ltd., a subsidiary of the newly formed National Bus Company. Apart from three RCLs on commuter route 709, the Routemaster coach fleet was replaced during the first part of 1972, mostly by RP Reliance one-man operated single-deckers. Decline continued with route withdrawals, headway reductions, staff shortages and the provision of unsuitable Leyland National type vehicles. By 1976, it was clear that the 1946-based system was not meeting present day needs and the local authorities were reluctant to support an outdated network of routes.
The TF design was jointly developed by London Transport and Leyland Motors Ltd. and was the first true underfloor engine single-decker. The vehicles were the first in the LT fleet to have air-operated brakes and gears, both new developments at the time. Introduced in 1939, TF77 is now preserved in the LT Museum collection. It is seen at Crystal Palace, prior to taking part in the Historic Commercial Vehicle Society run to Brighton on 6th May 2007.

From January 1977, the company started to turn things round by the provision of leased, modern vehicles fitted out to full coach specification. Routes were revised to use new sections of motorways and enhanced A-roads, to provide a fast service from London to country destinations, rather than to provide an express bus service across Greater London. New routes served London’s airports and the traditional routes were restyled with cross-London running ceasing in 1979. The Transport Act 1980 (also Green Line’s Golden Jubilee year) removed many of the restrictions on express and excursion licensing that had dogged the industry since 1931. Green Line progressively introduced a number of services aimed at the specific needs of commuters, shoppers and day excursionists, and was now able to operate to places further afield, outside the traditional area. By operating joint services with other NBC companies, Green Line services were able to reach places such as Brighton, Cambridge, Farnham, Maidenhead, Northampton, Oxford, Reading and Southend. Green Line had participated in National Express coach operation from 1978 and also greatly expanded its private hire and contract work. New luxury coaches were regularly acquired to meet the ever-expanding work requirement and to replace older vehicles.

In May 1984, regular double-deck operation returned to Green Line with the introduction of Leyland Olympians. That year also saw Green Line offer mini-break holidays and, in 1985, the excursion-type services were renumbered into the 900 series. By August 1986, the company’s maximum daily output for coaches for all types of operation had increased from 135 in 1980 to 215. This was no mean achievement and it was to the great credit of the company’s managers and staff that, through the use of modern coaches and innovative marketing, coupled with the famous Green Line name, LCBS had become one of the leading UK coach operators.

The Government of the day planned to privatise road passenger transport and felt that LCBS was too large to be treated as a single entity. It was thus split into four operating companies, plus Gatwick transport and felt that LCBS was too large to be treated as a single entity. This year the line is host to former LT pannier tank L99 and owns two former Met Railway T-stock carriages.

For those travelling from/via central London, it is expected that departure from Charing Cross will be around 09.00, arriving back early evening. The cost of group rail travel is expected to be £8.00. Please note that we are planning to walk from Tunbridge Wells Central to Tunbridge Wells West (about 15 minutes). Also, those on the group ticket will need to travel together on the same trains, so there will not then, for example, be the opportunity to explore Tunbridge Wells after the visit.

You can if you wish make your own travel arrangements.

The cost of the visit is as follows:

- **Day on the Spa Valley Railway (incl morning coffee): £8.00**
  - (£7.00 seniors)

- **Group Rail Travel from Charing Cross:** £8.00

- **Afternoon cream tea on the train:** £3.50

If you would like to come, please apply to Richard Meads, 98 Botley Road, Chesham, Bucks HP5 1XG (Tel: 01494 77 1078; e-mail meadsrichard@tinyworld.co.uk), sending a cheque for the appropriate amount (payable to the ‘London Transport Museum Friends’). Please indicate whether you wish to join the visit at Charing Cross, or to meet up with the group at Tunbridge Wells West.

Please also give a contact phone number, address and e-mail details, if available, and enclose a stamped addressed envelope.

Applications should be sent to arrive no later than **Friday 13th August**.
More Interesting Vehicles

In the April 2010 issue of Friends’ News, we left David Wadley working for London Transport at Chiswick Works. David continued the story of his career with “very interesting vehicles” at the Friends’ meeting on 26th April. Here’s another chapter, dealing with David’s time in the London Fire Brigade. There will be more in a later issue.

