

london transport museum friends **news**

Issue No. 111 - October 2012



In This Issue: London Tram 60 and Much Much More

Editorial

I am grateful to a number of members who kindly took the trouble to express appreciation for the 24-page July edition of *Friends News*. So we are delivering another bumper issue this time. It contains the usual mix of reports on Friends' activities, Museum plans and forthcoming events, including the now imminent programme for celebrating 150 years of London's Underground.

The extra pages have enabled me to catch up a little on some of the backlog of articles awaiting publication. My thanks to the authors for their patience in waiting to see their

contributions in print. There is the excellent news of the HLF decision to fund (jointly with the Friends) the progress of the Battle Bus project to the next important stage. And, sadly, we report the loss of a true friend – and Friend – in Colin Curtis. His long association with the Routemaster, from its inception to iconic status, will be a lasting professional legacy; but we will greatly miss the man.

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From The Director's Chair

I have just returned from the last A60 tour – a sunny late summer day where I was delighted to see a full train with so many familiar faces, including several senior colleagues from London Underground. The bouncy ride in the Met stock, with its well-sprung transverse moquette-covered seats, unique luggage racks and coat hooks, and that characteristic sound of the rotary contacts clicking in and out had become synonymous with this line to the outer leafy suburbs. Progress in vehicle design has tended to iron out such idiosyncratic differences, but two four-car sets of the A-stock will be preserved by the Underground to join 'Sarah Siddons' and the 1938-stock on future heritage outings on its home territory.

With all the success, both in sport and transport, of the summer of 2012 now behind us, we look forward with great anticipation to Underground 150 in 2013. The full programme for next year will be launched at the end of October around the publication of the book: 'Underground: how the Tube shaped London', authored by David Bownes, Oliver Green and myself. Our centrepiece exhibition will be 'Poster Art 150', the best one hundred and fifty of the Underground's posters displayed in a newly extended CBS Outdoor Gallery at Covent Garden. 13th January has been chosen as the day of celebration for the 150 years of contribution the Tube has made to keeping London on the move. Steam returns to the original section of the Underground, with a series of runs on the evenings of both 13th and 20th January between Olympia or Edgware Road and Moorgate. At the time of writing, the ticket price has yet to be agreed, but will be high for this once in fifty years event. Tickets will be available by ballot for donors to the Met Loco No. 1 restoration, to our Friends and to the general public. Those unlucky in the ballot will find a busy programme of steam-hauled runs in May, October and December, as well as guest appearances at Quainton Road and at least one other heritage line in the London area.

At the Flour Mill in the Forest of Dean, Met No. 1 is back on its wheels. The next step is to refit the motion, before reuniting the boiler with the framing. Your donations continue to pour in and are most welcome and needed.

We are approaching £90,000 in donations so far. Major donors over £1,000 will receive a ticket to the commemorative run on 13th January, as well as opportunities to join other unique events associated with the return of steam to the Underground. All donors will go into a draw for tickets and, in addition, be given their own allocation in the ticket ballot.

The Museum's Trustees held their September meeting at the Acton Depot. The signalling volunteers demonstrated their outstanding work on putting back into full operational simulation the York Road and Marble Arch lever frames. Our Trustees were most impressed by the dedication and combined knowledge of the volunteers and had to be reluctantly dragged away to get on with the Board's business of the day. This group has achieved far more than the Museum could ever have done; and their work will be an important strand in creating more working demonstrations of the engineering solutions which lie behind the everyday operation of our transport systems.

Our long term planning has now turned to 2014, the centenary of the start of the Great War. We were delighted to hear that the Heritage Lottery Fund (HLF) has awarded us money to develop the bid for a recreation of a bus in Army Service Corps condition for the Western Front in the opening months of the War. The bus will give the Museum a platform to tell the powerful story of how London bus drivers and their vehicles were pitched into the early, and very mobile, months of the conflict. This in turn will give an opportunity for us to describe the civilian aspects of the War in London, including the recruitment of women to transport jobs and sheltering on the Tube from air raids, along with the drivers' experiences in Flanders. The Friends have generously supported our bid to the HLF, which will be fully worked up for early November submission.

As ever, thank you for all you do as supporters of the Museum. Without your knowledge, hard work and funds, we would be much diminished.

Sam Mullins

Meetings And Events

Sunday 21st October

Further tour of London Tramlink at Croydon
POSTPONED TO 20TH JANUARY 2013
Bookings via ATTC (address page 16).

Monday 22nd October

Friends visit to Post Office Store at Debden
Fully booked.

Tuesday 30th October

NOTE REVISED DATE

Friends' Meeting

Cubic Theatre at 18 15 hours
Underground A60 Stock
Piers Connor.

Monday 26th November

Friends' Meeting

Cubic Theatre at 18 15 hours
Restoring the Brighton Belle
Neil Marshall, Communications
Director, The Transport Trust.

Sundays 13th and 20th January 2013

Underground 150 commemorative steam runs

See page 5.

Sunday 20th January

Tramlink Tour

See above.

Monday 28th January

Friends' Meeting

Cubic Theatre at 18 15 hours
Buses in Malta
Nick Agnew.

Friends meetings are also due to be held on Mondays:

18th February, 18th March and 29th April 2013 (AMM). Speakers will be announced in the January issue of *Friends News*.

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.

Aldwych

With the support of the Friends, the Museum is planning further Open Days at Aldwych station. Likely dates, subject to final confirmation, are 30th November and 1st, 2nd, 7th, 8th and 9th December.

Further details in the next e-newsletter or on the Museum website.

Copy date for the
January 2013 issue:
Friday 7th December

Battle Bus Goes Forward

Tim Shields reports on the way forward for the Battle Bus project, following the welcome news of Heritage Lottery Fund approval for a Stage 1 development grant. The Friends have offered match funding to the project as a whole.

Over the past year, a number of proposals have been examined to determine the best way forward to deliver an operational wartime B-type bus in time for the 100th year anniversary of World War One in 2014. After careful consideration, the Museum has opted to use a combination of recently acquired original material along with the manufacture of replica parts, to rebuild a B-type bus into wartime khaki livery.

There is little surviving B-type material not already preserved, so it was fortuitous that material was recently made available for sale from a private collector in North Yorkshire. Included in the 'kit of parts' is an authentic chassis and bus body, which forms a credible starting point for the project.

The forthcoming task of restoring and rebuilding the bus can be broken down into

two high level tasks: the restoration of the body and of the chassis (including the fitting of engine, transmission and braking equipment). Although kept exposed for many years in a woodland environment, the main structure of the wooden body is in surprisingly good condition. Decay will need to be cut out and carefully replaced by splicing in good material. In engineering terms, the chassis is a much more complex and challenging proposition.

What's next? With the Stage 1 development pass recently awarded by the HLF, a team is being assembled to work on the restoration plan and move the project forward to Phase 2 (Delivery). Should we receive the full go-ahead from the HLF later this year, it is envisaged that the B-type bus will take approximately 16 months to complete.



B-type chassis with body in foreground.



Included in the purchase is a Y-type chassis masquerading as a B-type.

Met 353

Excellent progress has been made on the carriage restoration over the summer months. As with most projects of this type, there is huge pressure between planned cost, available time and the resulting quality. Whilst the approaching LU150 anniversary has constrained the timetable for completion, the quality of craftsmanship going into rebuilding the carriage has remained at the highest standard and is a credit to Ffestiniog Railway staff.

The interior compartments are currently being fitted out with red Plush seating and leather door panels, which, together with the completed ceiling panels, give a good impression of how the carriage will eventually look. Where practically possible the few original interior fixtures surviving from when the carriage was first built have been grouped together and fitted inside one compartment.

Work on the roof apparatus is starting to take shape, with the fitting of wooden blocks to support the replica gas-light copper piping. Unfortunately, after searching railway heritage organisations and museums up and down the country, no original 'Pintsch' gas lamps of the type used on Met353 have been found. Thankfully, through researching a combination of historical photographs and archival drawings, eight replica gas lamps have been fabricated by Ffestiniog Railway's contracted specialist lamp company. Following the original design, they are made from tin-plated steel and of traditional soldered construction. Whilst we want the restoration to be as accurate and faithful as possible, we don't want passengers to have Victorian accidents. Hence the lighting will be powered by low voltage LEDs, whilst the 'Wethered Patent' style door locks will be

modified, so they cannot be accidentally opened from inside the carriage when carrying passengers on the London Underground.

After spending a considerable amount of time inverted (to aid the fitting of braking components) within the workshop, the underframe is now the right way up and almost complete. As I write, the only parts remaining to be fitted are the step-boards and 'Swan neck' section of vacuum piping. Once the carriage body is complete, it will be mounted onto the underframe and the heating pipes and emergency stop system will be connected together.

If all goes to plan, static testing will be undertaken at Boston Lodge in the first week of November, followed by dynamic testing on a standard gauge heritage railway line soon after. This will be the first time the carriage has operated on a railway line in over 70 years and a sight eagerly



Almost complete, the underframe awaits the fitting of step boards.

anticipated. Needless to say, the completion of the carriage forms just one element of a much larger project currently being developed, to bring the return of a passenger steam train under the streets of London as part of LU150 in January 2013.

Carriage interior showing the newly fitted seating panel.



Colin Curtis OBE

We report, with great sadness, the death of Colin Curtis on 18th September 2012, at the age of 86. Leon Daniels has penned this tribute.

Colin's name was synonymous with the specialist engineering development of London Transport road vehicles – a role which even survived into the London Regional Transport era, by which time vehicles were owned by the operators themselves.

Colin joined the LPTB in 1947 and, despite the considerable technical advances over his period of influence, he remained fixed on the benefits of saving weight; was determined to deliver designs which made maintenance and unit changes simple and fast to do; and pioneered the widespread use of hydraulics – notably, but not only, in the Routemaster's braking system.

Colin bemoaned the unstoppable rise in vehicle weight and was finally proved right when fuel costs started really to count in the economics of bus operation. By this time, the amazing weight/passenger ratio of the RML had long been lost.

He was latterly dubbed – rather inaccurately – the 'father of the Routemaster'. He didn't like the term – if anyone was, it was Bill Durrant.

More correctly, he was really the sole survivor of the team who worked with the prototypes and rose in seniority as the fleet grew and was developed.

After retirement from London Buses, Colin ran his own consultancy and tried very hard to get his own 'Q-Master' design adopted by one of the commercial manufacturers. Sadly, it never materialised.

He was active in the preservation movement – he had his own RF – and was Life President for what is now the London Bus Museum and the Routemaster Association. He wrote about his life and times in a book '40 Years with London Transport', although this is long since out of print.

Colin's wealth of knowledge and experience was always in demand and he would give interesting and thought-provoking lectures until, eventually, his health did not allow it. Colin was a dedicated member of the Friends and had shared his recollections and views in presentations to Friends meetings – and more informally in countless conversations.



I finish with a phrase my old friend used to me decades ago, but which has held true ever since; and which, I must admit, I have frequently repeated. When I asked him – some 25 years ago – what he felt about current vehicle purchasing policy in the context of what had been a series of unsatisfactory London bus types, he forcefully said to me: "When the Operating Department makes its b-----y mind up what sort of bus it wants (one-person or two-person crew; double-deck or single-deck; front door or open platform)... we build it!" A memorial service is planned for later this year.

From The AMR

General Manager, Adrian Allum, sends another of his regular updates:

We have taken delivery of track components for us to assemble on site. There are enough to extend the railway to the terminus that we have already given the name: Ealing End. We will be assembling these panels over the next few work parties; more volunteers are always welcome.

We have also taken delivery of a completely new style of colour-light signal which will gradually replace the existing ones. They are much more authentic in appearance and give off a much better light. To go with them, we have two new signal brackets at Wesley's Halt, one of which looks most impressive with two colour-light signals and two shunt 'dollies' on!

AMR Volunteers have recently enjoyed outings (with a loco) to the Spinney Light Railway, near Farnham, and the Great Cockcrow Railway, near Chertsey. We have also enjoyed a Family and Friends Fun-day at the AMR (despite the torrential rain) and even managed to arrange a barbeque without getting too wet! At the time of writing, we are getting ready for the October Open Weekend, and we are hopeful that we will be host to another loco or two that have not visited before.

In the accompanying photo, Mike Hanscomb drives his loco "Michael Faraday" away from the turntable at Cockcrow Hill (Great Cockcrow Railway), whilst General Manager Adrian Allum walks alongside.

[Photo: A. Janes.]



A Swedish Railway Museum

Barry LeJeune describes the railway museum at Ängelholm in the south west of Sweden, easily reached by train from Malmö, Gothenburg or, via the Öresund bridge, Copenhagen.

The Ängelholm Railway Museum is located in a former engine shed, dating from 1898, to which a new building has been added. It is only a short walk from Ängelholm station. The museum is operated by Trafikverket (originally Bahnverket, the Swedish equivalent of Network Rail, but now expanded to embrace a wider remit including highways). The museum tells the story of 150 years of railway history, with a focus on infrastructure, including track, signals, electrification, telecoms and traffic control. So there is a lot of technology, but the museum also features the people behind the equipment, such as navvies and linemen.

Entry costs 50 SEK (about £5), but there are the usual concessions for the young and not-so-young. Interpretation of the exhibits is in Swedish, but a full translation of the explanatory text is available in English (and other languages) in booklets which can be borrowed from the entry desk. There is a small bookshop and refreshment area. The museum is open on Tuesdays to Sundays from 1000 to 1700, and daily from June to August.

The displays start with what is claimed to be the world's oldest railway wagon, dating from 1698 and coming from a rope-hauled, tracked wagon-way which used a water wheel for power. This is followed by a model of the Rainhill trials, which pre-dated the first true railways in Sweden by some 37 years. (The lines from Gothenberg to Jonsered, and from Malmö to Lund, opened in 1856.)

Visitors then move to an extensive model railway which, using a recorded commentary and programmed

sequence of models, takes you through a potted history of Swedish railway development. In the adjacent area is a full-scale representation of an old station and ticket hall.

One of the most impressive features is "Locomotion" – a simulator which gives visitors seated on bench-type seats the sounds, sights and vibrations of railway travel through the years. Two steam locomotives are on display – one seemingly operational. Some of the exhibits are depicted in the accompanying photographs.

Ängelholm also has an aviation museum and a (separate) fire-engine museum. There is another railway museum in Sweden at Gävle, which is more focussed on rolling stock. See the website for further details: www.trafikverket.se/museer



A "screen grab" from the "Locomotion" simulator.



The world's oldest railway wagon?



Detail from the station re-creation.

One of the two steam locomotives on display - this one dating from 1907.

Underground 150 Update

Planning is proceeding apace for the programme of events to mark the 150th anniversary of London's Underground in 2013. The plans are still broadly in line with the exclusive preview given in the July 2012 issue of *Friends News*. One significant likely addition is an Open Day at Neasden Depot, probably on a Saturday in late August 2013.

There is news of progress with the restoration of Met Jubilee coach 353 on page 3. Many thanks to the many Friends who have generously donated to the Met Loco No. 1 appeal, which (in late September) had reached £85,000 towards a target of £250,000. The appeal is still open. Go to www.ltmuseum/collections/projects/met-1 for details.

We hope to have a full programme update in the January 2013 issue of *Friends News*. Here is more on a couple of highlights which will have taken place by then.

The commemorative book *Underground: How The Tube Shaped London* by David Bownes, Oliver Green and Sam Mullins will be published on 29th October, price £30 (before Friends' discount from the Museum Shop). This lavishly illustrated book draws on previously unused sources and images to produce a new, informative history that celebrates the crucial role of the Underground in the creation and everyday life of modern London.

We plan to let Friends have advance details of the January steam runs between Edgware Road and Moorgate as soon as these are finalised. (See also *From The Director's Chair* on page 2.)

Chesham Memories

Mike Hanscomb recalls boy-hood experiences on the railways to Chesham and Aylesbury.

Chesham station featured in the January 2011 *Friends News*, which reminded me of the time I drove the Chesham Shuttle. It was probably in 1959, because I am fairly sure I was 12 years old at the time. My maternal grandfather had taken me to Chalfont & Latimer station to watch the trains. We were standing on the southbound platform near the Chesham Bay, when the driver, close to retirement I recall, approached the driving compartment at the Chesham end of the push-pull train and asked if I would like to travel with him to Chesham. I didn't need asking twice, and my grandfather said that he would drive to Chesham and retrieve me after my experience. And what an experience it was! The driver said: "Now you're here, you might as well sit in my seat"! After we got the "right-away", I heaved on the regulator handle, but he had to assist from his side. We started off smoothly, the sound of the steam loco's exhaust being heard clearly in the driving compartment. When we reached the start of the falling gradient, the driver said we would now shut off and control the train on the brake for the rest of the way to Chesham. He didn't touch the brake at all, leaving me to follow his frequent instructions. I was concentrating so much as we approached the station that I was hardly aware of the number of passengers waiting to join the next southbound departure; but I recall some of them looking wide-eyed as the train approached - the driver seemed so young! We stopped in the right place but, if we had over-run, the Goods Yard, which extended beyond the end of the platform in those days, would have provided a safe over-run distance: a sort of "overlap" for very young drivers!

Another adventure, probably in 1964, was when I travelled in the brake van of the Croxley Tip Sidings train from Neasden Depot. How I got permission to do that I do not know, but it introduced me to the working of the Grafton 5-ton steam crane which was used at CTS to unload the scrap trains. The following year I had passed my driving test, so I drove my mother (a steam enthusiast from the age of four, and known much later as "The Steaming Granny" in certain heritage railway circles!) to CTS and took a closer look at the steam crane. It was self-propelled and the driver asked if I would like to climb aboard. Once alongside the very hot vertical boiler, and with control levers bristling in front of me, he suggested that I drive it to the other end of the site. There was, however, one problem: the slewing lock had failed and, because the siding tracks were less than perfect, it was necessary to operate the slewing control lever (pull for slew to right, push for slew to left, if I remember correctly) to keep the jib straight while the crane tilted one way or the other at irregular intervals. Forgotten the regulator? Nearly! It was a bit like patting your head and rubbing your tummy at the same time, trying to keep both speed and jib under control. Some few years later, I heard on the "grape vine" that the crane was due to be scrapped and I thought about buying it; but my parents thought it was not quite the right sort of garden ornament for Chesham Bois, and we hadn't yet joined the Quainton Railway Society!