Between 1960 and 1962, I was the Technical Assistant to the London Fire Brigade Engineer, a mellow man who was happy for me to take on a huge load of work. He had a firm belief that we had not been put on earth to drink water and that it should only be used to wash people and vehicles, put out fires and make beer. He later became a brewery Transport Director.

The Brigade was then part of the London County Council’s organisation covering the area of the then Metropolitan Boroughs, all in the days before the Greater London Council, when it became even bigger. It was a military style organisation. Most of those I dealt with were in uniform, though I was a civilian at the workshops attached to the Lambeth Headquarters. I always wished that the London organisation would grade me as a Station Officer, as did some other Brigades. That would have meant that I too could wear a uniform! At my interview, there were searching questions about maritime matters and, although I had had a grandfather who was a Marine Chief Engineer, I was strictly a road vehicles man. “Where would I go for advice” – where, where, where? Then it dawned on me; and I chanced it and said “Lloyds Register” and got the job.

Much of the work was on the fireboats – two wooden-hulled petrol-engined Auxiliary Fire Boats and the steel-hulled Massey Shaw from 1936. She had two big Gleniffer Diesels, each of 160hp. She had made three crossings to Dunkirk, ferried 500 out to larger craft and made three return crossings saving 160. There is a marvellous photo of her returning up river after her last trip – tin-hatted fireman on her deck jubilantly waving rifles aloft. In those dark days, the Brigade Headquarters was guarded by armed firemen.

Just before I got to Lambeth, the Massey had had an argument with the Victoria Embankment, in which the Embankment came off best. I was sent down to Cunis’s yard at Woolwich, to survey the repairs. Quite an ordeal in my first week, but they and I must have got it right for she was afloat for many years after. She had a complicated system of plumbing for the two fire pumps, which could deliver 3000 gallons per minute. One day, someone opened the wrong valve, causing one of the Glenifiers to run backwards, drawing river water up the water-cooled exhaust and causing extensive internal grief. It happened over Christmas, but it was well into the New Year before anyone at Glenifiers was able to answer the phone; after all, they were in Glasgow!

One morning, I made my usual visit to the Lambeth river station pontoon to find the fitters and fireman convulsed with laughter – they had saved the AFB from sinking by a whisker. A piece of timber floating in the river had punctured her hull, spragging between the boat and the pontoon, and they got the portable pump to work just in time. She was still low in the water and making a curious grinding sound as her hull rubbed on a century’s worth of beer bottles on the river bed. Another time, we were on a fast up-river jaunt when she momentarily went aground. “David, check the bilges” – I did, and lifted a deck plate behind one of the engines and was rewarded by a huge jet of water in my face. Momentary panic – abandon ship! But then reason kicked in and I saw that a propshaft coupling was just dipping into a very small quantity of water in the bilges.

For me, quite the scariest moment that I actually encountered (I had categorically refused to go up the 100 foot Turntable Ladder!) was during the sea trials of the then new fireboat “Firebrace”, built by Saunders- Roe in Beaumaris, Anglesey. Out in a choppy Liverpool Bay, which I mentally compared with Cape Horn, there was a loud bang and a hydraulic connection on the deck blew out spraying oil everywhere, washed about by the sea coming over the bows. Then there was an even louder bang from below and one of the big Dorman 6Q 19.6-litre propulsion engines stopped suddenly. She had two of these, over 230 bhp each and another pair further forward for the pumps. Normally, such engines were installed horizontally, driving generators or the like. Here the propulsion engines were inclined to suit the tail shaft angle and it transpired that some of the tappets had run dry and seized, straved of oil. A simple modification would later put this right, but it was scary at the time.

It was very odd that, frequently on hot summer mornings, I would get a call from the river Station Officer – “I did, and lifted a deck plate behind one of the engines and was rewarded by a huge jet of water in my face. Momentary panic – abandon ship! But then reason kicked in and I saw that a propshaft coupling was just dipping into a very small quantity of water in the bilges.
Back on land, I had my Brigade Driving Test, conducted by no less than the Head of the Motor Station, Station Officer “Chalky White”. The test was on a Dennis F8 – a lightweight job with a Rolls B60 petrol engine. “Just tickle her in first, quickly change to second and floor the pedal!” – WOW, what fun! From Lambeth to Streatham, up and down past the shops, Chalky looking at all the ladies as we passed. Finally, “Pull up over there, Driver” and out he got to embrace one of the ladies and then got back in and away we went. Slowing round Clapham Common – “Next on the left driver and last house on the left. Down you get and come in” – there was the lady from Streatham, who had been intercepted to buy extra cakes. I took it that I had passed the test which, after the Chiswick one, was not difficult.