Another driving experience was in 1971, after the whole Hanscomb family (Peter, Anthea, sister Liz, brother Chris and I) had joined the QRS. We got to know an Aylesbury-based driver, Pete, and he asked me if I would like to travel "up front" on the parcels train one evening. It was a 4-car DMU (ECS) plus Parcel Van from Aylesbury to Marylebone; and one dark autumn evening (dark enough so that no-one could see me climbing on board) I joined the train in Aylesbury's Up Yard. The first thing I discovered was that I couldn't see the small red light of the shunt disc at the yard exit. I knew the signalling on that route, having visited the various signal boxes unofficially on previous occasions, but I couldn't see the signal at all, until its red light changed to green. I knew the DMU controls and indications from having watched drivers from the passenger

compartment on many journeys, so off we set and I got into third gear on the way to Dutchlands Summit. Pete then said: "At which end of each station is the barrow crossing?" After trying to imagine each station in turn, I got two wrong and wondered why he had asked me that. "Well" he said, "there was no point asking you about the signalling and PSRs (Permanent Speed Restrictions), so I thought I'd ask you something you wouldn't expect." He was right, and pointed out that there are no Whistle (warning) boards for barrow crossings and, without knowing their exact location, a driver could give the warning either too soon or too late.

Once over Dutchlands Summit, speed increased and I got in to fourth gear. Reaching a speed of about 70mph, Pete said that we would go a bit faster if I shut off power. We tore through Great Missenden at about 75mph, while I made quite sure that anyone daft enough to think of using the barrow crossing at that time of night would be in no doubt as to our approach! My first operation of the brake was required for our stop at Amersham. The GPO staff, with their trolley, were near the Aylesbury end of the platform, but I started braking too late; so Pete had to lunge across with the brake handle and we came to a shuddering halt near the London end. I didn't dare lower the window and look back, but the GPO staff must have had to gallop along the platform to catch up with the parcel van. (I have no idea what the Guard thought of the journey so far!) Off we set again, this time under much better control, bringing the speed down to exactly 25mph for the PSR through Rickmansworth, accelerating past Croxley Tip Sidings and Moor Park, then slowing to 40mph for the approach to Harrow. I stopped in the right place and thanked Pete for the experience, but tentatively asked if I could carry on to Marylebone. "No, I don't think that would be wise because the Area Manager (Arthur Spicer) often works late but, above all, Marylebone is a TERMINUS"! Thanking Pete again, I caught a Met. electric back to Amersham and home.

The driving experience, although brief, gave me a different perspective on railway signalling and I think it helped me in a small way with my subsequent railway career in signal engineering.

*The Chesham shuttle in the bay platform at Chalfont & Latimer.
(Mike Hanscomb)*



*Last days of steam at Chesham in August 1960.
(LTM/TfL)*



For The Record

The Editor got his dates in a twist in the last issue (July 2012). In repeating one of the quiz questions from the volunteers' event, the date for the entry of the first vehicle into the Covent Garden Museum should have been 1979, prior to opening in 1980. Thanks to Mark Kirby for pointing this out. Mark had correctly devised the question in the first place.

Commuting In War-time London

Thanks to the Bulletin of the TfL Industrial and Social History Group for a tip-off about an amazing film on the British Council's film archive website. This depicts the daily 'commute' (hardly a contemporary word!) into London early in World War Two. There are superb views of the 1940 metropolis (not looking that war-worn – but this is partly propaganda!), fashion, architecture and transport. On the last-named, there are views of Standard and 1938 Tube Stock, sub-surface O, P and Q-stock trains, and even brief shots of the streamlined 1935 stock. On the roads, LTs, STs and STLs and – briefly – a trolleybus on route 657. Click <http://film.britishcouncil.org/city-bound> and allow about 30 seconds for the ten-minute film to load.

Odd Spot

Thanks to Nicholas Ridge for this image of a stamp issued by Cambodia and featuring LT (Met) Loco L44. Wonder what the locals made of it – though the stamp was no doubt designed for the worldwide philatelic market.

We hope to feature a more extensive article from Nick, linking transport and philatelic themes, in a future issue of Friends News.



RM2

Work is continuing to restore the front end of RM2 to its original condition, as this photograph, taken in late August, shows.



Return To Loudwater

In the Friends' recent publication *Loudwater's Little Bus*, reference is made to the acquisition by Cameron Jeffs of a Dennis Ace bus (BBP 339). This was previously owned by Woking & District and entered service on the Loudwater Estate service in April 1946.

A photograph of the vehicle has just come to light in the Omnibus Society photographic archive. It is reproduced below.

Loudwater's Little Bus is available at Friends' meetings, or from the Museum Shop, price £1; it may also be ordered by post from the Friends' office for £2. Please mark the envelope "Friends 336A booklet".



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“London Tram 60” At Crich

David Wadley reports on the Friends’ visit on 8th July 2012, to participate in events to mark the 60th anniversary of final tram withdrawal in London in 1952.

29 of us journeyed north to attend this event. Most started from London, though four joined us at the Milton Keynes Coach Terminal. We travelled in a very swish SETRA vehicle provided by Hearn’s Coaches of Harrow. It was driven by the utterly professional Tim, who referred to the coach as “my darling”. We were all propelled by a whacking great rear-mounted Mercedes V6 diesel engine, though the slow change of the electrically-controlled 12-speed gear box denied us any rapid acceleration. Tim drove us through heavy rain and past mile after mile of speed-restricted road works with barely a hi-vi in sight. We arrived at about 11.30, which gave us five hours to see all that was on offer.

Whilst our outing had been organised by our Friend Ian Read, he was sadly unable to attend; so I had been appointed as “gaffer” for the day. At Crich I had to hand to each participant one penny of the old, proper variety. This was not to open the loo door, but was the fare for our first tram ride, all others being free.

One of the many nice things about Crich is that it offers a tram ride that is much longer than is possible on many other preservation sites. In a rather historic way, this is thanks to George Stephenson of “Rocket” fame. Apart from being a railway pioneer, George was also a shrewd business man. In developing one of his railways, he found coal near Clay Cross and an abundance of limestone at nearby Crich. So, he set up to make the “farmers’ friend” – lime. The kilns were just down the road at Ambergate, fed from a quarry at Crich via a railway line of what, rather oddly, was said to be of metre gauge; though I think it was probably 3’ 3 3/8”. George Stephenson and metres – I don’t think so; but please don’t ask me why it was of this gauge.

Much of his site at Crich is now known as Crich Tramway Village and is the home of the National Tramway Museum. The history of this goes back to 1948, when a small group of enthusiasts bought, for £18, one of Southampton’s last trams. The group gradually evolved into the Tramway Museum Society of 1955. In 1959, after a long search, they found “home” at the Crich site and leased, and later purchased, part of what was on offer. By 1962, they had become recognised as a National Education Charity. In 1995, the Museum’s collection was designated by the State as “outstanding” – a testimony to the hard work of so many.

Like our Museum, the income from admission fees has been supplemented by grants from the Heritage Lottery and other Funds. It is still totally independent and receives no core funding from any source. The Museum Society at Crich has about 1800 members, of which about 200 are “active”, many travelling long



distances to reach the site. Some overseas members even spend their holidays in the UK, at Crich!

Unlike our organisation, this one is almost wholly run by volunteers, dozens being needed to staff the site on a busy day. There are just 25 or so paid employees, who are concerned with catering, financial control, the library and archive facilities etc., as well as the workshop, which employs several highly-skilled craftsmen. I was lucky enough to be introduced to Colin Heaton, who is Chairman of the Society. He took me to parts of the site that others cannot reach, so to speak. Compared to our two sites, Crich has a fundamental difference in that it is a wholly operational one.

So, procedures are fundamentally different and rightly so, with heavyweight tramcars in frequent movement and people wandering everywhere. They, the trams, come under the operating rules for railways and are thus under the scrutiny of what we used to call HMRI – the Railway Inspectorate or whatever it is called these days.

There is a strict oversight of the hours worked by volunteers, with recognition that many are retired and travel long distances to reach the site. The working trams are also closely supervised in that, after six working days, the seventh is not a day of rest but one of inspection in the workshop. This is very well equipped for both routine work and restoration.

For me, workshops are always a high spot and here the public may view them from a first floor gallery. I was able to walk through the workshop, but only after the Chairman had stopped at the threshold, rung a bell and sought permission to enter from the Duty Supervisor. Sadly, we were not “piped on board”. Components from the underframe of a tram were awaiting reassembly. Most of the work had been done “in-house”, though the century-old motors had been sent out for specialist work. I would have willingly stayed to help put it all together! Whitworth spanners would most definitely have been needed, rather than today’s metric ones.

Tramlink Photostrip

Another very successful, and fully-booked, Tramlink tour took place on Sunday 30th September. It was organized, with customary efficiency, by Mike Kay, to whom we record our thanks. At Mike’s request, Guy Marriott made presentations of attractive plaques to the Tramlink staff who had facilitated the tour.

The pictures, taken by Guy, show:

1. Stadler Variobahn unit 2554, transport for the morning, dropping-off the party at the Therapia Lane apron, prior to the Friends’ visit to the depot, with 2551 alongside. (2551 was the group’s afternoon transport.)
2. Inside the depot workshop area – Variobahn 2555 on the left and Bombardier 2550 on the right.
3. Going through the wash – with Mike Kay just in shot, trying to keep dry?

Please see page 2 for the revised date of the third Tramlink tour.



I was also taken into the Museum offices, Library and Archive Centre. Here modern offices of superior construction house the various activities, but all are behind older facades, including the frontage of the former Derby Assembly Rooms, parts of which date from 1765.

Apart from the technology, the other big feature at Crich is the creation of the "village" at the southern end of the mile or so long site. Re-creation would be a better description, as the buildings have all come from elsewhere in northern England. There are also many smaller fascinating artefacts around the site – a tramway timekeeping clock; a blue Police Call Box; and a Mk.1 Telephone Call Box complete with buttons A and B; period "cars stop here" signs; and a beautiful cast-iron tramway shelter from Birmingham, though its stained glass came from Stoke on Trent. The people at Crich are masters of recycling!

There is so much to see – I was especially impressed with the George Stephenson Discovery and Learning Centre. The explanations on the exhibits were especially good, including the one about working horses. There was a menu for them and they were said to eat about one cwt. of food each week, taking this in at the front and later..... This explains more clearly why the streets were always in such a mess. I had never realised the quantities involved for each horse!

The Main Exhibition Hall houses a wide variety of exhibits, but the one I liked best was ex-LCC Car No.1 – the experimental car "Bluebird". This dates from 1932, a good year, though unlike some of us it does not look that dated! (*In case you haven't worked it out, David is referring to his own date of birth here: Editor.*) I suppose, for most of us, the one "must see" thing was the multi-road tramway Depot. It is home to most of the 50 or so restored cars, though some were away on loan to other Museums. Trams had come from far and wide – New South Wales, New York, Berlin, Prague and Oporto. A small electric loco was shunting trams and there was also the four-wheeled ex-Croydon Tramlink maintenance vehicle 058. I had a noisy and bumpy ride on this for, unlike the other cars, this one is diesel powered.

The line itself offers great contrasts, with urbanisation and double track at its southern end. Then, out into the countryside on single track with passing places, rising to the northern terminus just up from the Glory Mine at 69 chains or 1518 yards later. The last stretch is almost mountainous with the line on a ledge, rock rising to the east and the valley of the Derwent far below to the west. This all gives a good reminder of the need for strict operating procedures, for a derailment here could have horrendous consequences.

On the day of our visit there were six trams in use, three of which were ex-London or nearly so. The cheat was the ex-Johannesburg car No. 60, which was a lookalike for an ex-West Ham car. Then there was 1622, an ex-LCC E/1 car of 1910; but the high spot for me was Met. Car 331 which became LT car no. 2168. This is the experimental centre entrance "Feltham", which had been disposed of in 1936 and had then spent most of its working life in Gateshead. I suppose at Crich it is part-way home again. A ride on it was certainly a delightful experience.



The track gauge at Crich is 4' 8 1/2" and all trams get their juice from the overhead wire, either via a trolley-pole or a pantograph – something that we didn't see much of in London. We, of course, had an extensive mileage with the conduit pick-up system.

The conduit is perhaps the one thing that is missing from the tramway experience at Crich. It would be really nice to be able once again to see an ex-London tram "shooting the plough" at the changeover from conduit to overhead. My favourite, the centre-entrance "Feltham", was never conduit-equipped, so some other car would have been needed to demonstrate the "now you see it, now you don't" routine. The E/1 could do the trick.

On the Saturday of the event, and briefly on Sunday before we got there, a fourth ex-London tram was running. This was the just-restored ex-LUT open-topped tram No. 159. She looked utterly breathtakingly magnificent, but sadly had disgraced herself and had to be put back into the Depot.

All the operating staff were smartly uniformed and neatly turned out. Perhaps the one thing that didn't ring quite true was the fact that all their hats looked as if they had just been taken out of the boxes. None had been "adjusted" or "personalised" in the way of so many hats worn by those in the transport business!

Our departure time came all too soon and, with the right 29 on board, off we went. There was heavy traffic on parts of the M1, but at the southern end Tim aired his local knowledge and we by-passed the jams to reach Euston just after 19.30.

I think that most of us thought that it was a good day out, though some thought that there could have been more trams in operation. The length of our coach journey was probably near the upper limit of acceptability.

Our thanks must go to Ian for organising our outing, to Susan for her help with the paperwork and to our driver Tim for getting us there and back so safely.

The photographs on these, and the front, pages, are by David Wadley.



Transported Across Newport

Dave Taylor describes the Friends' visit to Newport Transport and the Transporter Bridge on 16th June 2012.

It rained the day the Friends visited Newport (Mon.). It rained hard. But the weather didn't dampen the enthusiasm of the group for all that we saw.

The party assembled at Newport station, some having travelled together on an early morning train from Paddington and some having made their own way there. A Newport Corporation (as was) Leyland PD2 waited at the bus stop outside. First port of call was Newport Bus Station – an extensive facility with 31 stands.

Then it was on to the premises of the current-day Newport Transport – still on the original tram depot site in the appropriately named Corporation Road. The premises are much extended from those early days, but tram track is still visible in the depot yard. Newport Transport is one of eleven remaining municipal bus companies, but now trades as a separate entity, albeit wholly owned by Newport City Council. It provides bus services throughout Newport and to Cardiff and Cwmbran, together with contract maintenance, automotive repairs, MOT testing, and PCV and HGV driver training, for the city council and for private commercial customers. The bus fleet of some 100 vehicles consists mostly of single-deckers, with Scania predominating alongside MAN, Dennis Darts and Enviros; there is a dedicated school transport fleet including ex-Lothian Volvo Olympian double-deckers. 7.6 million passengers are carried annually.

Next stop was lunch at the Waterloo Hotel – a former dockers' pub now trading as an up-market bistro. We were told that the premises once had the longest bar in the country (Wales, presumably); and that, at the end of a shift, 200 pints (plus "chasers") would be lined up on the bar ready for the thirsty workers to drink. We partook of adequate, but more modest, refreshment!

Lunch was followed by a presentation from Anne Gatehouse of the Friends of Newport Transporter Bridge on the bridge's history and on the role of the Friends in promoting it as an operational, world tourist attraction. The Transporter Bridge was opened in 1906 and was constructed to ease congestion on the (then) one Newport Bridge over the Usk; and to enable direct access to the newly-opened steel works on the

eastern bank of the river. The ingenious design, by French Engineer Ferdinand Arnodin, used a combination of bridge and ferry, with a moving gondola suspended above the river, enabling shipping to pass beneath it. The Newport bridge has survived a number of recent threats to its continued existence, including the need for an expensive (over £2 million) renovation in 1992-5 and significant traffic loss following the opening of the city's Southern Distributor Road in 2005. It is one of eight remaining transporter bridges in the world. Six are operational: at Middlesbrough; Bilbao (Spain); Matrou (France); Osten and Rensburgh (both Germany) – as well as Newport. Two more, at Warrington and Buenos Aires, survive, but are not currently operational. We were told that Nantes (France), which once had a transporter bridge, is thinking of constructing a new one.

The Friends' party then made two return trips over the bridge (when fortuitously the rain briefly abated). During the course of these trips we were invited to inspect the small control room on the gondola, which involved the cautious negotiation of a narrow step-ladder; and to visit the motor house on the east side anchorage.

After a visit to the Bridge Visitor Centre, for some appropriate "retail therapy", the day concluded with a sightseeing tour of Newport and the ancient Roman fortress town of Caerleon in the PD2, before return to Newport station.

Our thanks go to Mike Kay, assisted by Tim and Andrea, for co-ordinating the visit arrangements; to Geoff Smith and the staff of Newport Transport; and to David Hando and Anne Gatehouse of the Friends of Newport Transporter Bridge (FONTB). For further details, please visit the FONTB website: www.fontb.org.uk

The accompanying photographs, by Barry Le Jeune, show:

1. *Inside the Newport Transport depot.*
2. *Lunch at the Waterloo Hotel.*
3. *The Transporter Bridge.*
4. *The party proceeding carefully to the control room.*
5. *Now what does that controller remind you of?*
6. *Flooded roads as the PD2 returns the party to the railway station.*





K424 On The 38

Chris Nix kindly supplied this photo of K424 taking part in the commemorative run on 17th June 2012, to mark one hundred years of the operation of route 38.