Many of the fire appliances were on Maudslay- assembled AEC Regent 3 chassis, though none had preselector gearboxes. Perhaps they were akin to a single-decked RLH, not that there was ever such a curious vehicle! One other thing that was very different was that, unlike an RT where there was perhaps less than two feet of metal in front of the driver, when driving a Regent-based Turntable Ladder, you had to remember that there was about six feet of ladder out in front and, if you were tall, not all of this was visible from the driver’s seat. Not wise to bring your radiator up close to a double-decker bus in front!

Of course, there were other tests, like when being introduced to the Foreman Carpenter on the first morning. There on the floor of his shop lay a hook ladder, a light-weight job that in those far-off days a Fireman would have used to climb up the outside of a building. He nodded at it, gesturing for me to pick it up. Not at all easy unless you had read your “Manual of Firemanship”. I had, it was easy and I passed his test. The ladders were made at Lambeth, largely from ash that the Foreman had selected years ahead. They were braced by tensioned piano wire and the fittings for the safety connection to the Fireman’s belt were x-rayed before assembly.

Then there were problems with vehicles in service – Dennis F101s with Rolls C6 180 hp Diesels. Drivers were supposed to start in 1st gear, but there was so much torque, many started in 3rd. This did the surface of the flywheel a power of no good. I asked the Rolls Rep. about the availability of replacement rubbing plates to fit to a skinned flywheel. “Oh no, WE don’t have them, OUR engines don’t need them.” They did, and the next time he came I showed him one of his flywheels fitted with an AEC rubbing plate.

Just one of the forty or so 101s experienced periodic front wheel wobble. We could never find out why, but a visit to Michelin’s in the Fulham Road for re-balancing would effect a temporary cure. Of course, it all had to be tried out – 50 mph plus was needed. The Prince of Wales Drive in Battersea was then one option, but Blackheath was safer. If you “lost it” you could go onto the grass.

The Unions were there, but not very active. The shop steward had Blackheath was safer. If you “lost it” you could go onto the grass.

The Unions were there, but not very active. The shop steward had

\[37x128]\text{... ways than one.}\]

\[37x137]\text{two ropes.}\]

\[37x156]\text{evening, he would have realised where I had got the idea of the ropes, so as to stop it twisting and spinning.” He went away very impressed; had he read the “Colditz Story”, like I had the previous evening, he would have realised where I had got the idea of the two ropes.}\]

\[37x175]\text{manage with the lesser skills then at my disposal.}\]

\[37x185]\text{and it would not be the same anywhere else, when I would have to}\n
\[37x204]\text{battery shop, carpenters’ shop, machine shop, even a shop in not one but two blacksmiths – craftsmen everywhere. Not quite Chiswick, but with skills that even they did not have. It “spoil me” and it would not be the same anywhere else, when I would have to manage with the lesser skills then at my disposal.}\]

\[37x242]\text{What a marvellous place it was, fuel pump, shop, hose room, battery shop, carpenters’ shop, machine shop, even a shop in not one but two blacksmiths – craftsmen everywhere. Not quite Chiswick, but with skills that even they did not have. It “spoil me” and it would not be the same anywhere else, when I would have to manage with the lesser skills then at my disposal.}\]

\[37x280]\text{vehicle Mr Wadley”. “Perhaps not, but at least I CAN get under it.”}\]

\[37x289]\text{The Unions were there, but not very active. The shop steward had}\n
\[37x318]\text{The Prince of Wales Drive in Battersea was then one option, but}\n
\[37x327]\text{Of course, it all had to be tried out – 50 mph plus was needed; the surface of the flywheel a power of no good. I asked the Rolls Rep. about the availability of replacement rubbing plates to fit to a skinned flywheel. “Oh no, WE don’t have them, OUR engines don’t need them.” They did, and the next time he came I showed him one of his flywheels fitted with an AEC rubbing plate.}\]