Chris comments that it was great to see the bus out and about and to watch the open-mouthed stares of people in the street. A 92 year old bus running smoothly through central London drew a lot of attention and many comments of praise for both bus and Museum. The 38 route number and destination boards in authentic style were a nice touch.

Thanks to those who made it happen: Bob Bird for all of the organisation and preparation, Arriva for inviting us, Antony Roscross for driving the K-type out to Clapton Ponds and to Barry Weatherhead for driving the bus back to the Depot.

EOR Visit

Barry LeJeune reports on the Friends' visit to the Epping-Ongar Railway on 20th August 2012.

A group of roundly 50 Friends assembled at Epping station and were conveyed to North Weald by London Bus Company RT1700, conducted by our Friend, Mike Kay.

On arrival at North Weald, Roger Wright, the Line's owner, welcomed us. Some members took the opportunity to take an initial ride to Coopersale and back on the Southern Region CIG unit, coupled to Class 37 diesel loco D6729. Others took refreshment in the buffet car and were able to photograph the line up of RTs which had been assembled from the connecting bus operation to Epping, Ongar and Harlow; and also to inspect the unique "Supercar" DMS conversion, created to promote the Travelcard, with representations of Underground and Network South East trains behind the remaining bus front-end.

The party reassembled to travel on the 15.35 train to Ongar "topped and tailed" by Class 31 diesel locomotive 31438 (D5557) and GWR 4953 "Pitchford Hall". On arrival at Ongar, we were given a guided tour of the station by EOR General Manager, Simon Hanney. Simon pointed out the original GER weighbridge, which had been uncovered by the building work for the adjacent McCarthy & Stone housing development. There are plans to construct alongside here two additional platforms in what had been the milk and cattle dock area. Simon pointed out that the entire station track and pointwork had been lowered and relaid – a task undertaken by the EOR's enthusiastic group of some one hundred volunteers. The station "running in" board, with the Ongar station name, has been replicated from the original, which is in the National Railway Museum collection. Everything on the station has been replaced in its correct historical position; and the aim is to present Ongar as an authentic Great Eastern Railway station. (North Weald is presented in Eastern Region colours.)

The party then visited the signal box, where Simon explained the functions of the equipment. The top part of the box itself had come from Spellbrook on the West Anglia line and was identical to that which had previously been installed at Ongar. The box had been fitted out with signalling equipment by volunteers over the past 18 months. The Saxby & Farmer frame came from North Woolwich station. Signals on the line, awaiting commissioning, had been retrieved from the Colchester to Clacton line on its resignalling.

There was time to inspect other areas of the station, including a small museum of signs and other artefacts and a small shop, together with the "Point Zero" buffer stop from which official Underground line measurements are taken. The group then travelled on the 16.45 steam-hauled train from Ongar, which was specially extended to operate as a through train to Coopersale. (Normal operation provides for separate, connecting trains from North Weald to Coopersale and Ongar.) It should be recorded that "Coopersale" is now a little nearer the ultimate goal of Epping than it had been on re-opening in May, following a modest track extension.

On return to North Weald, there was then the chance to visit the original, and now restored, signal box; and to inspect the other station works and facilities, including the level crossing gates retrieved from Chitts Hill, where they had been the last manually worked gates on the Norwich Main Line.

As the visit drew to a close, Barry Le Jeune thanked Simon and Roger for the welcome offered. He presented the railway with an authentic GER enamel "Booking hall" sign, which had previously graced Southend Victoria station. This had indirectly come the way of the Friends in our dealings on redundant Underground signage. Barry said he hoped it would now find an appropriate new home on another former GER station. Roger expressed his warm appreciation for the gift, which he hoped would mark a continuing and mutually beneficial relationship between the Museum Friends and the EOR.

The accompanying photos (by Barry Le Jeune unless otherwise credited) show:

1. *The Friends' party boarding RT 1700 at Epping.*
2. *The CIG at North Weald.*
3. *The party on the platform at Ongar.*
4. *Simon Hanney explaining the working of the signal box at Ongar.*
5. *The Ongar weighbridge.*
6. *A Titanic-related detail from Ongar station.*

The EOR is keen to record personal memories of the line from local residents, staff and others. If you can help, please contact the Editor, who will forward offers of help.

The Epping-Ongar Railway operates every Saturday and Sunday for the remainder of 2012 (but not 1st/2nd December). For details, go to the website: www.eorailway.co.uk.





Epping Ongar Extra

Steve Glason, a participant on the EOR visit, expresses his thoughts in prose and poetry:

I really did enjoy the Friends' recent visit to the Epping Ongar Railway. It is a very scenic line and has enormous potential as a heritage railway, with its history connected both with the London Underground and with the nearby Battle of Britain airfield at North Weald. I just loved the ride through the sylvan glades of Epping Forest on the short run to Coopersale. It all brings back memories of over 50 years ago, when I was living in Loughton. One day we caught the red electric train shuttle from a bay in Loughton station all the way to North Weald and the Airshow.

Ongar Bound

To Greenstead – juxta Ongar – I came by Underground
Adjacent – grassy graveyard – Saxon Church I found
Alone – alighted carefully – at solit'ry Blake Hall
Splendid isolation – Great Eastern buildings tall.

But in the early 80s station disappeared
Closure bringing hardship – generally feared
Toothill – oh the memory – how it quickly fades
Epping for a Forest – full of leafy glades

Come travel now sedately from Coopersale/North Weald
Mingle with heroic ghosts – nearby Spitfire field
Sample steam and diesel – rural in the main
Once a shuttle service – Tube electric train.

Epping Doubletake

Nick Agnew captured this picture of the Underground Track Recording Unit on Thursday 20th September 2012. The leading Cravens car is now L133, formerly 3905. Very appropriately, the train was in platform 1 at Epping – the old Ongar branch platform, from which the Cravens units briefly operated prior to the line's closure as part of the Underground network.



Labour Relations In London Transport

In the first of a two-part article, Martin Eady summarises a talk that he prepared for the magazine Labour History and for an associated tour of the Depot in October 2011.

That there has never been a joint Trade Union organisation or negotiating body covering the whole of London Transport may seem surprising. From the 1910s, the Underground Group (known to its employees as 'the Combine') had acquired most of the Underground Railway companies (with the important exception of the Metropolitan Railway), the London General Omnibus Company (LGOC) and two of the three company tramways (London United Tramways and Metropolitan Electric Tramways). The formation of the London Passenger Transport Board in 1933 added the ten municipal tramways, the third company tramway, the Metropolitan Railway and all the remaining bus companies to the Combine. Yet the road transport and railway components remained completely separate. There have been very few examples of joint Trade Union or industrial action, nearly all of them unofficial. The cynic might say that Trade Union officialdom has an interest in keeping its empires divided, the easier to control the actions of its members, but the roots lie deep in the differing histories of the road and railway components of London Transport.

Railway Companies

The railway companies were renowned for their vigorous and reactionary opposition to Trade Unionism. In 1893, a leading Railway Company Director said: "You might as well have Trade Unionism in Her Majesty's Army as have it in the railway service. The thing is totally incompatible". (Quoted in Bagwell). Early railway Trade Unionists soon realised that, although there were 120 separate railway companies, the interconnected nature of the railway system meant that the only effective way of organising was to have a national union. The Amalgamated Society of Railway Servants (ASRS, note the terminology) was formed in 1872, merging with two other railway unions in 1913 to form the National Union of Railwaymen (NUR), which in 1990 merged with the National Union of Seamen to form the Rail, Maritime and Transport Union (RMT).

The formation of the NUR was influenced by Syndicalist ideas and it was built as one union for all grades. The All Grades Movement of 1906 had as key demands: an increase in wages; reduction in hours; and, crucially, recognition of the Unions. Interestingly, the ASRS received official support from the Railway Clerks Association (predecessor of today's Transport Salaried Staff Association, TSSA), but no official support from the Associated Society of Locomotive Engineers and Firemen (ASLEF), although many of their rank and file supported the movement. Lord Claud Hamilton, Chairman of the Great Eastern Railway, trying to justify the Companies' refusal to recognise the Unions, wrote that: "Full control by the Directors was essential for the maintenance of strict discipline and that division of control with the Union would impair both discipline and safety" (Bagwell P266). The ASRS responded that discipline and safety on the two railways that had recognised the Union, the North Eastern and the District, were better than on the 120 or so railways where there was no Union recognition (Bagwell, page 266). A strike was looming and, in 1907, the President of the Board of Trade, none other than Lloyd George, met the General Secretary of the ASRS to try to avert the strike. The General Secretary accepted a conciliation scheme in place of recognition and called the strike off. The Railway Companies were assured that they would not have to recognise the Unions. Even with Lloyd George in attendance, the Railway Company Chairmen refused to meet in the same room as the Union leaders - just like ACAS in the present day (Bagwell 269). Interestingly, of the sixteen members of the Parliamentary Committee of the TUC, Richard Bell of the ASRS was alone in not having his Union recognised by the employers. In this context, it appears to have been a strategic blunder to have

signed such an agreement; but sign it they did. They were given twenty minutes to decide whether to accept it or call a strike, without the chance to consult the members or even the Executive of the Union. The lack of support from ASLEF seems to have been the crucial factor in the failure to call a strike (Bagwell P269), again reminiscent of more recent events.