\[37x337]\text{the Unions were there, but not very active. The shop steward had}\n
\[37x356]\text{Just one of the forty or so 101s experienced periodic front wheel wobble. We could never find out why, but a visit to Michelin’s in the Fulham Road for re-balancing would effect a temporary cure. Of course, it all had to be tried out – 50 mph plus was needed; the surface of the flywheel a power of no good. I asked the Rolls Rep. about the availability of replacement rubbing plates to fit to a skinned flywheel. “Oh no, WE don’t have them, OUR engines don’t need them.” They did, and the next time he came I showed him one of his flywheels fitted with an AEC rubbing plate.}\]

\[37x365]\text{Just one of the forty or so 101s experienced periodic front wheel wobble. We could never find out why, but a visit to Michelin’s in the Fulham Road for re-balancing would effect a temporary cure. Of course, it all had to be tried out – 50 mph plus was needed; the surface of the flywheel a power of no good. I asked the Rolls Rep. about the availability of replacement rubbing plates to fit to a skinned flywheel. “Oh no, WE don’t have them, OUR engines don’t need them.” They did, and the next time he came I showed him one of his flywheels fitted with an AEC rubbing plate.}\]

\[37x384]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x395]\text{The Unions were there, but not very active. The shop steward had}\n
\[37x403]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x413]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x422]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x451]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x463]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x495]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x514]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x535]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x556]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x576]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x596]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x615]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x634]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x643]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x653]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x668]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x678]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x687]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x697]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x716]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x735]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x744]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x773]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x782]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x816]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x825]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]

\[37x835]\text{them one option, but Blackheath was safer. If you “lost it” you could go onto the grass.}\]
From The Membership Secretary

Could I please remind Friends of their access arrangements to the Museum.

Friends entering the Museum must join the entry queue, so that their entitlement to free entry can be checked and their admission logged on the Museum recording system for safety reasons. Some members have been trying to walk straight in, saying they have Friends' Membership. That is not the way to do it!

Many thanks for your co-operation.

Pat Tilly

Membership Benefits

As well as Friends' free entry to the Museum, and discounts in the Museum Shop and “Upper Deck” Café, the following other venues offer entry concessions to Friends:

- Mid Hants Railway
- Kent & East Sussex Railway
- Buckinghamshire Railway Centre
- Bluebell Railway
- Museum of London (Special Exhibitions)
- Museum in Docklands
- Brunel Engine House, Rotherhithe

Most venues offer “two for the price of one” deals, except on special events days.

At the Bluebell Railway there is a single concessionary rate.

These concessions are available to all individual Friends on presentation of their membership cards. It may help to bring a copy of this news item with you.

Brighton LT Success

The Museum's entry in the Historic Commercial Vehicle Society’s Brighton Run achieved remarkable success.

The Museum’s entry into the 2010 HCVS London to Brighton Run on 2nd May was AEC Renown LT 165.

Laurie Akehurst reports that, despite the poor weather, the event proved to be a grand day out! Indeed it was, as the bus came back with three trophies:

- Class L Double Deck Buses - The Modern Transport Trophy
- The Best-badged AEC in the Run - The AEC Trophy
- The Best Vehicle built between 1920 and 1930 - The Tate & Lyle Vintage Commercial Vehicle Challenge Trophy.

LT 165 fits into the last category because it was built late in 1930, but did not enter service until early 1931. The bus had to await Metropolitan Police approval of the fitting of the driver’s windscreen before it could enter service.

Laurie Akehurst (who took the accompanying pictures) adds that, in preparation for the Run, Senior Curator Bob Bird put in a lot of work on points of fine detail, such as adverts, notices, fare chart etc.. Malcom Bowers and Jack Warner did the driving, and Laurie himself was conductor.
Friends Party

On the evening of 17th May, the Museum kindly arranged a reception at Covent Garden, as a “thank you” for the collective efforts of the volunteers. Some 100 Friends attended, along with Museum staff.

After an initial welcome drink, Sam Mullins opened the formalities of the evening. Sam paid tribute to the contribution made by Graham Page, whose death had been announced earlier. (For a full tribute to Graham, please see page 14: Editor.) All present then stood in a minute’s silence, in Graham’s memory.