Other conciliation schemes followed strikes in 1911 and 1919. The Unions were recognised following the 1911 strike, but Union officials were not allowed into the Conciliation Boards except at the topmost level. Cole writes: "The scheme was a most unsatisfactory affair. The new Conciliation Boards were elected without the Unions having any recognised part in their choice. Officials of the Unions were totally excluded. It was so devised as to interpose long delays in the way of getting grievances remedied". The 1921 Railways Act, as well as forcing the Companies to merge into four regional conglomerates instead of being nationalised, made it a statutory requirement for the Companies to operate Conciliation Schemes. The Act required there to be a National Wages Board, which "All questions relating to pay or conditions of service.....shall be referred to and settled by" (Bagwell 412). By this time the Unions were wholly in support of the Conciliation Scheme. NUR General Secretary Jimmy Thomas said: "The scheme has been created not only in the hope of industrial peace, but also of a genuine co-operation between the railway companies and the railway employees in the provision of the most efficient transport service possible" (Bagwell 412). It gave the Unions some protection from arbitrary redundancies, but the co-determination in the running of the railways was largely illusory, as management retained the right to manage and industrial action was made extremely difficult to call; all issues had to go to the top of a series of committees and then be referred to compulsory arbitration before a failure to agree could be registered. The German system of joint industry boards is comparable.

Compromise or Independence?

J.T. Murphy, militant founder of the shop stewards movement in the engineering industry and later to be a founder member of the Communist Party of Great Britain, campaigned vigorously against these class-collaborationist schemes (see his 1918 Pamphlet 'Compromise or Independence'). The shop stewards movement had grown rapidly during the First World War and there were demands for nationalisation of industry, with workers' control or at least participation. The Whitley Commission, recognising that workers and their representatives should hold a more responsible position in industry, sought to avert these demands through joint councils similar to the Railway Conciliation Scheme (see 'Labour Relations in London Transport' by H.A. Clegg, published 1950). Sid Bidwell, a left wing militant in the NUR prior to his election to Parliament, believed that the Conciliation Scheme was indeed a form of workers' control (personal testimony). Incidentally, the NUR refused to sponsor him as an MP because he was too left wing for their liking; he left the NUR to join the T&GWU (Transport and General Workers Union), who did sponsor him.

These conciliation arrangements included the Underground railway companies. The Underground Group was willing to negotiate directly with the railway Unions, as it did with the bus Union; but, as the railway Unions favoured the Conciliation Scheme, a system of ten Sectional Councils for operating staff and four Departmental Councils for workshop staff was put in place. The craft Unions (Engineers, Electricians and Vehicle builders plus other smaller Unions) excluded themselves from this structure and, in 1932, formed a Joint Trades Committee (Clegg). This complex system continued until 1990.

The picture shows staff at Chiswick Works' canteen in 1922. The provision of good quality food at reasonable prices was a significant employee benefit and an aid to staff recruitment. (TfL/LTM archive)

The Union officials, both local and national, had rather a comfortable life in such a structure, but the rank and file grew more and more restive. The Sectional Council representative, who recruited me into the NUR in 1973, could boast with pride that we had not been on strike since 1926. My reply was to the effect that maybe that explained why the wages and conditions were so poor! Similar schemes, called Whitley Councils, were established for Health and Local Government workers.



LPTB – Nationalisation?

The formation of the London Passenger Transport Board (LPTB) in 1933 to run London Transport was not nationalisation; that was to come in 1948. But it did mean the Government taking control of an increasingly chaotic situation to impose some kind of order on the Companies. It also meant taking the municipal tramways out of local authority control, which had allowed staff and users some input into policy, especially through the London County Council. Demands for worker representation on the LPTB continued to be made, and denied, until the TUC in 1944 formally abandoned the demand for worker representation on the boards of soon to be nationalised industries. Clearly, a deal was done which would benefit from closer investigation. John Cliff, Assistant General Secretary of the T&GWU, was appointed to the LPTB in 1933, but not before he had resigned his Union position and ceased to participate in Union activities.

Buses, trams and trolleybuses

Road service staff enjoyed direct negotiations between their Union and the employer, with no joint bodies. The Combine was generally considered to be a relatively good employer, with better than average wages and conditions and a paternalistic style, providing sports clubs, canteens etc. to encourage loyalty to the company. However, all was not rosy. See, for instance, John Grigg's account of the 1909 Fulwell tram strike in Labour History. In 1924, there was another tram strike against attempts by the employers to cut wages and in support of a counter claim for an increase. 16,000 tram workers struck, supported by 23,000 bus workers. Tube staff voted to strike, but were bought off with a six shillings a week increase. The TUC, supported by T&GWU leader Ernest Bevin, attempted to initiate joint discussion and action with the employers (Mond-Turner scheme) similar to the Railway Conciliation Scheme. But the left organised the rank and file to oppose this, and to oppose Bevin too! (Clegg). Rates of pay on the trams, however, remained less than those on buses and trolleybuses, despite socialist Councils, West Ham in particular, paying above the going rate on principle.

There were several unofficial strikes between 1924 and 1926 over schedule changes and other issues. In 1932, the LGOC again tried to cut wages and staff numbers with hundreds of dismissals. The replacement of petrol engines by diesels from 1930 allowed buses to be larger and to go faster, without compensation for the staff, who opposed the speed up. The Communist Party and its Trade Union United Front organisation

- the Minority Movement - became active on the buses, building on a rising tide of anger and frustration among the staff. Mass meetings at bus garages opposed the cuts, which had been agreed by the T&GWU. Bert Papworth, of Putney Chelverton Road garage, called a delegate meeting which elected a rank and file committee. This committee took over the Busman's Punch, a magazine that had been inaugurated by communists at Holloway garage. The enviable democratic structure earlier put in place by the T&GWU facilitated a high level of organisation and gave the rank and file a considerable say in the decisions of officials. Despite the Conciliation Scheme's restrictions, tube workers at Morden declared in favour of a strike. The rank and file committee went from strength to strength. They said the 'Speed Agreement' had led to an increase in takings without any increase in wages and also demanded a seven-hour day. Many local unofficial actions took place, including a Green Line strike in 1935 over insufficient rest days and a strike over a speed-up at Slough and Windsor Country Area garages, which spread rapidly. (See 'London Busmen: Rise and Fall of a Rank & File Movement' by Pete Glatter in International Socialism No 74, January 1975; also Clegg.)

1937 Coronation Strike

All this agitation and unofficial action culminated finally in an official strike in 1937. Striking bus workers were accused by the press of deliberately trying to sabotage the Coronation. The Tram and Trolleybus Section of the T&GWU sought power to call their members out, but they were outmanoeuvred by Bevin and were not able to join the strike, which weakened it considerably. It was ended by the T&GWU after four weeks, with virtually no improvements made on the original offer. The Busmen's' Punch had collapsed by the outbreak of war in 1939; but, after being expelled from the T&GWU then readmitted but banned from office, Bert Papworth and his colleague Bill Jones were finally re-elected in 1942 and subsequently served on the Executive of the T&GWU for many years (Clegg; and Glatter).

To be continued.

Editor's note:

Martin asks readers to submit any memories or artifacts they may have relating to the subject of this article. Such contributions may be published in Friends News or used in the longer history of LT labour relations, which Martin is in the process of writing.

Canals And Trams

Mike Kay describes a weekend tour planned for April next year, for which provisional bookings are invited.

Further to the Friends' commitment to broaden the interest of the visits programme, we are very pleased to offer an exceptional tour - and our first to include overnight hotel accommodation. The tour will focus on important parts of Britain's canal heritage; and we will also stop on the way north at Nottingham to visit the expanding light rail network there. More details are given below.

Departure time on Friday 26th April will be 0745 from St Pancras Station. Sorry about the early start, but that is dictated by the arrival time at Nottingham, convenient operationally for the light rail visit. We will travel on the very latest six-wheel SETRA vehicle from Epsom Coaches, with leather reclining seats, seat belts, air conditioning, toilet and servery, from which coffee, tea and chocolate will be available for a small charge throughout our journey.

As we make our way north towards our ultimate destination near Huddersfield, Steve Guthrie, of Nottingham Trams Limited, has invited us to visit what is surely one of the most successful tram operations in Europe. Furthermore, the network has just started an exciting development programme, that will extend and enhance the operation even further. Subject to the vehicle maintenance programme, Steve hopes to take one of the Nottingham trams around the whole network for us, followed by a depot visit. Steve will be our host throughout the trip, and will provide a presentation on the future plans for the system. Our visit will conclude with a late lunch, before we continue to Huddersfield and our hotel.