Sam then went on to thank all the volunteers for what they contributed to the Museum. In 2009, 9184 hours of recorded time were volunteered (equivalent to five members of staff - but that is an understatement of their value, as the volunteers bring a considerable diversity of talent, which five staff could never match!). That diversity of effort covered Depot working parties, Depot open days, curatorial support, the Museum library, Friends’ membership, oral history and much more besides. Friends’ Chairman, Barry LeJeune, then added a few words. Barry paid tribute to Joanne Howe, the Museum’s Volunteers’ Co-ordinator, who had decided, for personal reasons, to step down from that post. Barry read a letter from Joanne, that is reproduced on page 11.

Barry then presented long-service certificates to those Friends’ volunteers who had reached ten- and twenty-year milestones since certificates were last presented in 2005. (Brian Staines is seen receiving his certificate in one of the accompanying photos.) Barry commented that record-keeping was not perfect, and asked anyone who might have been overlooked to make that omission known to Antoinette Clements, who had taken over from Joanne. Antoinette was warmly welcomed in that role.

After a further, final “thank you” all round, Friends were then free to enjoy the hospitality and conversation over further refreshment.

A full list of the volunteers’ long-service awards appears alongside.

Awards

10-year Long Service Certificates to:
- Tony Brereton
- Mike Crosby
- Vic Dean
- Bob Dinsmore
- Ray Dunkley
- Mike Kay
- Martin Kingsnorth
- John Marshall
- Richard Moules
- Cliff Potter
- Tony Read
- Ken Richards
- Judith Roberts
- Ray Spearpoint
- Robert Stephens
- Fred Vincent
- John Walker
- David Wadley

20-year Long Service Certificates to:
- Nick Agnew
- Derek Fisk
- Simon Gouillard
- Ken Healey
- Barry LeJeune
- Gordon Mackley
- Colin May
- David Ruddom
- Brian Staines
- Peter Trotter
Graham Page

Graham Page, a distinguished Friend and colleague to many, died suddenly on 12th May at the age of 73. Graham had been actively associated with the Museum and Friends for over 20 years. As reported in the April Friends’ News, he had recently decided to step down from some of those roles, including Operations Committee membership, but was looking forward to a continuing involvement with other aspects of his volunteer work, especially cataloguing the Museum’s ticket collection. David Bownes, Head Curator, pays this tribute.

From a collections perspective, Graham was regarded as a full time member of the curatorial department, rather than a volunteer Friend. His outstanding knowledge, especially on tickets and his beloved Metropolitan Railway, has hugely benefited our understanding of the collection. Curators would regularly call on Graham to answer some arcane enquiry, and his advice was always enthusiastically (and accurately) given. Yet he was not some blinkered pedant, unable to see the bigger picture, or obsessed with trains and buses for their own sake. Graham rejoiced in the broader social history of public transport and instinctively understood, and welcomed, the new direction the London Transport Museum has taken over the last five-to-ten years.

Above all other considerations, including his many talents and areas of expertise, I would pay tribute to his lovely personality and generosity of spirit. He was an ‘old world’ gentleman, kind and considerate to all he spoke with. Graham always made time for established colleagues and new people alike.

Until March this year, Graham had been in charge of purchasing collections items on behalf of the Friends. Graham excelled in this role, attending antiques fairs and using his network of contacts to acquire choice items for the collection. He always had a superb eye for display value and historic significance, and would not buy something simply to fill a gap or complete a series. A week before his death, Graham and I were celebrating his most recent acquisition: a 1950s DC Homes brochure, which was a typically smart addition to the collection, and which had involved some sophisticated negotiation on Graham’s part. During the Covent Garden Project and afterwards, Graham was a terrific ally in persuading the Friends to part with often quite large sums of money for artefacts that would otherwise have been rather challenging for them to agree to (expensive posters, for example).

Graham’s generosity can also be illustrated by the incredible number of high quality items he donated to the Museum from his own collection – 6,137 in total, including over 5,000 tickets, a superb postcard collection, as well as maps, uniforms, signs, and operational equipment. During his long period as a volunteer, Graham created over 14,500 IMS records, and modified a further 11,000 – more than many curators have achieved!