On the Friday evening, members of the Huddersfield Narrow Canal Society will be joining the group for dinner at the hotel. They will provide a presentation about the building and operation of the Standedge Tunnel (see Saturday's itinerary below), describing how the vessels were legged through by men using the walls and roof of the tunnel, before the steam age arrived.

On Saturday 27th April, through the good offices of Peter Carter of what was, until recently, British Waterways, but is now The Canal and River Trust, we will take a trip through the 3.25-mile Standedge tunnel on the Huddersfield Narrow Canal. This is the longest canal tunnel in the UK and was opened in 1811. (See accompanying photo.) Our party will travel in an electrically-powered boat, in two groups. It is a truly amazing voyage through an important piece of canal industrial archaeology.

After our canal trip on the Saturday, we will be taking a late lunch, along with the tunnel staff, in the former Bradford Corporation Saltaire Tram Depot, which is now a restaurant. There will be free time in the late afternoon for relaxation before dinner.

After breakfast on Sunday 28th April, Peter will join us to show us the delights of the Anderton Boat Lift in Cheshire. This was built over 125 years ago, to link the Trent and Mersey Canal with the River Weaver 50 feet below, via a unique water powered lift. The purpose was to create an industrial supply chain that saw goods and raw materials shipped between the industrial powerhouses of Stoke on Trent and Birmingham and the ports along the River Mersey.

Morning coffee will be served on arrival and we will then join our wide-beamed barge *Edwin Clark* for a trip down in the lift and a short cruise along the River Weaver. This will take us to the swing bridge in Northwich, a town built on the mining and export of salt. You will then have a chance to visit the canal museum.

We expect to head south and home after Sunday lunch and to arrive back in London (St. Pancras) around 19.30.

Our hotel is the acclaimed, four star Cedar Court, at Ainley Top, which boasts one of the finest indoor swimming pools in the area. We will be staying here on both the Friday and Saturday nights. Accommodation includes a hearty Yorkshire breakfast on the Saturday and Sunday mornings and a three-course dinner with a wide choice of dishes, using local produce, on the Friday and Saturday nights.



What is Included:

- Return coach travel to and from London and locally on arrival.
- The services of our Tour Manager, to help you get the most out of the trip.
- Guided tour of the Nottingham tram system and depot visit.
- Buffet lunch on Friday.
- Two nights hotel accommodation, on a dinner, bed and breakfast basis.
- Presentation about the Standedge Tunnel on Friday evening.
- Guided tour of the full length of the tunnel in two groups on Saturday.
- Lunch in the Old Tramshed Restaurant on Saturday.
- Wine with dinner on Friday and Saturday.
- Visit to the Anderton Boat Lift on Sunday, with morning coffee on arrival.
- Guided boat trip down in the lift and cruise on the River Weaver, with a visit to the museum.
- Roast Lunch on Sunday.
- The services of Peter Carter of the Canal and River Trust, for the Standedge and Anderton visits.

The Cost

- In a standard twin/double room per person: £199
- In an Executive twin/double room p.p. £215
- In a single standard room p.p. £217

We expect this tour to sell very quickly; so to reserve your place, you will need to forward a deposit of £30 per person, at your earliest convenience, but no later than 1st December 2012. This deposit will be fully refundable, up until 1st February 2013, after which it will only be refunded if the place is sold. Full payment will be required by 22nd February 2013.

How to book

Please fill out the details in the booking form below (photocopy suggested) and forward it with your cheque for £30 per person, made out to ATTC (Association of Travel Clubs) enclosing a stamped addressed envelope.

Name
Address
.....

List all other names in your party
.....
.....
.....

Phone Nos
Email

Please book me Double/Twin Standard
 Twin/Double Executive
 Single Standard Rooms

at a total price of £
Total to be paid by 22nd February 2013

I enclose my deposit cheque for passengers made out to ATTC for a total of £ (£30 per passenger)

Special dietary requirements (please say what and for whom)

Please post your booking form to ATTC, "Canals and Trams", 97, Oxford Road, Rochford, Essex SS4 1TF. You will receive your confirmation within 14 days.

If you have any queries regarding this tour, please email Mike Kay at mokay@aircontractors.com

Acquisitions

Anna Renton, the Museum's Senior Curator, writes:
'The Friends' generous support has enabled us to add to our poster collection once again, with this lovely 1923 Metropolitan Railway poster advertising Country Walks booklets. We are always looking to add to our collection of Metropolitan Railway posters, as these are under-represented in our collection. Many thanks to the Friends for giving us the opportunity to develop the poster collection.'



Shop News

Michael Walton had not submitted his copy by the due date. However, we should not judge him too harshly, as he has been very busy preparing for the A60 Farewell Tour and the Acton Depot Open Weekend. Michael would no doubt wish to remind you that memorabilia from the A60 stock event is available from the Shop (in person and on line). These items include luggage racks, destination blinds and other recovered items, along with an attractive farewell booklet.



Laurie Akehurst at a book-signing session before the Friends meeting on 24th September. See also page 20.

Who Are ATTC?

The Association of Travel Trade Clubs (ATTC) was established some 50 years ago, with the prime object of facilitating what we would now call "networking opportunities" between individuals and companies involved in the travel trade. ATTC continues to organise a programme of UK and overseas tours for its individual members and others. In doing this, it can call upon the resources and contacts of its members, who are largely professionally involved (or have been so involved) in the travel trade.

ATTC is a non-incorporated body and operates on a non-profit-making basis. It is run by Mike Kay (a long-serving Friend and Museum volunteer) together with two other principal directors.

It has been agreed that ATTC will organise certain visits – typically those of transport interest involving long-distance travel and/or accommodation – on behalf of the London Transport Museum Friends (LTMF). Such visits will be co-ordinated with the complementary programme of generally shorter visits which LTMF will themselves organise and administer.

Stay connected at your desk or on the move

London's transport heritage will never be far from your mind with our new limited edition mugs, mousemats and travelcard holders.

They depict the wonderful 1929 *Buy your season tickets here* poster from the Museum's archive, which we proudly use to promote the Friends.

Available directly from the Friends' office, the mug costs just £6 (plus £2.20 p&p), the mousemat £3.50 (plus 75p p&p) and the travelcard holder, £2.50 (plus 50p p&p).

Send a cheque for the total amount (payable to London Transport Museum Friends) to:
London Transport Museum Friends' Merchandise,
39 Wellington Street, London WC2E 7BB.

Amersham Heritage Day

Sarah Siddons and the 1938 Tube Stock were both in action on Sunday 9th September for the 2012 Amersham Heritage Day.

The heritage trains operated trips between Harrow on the Hill and Amersham, from where the Friends organised a connecting bus service to Amersham Old Town. RM1 developed last-minute problems with its water pump, so the London Bus Company kindly provided RM 298 at short notice. This bus operated alongside other vehicles provided by the Amersham and District Motor Omnibus Company. RM 298 was driven by Peter O' Callaghan.

It was a good day, with the usual mix of enthusiasts, families and young professionals who dressed in their 1930/40s best! Over 600 train tickets were sold (with Sarah Siddons proving marginally more popular).

All the bus journeys with RM 298 ran as timetabled (under the supervision of Laurie Akehurst) and 558 bus passengers were carried.

The Friends had a sales and information desk at Amersham station, organised by Nik Oakley with a small team of volunteers.

The accompanying photos are by Graham Smith and John Stiles. Friends will recognise Museum Director Sam Mullins in the fetching hat; and that's the Mayor of Amersham, Mimi Harker, wearing her equally impressive chain of office.



A60 Farewell

After more than 50 years' service, the last A60-stock train made its farewell appearances on the Metropolitan Line at the end of September.

Last day of normal passenger service was on Wednesday 26th September, followed by special farewell tour of the whole line on Saturday 29th September.

The accompanying pictures (by Barry Le Jeune except where otherwise credited) show:

1. Below: The farewell tour train passing through Hillingdon. (Graham Smith); and right:
2. Barry Le Jeune, Guy Marriott and Dave Taylor were members of the car stewarding team for the farewell tour on 29th September – and are seen here at Moorgate prior to departure. (Geoff Marshall)
3. Angela Back, Metropolitan Line General Manager, with the farewell tour headboard, which was raffled for the benefit of the Railway Children charity.
4. The Friends stall at Amersham, set up by Nik Oakley with assistance from Doug Sinclair, Richard Meads, John Campbell and Tom Cavanagh.
5. John Campbell offering a Friends' mouse mat to the driver of the farewell tour train. This car (5034) is expected to come to the Museum collection. (Other operational units are being retained by London Underground for track adhesion duties.) (Photo by Tom Cavanagh.)



Book Reviews

Country Buses:

Volume One 1933 –1949.

Laurie Akehurst. Capital Transport. £30.

The author, a leading member of the Friends and informed historian of LT Country Bus and Coach matters, will need no introduction; nor, even allowing for this reputation, will this book disappoint.