For a potted biography, written by Graham himself and including his favourite Museum items, see http://www.ltmcollection.org/museum/about/favobjects.html?IXperson=02 . The fact that Graham contributed to this online resource is typical of his commitment to sharing information about the collection and embracing new technology.

We send our sincere condolences to Graham’s widow, Janine, his sons, Martin and David, and other members of Graham’s family.

Over 100 people attended Graham’s Memorial Service on 25th May, at St. Mary Magdelene Church, Latimer, which had played a large part in Graham’s life and where he was a churchwarden. As well as a strong contingent from the Museum and Friends, there were also representatives from other organisations with which Graham was associated, including the Transport Ticket Society (of which Graham was a Past Chairman), the Omnibus Society and the local Dial-a-Ride (for which Graham was a volunteer driver).

John Hawkins, a life-time friend of Graham’s and fellow transport enthusiast, recalled their trips as schoolboys to see the London trams and to pursue other transport-related interests. John also recalled the pleasure Graham had taken in driving friends and family on a London sightseeing tour, to celebrate his 60th birthday.

Laurie Akehurst recalled Graham’s distinguished career with London Transport. Graham started as an apprentice at Acton Underground Works. Passionate then about tickets, and never one to miss an opportunity, Graham made his way, on Day 2 of his apprenticeship, across the divide into the adjacent Chiswick Bus Works, to befriend the manager of the bus ticket ordering section. On completion of his apprenticeship in 1958, Graham won the “Apprentice of the Year” award. Graham was appointed Depot Engineer at Cockfosters in 1965; after other positions, he crossed the watershed (in career terms this time) to become Training and Development Manager for London Buses. In that position, Graham took great interest in the subsequent careers of those whose training he supervised. One such management trainee was Peter Hendy, now TfL’s Transport Commissioner. Graham worked for London Transport International on consultancy in Mexico. After taking early retirement in 1993, Graham continued to drive buses professionally on the C1 route and on the Round London Sightseeing Tour, as well as voluntarily for the Museum, where RM1 was Graham’s favourite vehicle.

There were also endearing tributes at the Service from Graham’s grandchildren, Alix and Sam.

Transport between Chorleywood station and the church was provided by two appropriate vehicles, one of which, T792, is pictured here. (The other was an RF.) The second photo shows Graham in the cab of RM1. Photos by Roger Torode and Laurie Akehurst.
Annual Members’ Meeting

The Friends’ Annual Members’ Meeting on 26th April 2010 proceeded in a business-like fashion, with the agenda items dispatched with no untoward comment or debate. The formalities were followed by the final part of David Wadley’s talk on his life-time association with “very interesting vehicles”. David’s talk is reported on pages 10 and 11.

At the meeting, incoming Chairman, Barry LeJeune, presented his out-going predecessor, Ian Arthurton, with a framed photograph of “Sarah Siddons” as a token of appreciation for Ian’s seven year spell as Chairman of the Friends.

It has since been announced that Ian is taking over from Brian Staines as Chairman of the Trustees of the London Transport Museum Friends (Brian will remain a Trustee.) Ian will also remain a member of the Museum Board.

Letters

Oral History

David Tookey’s article on transcribing the oral history archives (Friends News, January 2010) was very interesting, but where can one read the transcripts? The Museum’s web site is strangely silent on this aspect. Are any of the transcripts available on-line? If so, where? They deserve a wider audience!

Perhaps someone from the Museum could enlighten?

Richard Delahoy - Southend-on-Sea

Jane Findlay, the Museum’s Community Curator, replies:

Where access has been granted by the interviewee, transcripts are available through the Museum library. Transcripts are often used by researchers looking for keywords or choice quotes. Our intention is to put the transcripts on-line on the Museum’s website, along with oral history recordings, but at the moment, sadly, we do not have the capacity in the digital resources team to do so.

The Beck Map

May I comment on Graham Thompson’s letter in the April 2010 issue of Friends’ News?

Mr Beck’s Underground Map does not cover the history very well, because it does not explain that the diagrammatic map had been evolving for thirty years or more before Harry Beck applied its principles to the Underground. The principal users, over those years, were the London Underground companies, by placing diagrammatic route diagrams in their trains. The Board of the new LPTB in 1933 must have been fully aware of this, and familiar with the essential characteristics of such maps. Not only that, but from 1929 the LNER had been using diagrammatic system maps in its suburban trains from King’s cross, Moorgate, Liverpool Street and Fenchurch Street. While the appearance of the LNER’s maps was welcomed by The Railway Gazette in 1929, the first Beck map in 1933 was not. Maybe the magazine shared with the LPTB a thought that, although the diagrammatic map could be of value, its application to large systems was not guaranteed of success. None of this is mentioned in Garland’s book on Hairy Beck.

Without the wishing to demean Beck’s achievement in creating the first application of these principles to the Underground system, it was, in effect, a compilation of the earlier route diagrams, overlaid and re-scaled to ensure that the junctions and interchanges were aligned. Much of the work in Beck’s map had already been done by the unknown artists who prepared the route diagrams many years earlier.

Andrew Dow - York

Author, Telling the Passenger Where to Get Off

Oral History


Bangkok Logo

Can I use your columns to ask readers for information on the following?

Forty years ago, when I visited a quite primitive Bangkok, the buses carried what seemed to be an amended London Transport logo, something on the lines of two overlapping diamonds linked by a central horizontal bar.

I was later told that, after the Second World War, LT staff had advised Bangkok on how to set up a route network.

Is this true? And, if so, what was LT’s participation?

Stewart Alderman - Watford

AMR Report

Adrian Allum sends this report on recent developments on the Acton Miniature Railway:

Our team of volunteers has been involved with a couple of activities. On the AMR itself, we have completed the track extension to the hedge (which will one day make way for another extension, leading to a new station); and, more recently, laid some more track at the siding area, enabling us to have more items on display at Open Weekends, especially items not actually in service! At the end of April, however, the volunteers took the 1938 Tube Stock model, along with some portable track, to the Gala Weekend at the Spa Valley Railway. The event was especially ‘geared’ towards the enthusiasts rather than the families, so patronage was very low! Nevertheless, we were able to promote an interest in the AMR and, of course, the Museums at Acton and Covent Garden.

Looking ahead a little, we are (at the time of writing) awaiting delivery of our new room, which will also have a small relay cabinet for the signalling. This is especially important as signal cables at Depot Approach have been damaged; it is questionable whether this is caused by hungry animals or selfish people. The whole station area will be re-wired soon after, with cables completely buried, and metal signal posts cemented into place. (The signal heads will be detachable for safety!) We are looking at having an AMR Volunteers’ BBQ, complete with operation of the railway (instead of a work-party), later in the summer, and will then prepare for the Open Weekend in October.

Finally, the “Acton Miniature Railway (Restoration) Team” (don’t know where they got the “Restoration” bit from) was nominated for an award in the “Best Team Contribution” at the “London Volunteers in Museums Awards 2010” recently. We were not the winners, but we were runners up; and we have a certificate to this effect, which will be framed for display in our new Mess Room. The nomination is in recognition of all of the volunteers’ efforts at the AMR, and it is thanks to them that we got a certificate. They are a great team, whose efforts are appreciated, and who will warmly welcome new recruits.

More on the awards on page 2: Editor.

Welcome

We are grateful to Guy Marriott, Dennis Andrews and Nik Oakley, who kindly offered their services to the Friends in administration and marketing, in response it the request in the April 2010 newsletter. We will have more on their roles in the October issue.
What, Where, When?

Peter Webber was one of a number of Friends to identify correctly the location of the puzzle picture in the April 2010 issue of the newsletter. Peter writes:

“The short answer to the picture quiz is ex-Metropolitan Railway 4-4-0T No 37, about to leave the West Somerset Mineral Railway’s Watchet passenger station, with a public excursion on 4th July 1907 to celebrate the line’s re-opening. The passengers included the local great and good and the town band; and, according to the accounts at the time, they will have been a bit wet and bedraggled, having just been bombarded by a violent hailstorm, which I don’t think had actually been planned as part of the event!

“No 37 had been delivered on 30th June via a temporary connection from the GWR’s Minehead branch, laid in near Rentsford, where the two lines are particularly close. I believe that No 37 arrived there “dead” at the rear of the GW engineer’s train and was then allowed to run down (I suspect by gravity) onto the WSMR line. This point was close to the part of the WSMR used at one stage for trials of an automatic train-stop device. I also believe that No 37 was steamed on 3rd July and given an outing, prior to the excursion along the WSMR the following day.

“I went to the site of the WSMR Watchet station last summer, having walked along the trackbed from Washford, a very pleasant stroll, largely adjacent to the West Somerset Railway and easily combined with a trip on that. The station is on private land (please note!) but the site and some buildings are clearly identifiable.”

Peter wins the book prize, kindly donated, as usual, by Ian Allan Publishing.

And so to this time’s picture. Where is this sculpture to be found, and of what larger work is it part? Your entries, please, by email or post to the Editor’s home address, by the copy date for the October 2010 issue.

Shop News

The first half of 2010 continues to be sparse for interesting, enthusiast-based new books and a quiet time for interesting new London’s transport books. The same, alas, is true for models.

Books

The second major book from Capital Transport this year is the third in the new colour album series: The Colours of the South Downs (Glyn Kraemer-Johnson), priced at £19.95. The book covers the fleets of the perennially popular Southdown, as well as Brighton Hove & District and Brighton, Eastbourne and Portsmouth Corporations. As usual, the book has been produced to an impeccable standard. Other titles that spring to mind that would really suit the formula are: Merseyside, South Yorkshire, West Yorkshire, Tyne & Wear and Glasgow. I would buy all these; would you? If so, let’s lobby Capital!

Another new book from Capital of some interest is The Bluebell Railway (Michael Welch, £16.95), chronicling in full colour the history of the Bluebell Railway, arguably the most successful preserved railway in the Country.

Ian Allan have produced a few books of interest, although again, none specifically for the London market. Brighton is again topical, with the publication of Bygone Brighton (Glyn Kraemer-Johnson and John Bishop, £14.99), a colourful look at all of Brighton’s various transport modes between the 1950s and 1970s. A good book, but it would be rather better if it were to Capital’s production values.

Wallace Arnold Days (Roger Davies and Stephen Barber £16.99) is another new, largely colour, album. Although Leeds based, the company’s vehicles were to be seen frequently in London, which for a long time was the starting point for some of its extended tours.

The ‘Withered Arm’ of the Southern Railway/Region keeps publishers busy, and another offering from Ian Allan’s OPC arm is An Illustrated History of the Atlantic Coast Express (John Scott-Morgan, £19.99). John is a noted author and it is good to see another title from him. Again, it must be said, a great book, but the production would be so much better if the contents had been designed to contemporary standards and the pictures carefully reproduced.

Also from OPC is the 12th edition of that evergreen classic: Rail Atlas of Great Britain and Ireland. Assuming the contents are faultless, this is a ‘must have’ book for the general and railway enthusiast. Edited by S.K. Baker and retailing at £14.99, it includes the re-opened London Overground.

Models

The latest news from EFE is that we expect the long-awaited special LTM DM and DMS models in July, and these will be posted to our customers as quickly as possible. These should be followed by the Bristol RELH coaches in Red & White and United liveries. No dates have been allocated to these models yet.

We will shortly contact our Standing Order customers with finally agreed news of the special models’ programme for 2010. This year’s programme is very limited, as we recognise that many of the models offered to customers over two years ago have not yet materialised; we are keen to avoid creating further problems by adding new commissions without a reasonably clear general timetable of availability.

EFE have also announced revised Alexander Y-type castings, to include the bus version in old and new guises and the Bristol version with a distinctive chrome radiator grille. All variants should be launched in the early months of 2011.

There is no news of substance from any other model manufacturer.

Moquette

Finally, following the resoundingly successful launch of the Routemaster moquette in Autumn 2009, we are launching the RT/RF moquette in Autumn this year. It will be available on made-to-order furniture, as well as in our accessories range. Anyone for an RT moquette doorstop?

Michael Walton

We should also mention two recent books written by Friends. “On The Slow Train”, by Michael Williams, describes in a very readable style twelve railway journeys across Britain. (It is published by Preface at £14.99.) “Tramway Art”, by the former Museum Curator, Jonathan Riddell (Capital, £25), describes and illustrates the poster output of London County Council Tramways until their absorption into London Transport in 1933.