Despite the title, the recounted story starts before 1933, with the setting up of the agency arrangements between the LGOC, East Surrey, National and Thames Valley companies to develop services in what later became the Country Buses territory. The Underground Group acquired East Surrey in 1929, to forestall any possible take-over by the Southern Railway. This provided the core company from which London General Country Services was formed.

The book explains how, with the creation of the LPTB in 1933, LGCS became the Country Omnibuses Department of London Transport. There followed many acquisitions of other companies within the Board's area, some by common agreement and others by compulsory powers. Once most of the acquisitions were complete, the LPTB began a programme of area route reorganisations to rationalise services, which the book describes in detail; and, with a wide variety of vehicles coming into the fleet, new standardised buses started to arrive, particularly STL double-deckers and Leyland Cub single-deckers. The former were allowed, by the LPTB centralised engineering function at Chiswick, to have forward entrances, but not platform doors. Claims that the internal design discouraged draughts proved over-optimistic! The effect of wartime on operations is described in a subsequent chapter. Passenger numbers increased significantly in this period, by 90 per cent overall between 1939 and 1945. Some semblance of normality quickly returned, marked by the appearance, just at the end of the period covered in this volume, by the first of the RT buses.

The book is profusely illustrated by black and white images drawn from a wide variety of sources. The text documents all route changes in the period covered; changes to the vehicle fleet; publicity; fares (not that they changed much); and staff issues, including the sometimes awkward relationship with Central Bus cousins and the employment of women as conductors, initially in wartime but continued beyond, latterly in the face of ongoing staffing shortages.

A second companion volume is to follow, covering the years from 1950 to 1969, which saw the development of services in the New Towns and a later decline in the Country operations' fortunes.

(BLJ)

The accompanying photos (from the Museum collection) are taken from the book.

RT648, newly located to Watford High Street garage in September 1948.



C54 at Weybridge on route 438 in May 1937.



Women conductors training at Chiswick Works in the second world war.



The Great Railway Revolution: The Epic Story of the American Railroad.

Christian Wolmar. Atlantic Books. £25.

In his latest work, Christian Wolmar tackles the biggest subject so far in his growing series of railway books. The story of the American railroad is indeed epic, as the subtitle suggests, and it is a huge and challenging topic for a single volume history. Wolmar makes the bold claim in his introduction that 'America was made by the railways' and that 'without the railways, the United States would not have become the United States'. His book makes a persuasive case for this, told as a fascinating and wide ranging story that links to almost every aspect of American society and culture.

Wolmar is a very rare animal indeed: a journalist with an enthusiasm for railways, who understands their wider significance and who can write intelligently about their importance in the past and present. This book underlines why politicians, business people and economists alike should look at history to understand the world as it is, is before making ill-judged decisions about the future of railways and transport as a whole.

The story of railways in the US is very different to the UK; but, as in this country, it is widely misrepresented. Wolmar's well-informed account is also a refreshing contrast to the generally ignorant and biased reporting on railways that still characterise our national media. No wonder they now go to Wolmar for explanation and comment. He knows his stuff and is respected by the industry and enthusiasts alike.

The Great Railway Revolution is a very good read and immensely enjoyable. If, like me, you have only the haziest knowledge of American railroad history, but are attracted by those wonderful names and stories, I can strongly recommend it. My only disappointment is that the book is poorly designed and presented. There are just 32 illustrations, only four of them in colour, and they are crammed together in two group inserts unrelated to the text. This is a real shame because a story as rich as this cries out for dramatic visuals, and the range of images available is huge. The publishers appear to have been cheapskates over this and have missed an opportunity to produce a book which looks as good as it reads. Most people want to see that lonesome whistle blow, not just have it invoked in words!

(Oliver Green)

Underground Maps Unravelled: Explorations in Information Design. Maxwell J Roberts.

Published by the author. £45.

This is an unusual, but utterly fascinating, book which I cannot recommend too strongly. Max Roberts has a doctorate in psychology and is a lecturer at the University of Essex. He has researched extensively into intelligence, problem solving and reasoning. In 1999, he started to consider the design and effectiveness of transport maps and schematics, taking as his starting point Henry Beck's famous Tube map of 1933.

Beck's original had already been reappraised in the 1980s and had become widely hailed, beyond the world of graphic design, as a great example of artistic modernism, a design classic and even an icon of 20th century London. Suddenly, something which everyone travelling in London used all the time, never really thought about and had been a commonplace feature of urban life for half a century, was looked at in a new light.

This new fame spread in the 1990s. Simon Patterson produced his clever conceptual artwork *The Great Bear*, where all the station names are replaced by people, so that footballers on one line are linked through an appropriate interchange to philosophers on another, or whatever. Beck's pioneer concept was rapidly copied, promoted and exploited in everything from advertising to tourist tat, such that even Oxford's souvenir shops acquired a university city pub map poster based on the London Tube map - a bizarre cultural association that had clearly achieved universal recognition. When the BBC had a competition to find the most popular British design of the 20th century a few years ago, Beck's map nearly won the vote; but it was narrowly beaten by Concorde. Beck's name had emerged from obscurity to become a pub quiz staple and his diagram had become better known than any other map design ever created anywhere.

But, despite this acclaim, nobody had really looked closely at what made Beck's diagram so successful, and why so many later metro maps and other transport schematics were comparative failures. Labelling something as a classic or, even worse, an icon, has become a lazy media cliché, which offers no analysis or explanation of anything. This book plugs a particular gap very effectively.

Roberts has explored Beck's diagram, and many others, from practically every angle. He has used what are apparently called "digital vector graphics" to create a vast range of alternative schematics. These computer-aided designs demonstrate how different approaches can suggest better maps in some respects; but they can also feel uncomfortable to use, even though logically they should be better. His own favourites are his own Curvy Tube Map designs that demonstrate a completely different approach to Beck's principles: rather than everything on a diagram being a vertical, horizontal or diagonal line, straight lines are forbidden and all harsh corners are smoothed into gentle curves.

At first sight the Roberts' Curvy Tube Map just looks plain weird, like Harry Beck on acid. It's an interesting, and radical, alternative approach, but somehow I don't think it will catch on. Wearing his psychologist's hat, Roberts is more optimistic: 'Once the requirements of geometric simplicity, coherence and harmony are fully understood and well implemented, the assumption is that, if any of the best of the new designs are unsettling, this is because of a conflict with knowledge and experience rather than a fundamental incompatibility with people's perception and cognition'. Well, we'll see.

It is impossible to do justice to this fascinating volume in words alone. Roberts has designed, written and published the 225-page volume himself. His creation, and the visuals in particular, have to be seen to be appreciated. It has clearly been a labour of love, but it is a beautiful production. The book is not cheap at £45, but I can virtually guarantee hours of pleasure poring over the meticulously created 'what if' designs.

My own favourite is a lovely spoof Charles Rennie Mackintosh version of the Tube map. Maybe Roberts should suggest it as a design approach to the Glasgow Subway, as part of the current refurbishment of the UK's only other underground system? *Underground Maps Unravelled* would make a great Christmas gift for anyone who loves maps and creative graphic design.

For further information, go to www.tubemapcentral.com

(Oliver Green)

More Book Ideas

Graham Thompson shares some suggestions for further reading. Graham writes:

"As we begin the batten down the hatches for the winter season, I wondered if Friends might be interested in curling up with one or more of three recent thriller novels which have been published recently and are set on, and/or feature, the London Underground?

BRYANT & MAY OFF THE RAILS by Christopher Fowler (June 2011). It is described as "sophisticated, fast-paced, and confounding until the final thrust; *Bryant & May Off The Rails* finds Christopher Fowler at his beguiling and entertaining best."

WHISPERS UNDERGROUND by Ben Aaronovitch (June 2012). The enticement to read this 'supernatural crime' novel states: "Now something horrible is happening in the labyrinth of tunnels that make up the tube system that honeycombs the ancient foundations of London. And delays on the Northern Line are the very least of it."

BAPTISM by Max Kinnings (July 2012). My own assessment is of an atmospheric, tense, and claustrophobic page-turner.

To date I have only read *Baptism* (the other two are on order); but it may be that Friends might like to share their own opinions on this interesting trio of alternative books on the Underground?

All three of the books are available at discounted prices through Amazon Books and doubtless other sources too."

Letters

Trolleybus 50 Corrections

Thank you for yet another most informative and enjoyable *Friends News* (July 2012) and for the excellent coverage of the 'Trolleybus 50' talk and events. May I make a couple of comments relating to these:

The figure generally quoted as the value of the power distribution infrastructure is £13 million not £3 million (page 14). Allowing for inflation at a multiplier of 60, this would equate to some £780 million in today's values, so it is no wonder that the Board was loath to write off such substantial assets. *[I believe the £13million figure (around £180 million at today's values) was the sum invested in the trolleybus infrastructure by the LTPB in the late 1930s: Editor.]*

The caption to photo 1 should read that trolleybus 1379 was *built* (not converted) for possible use through the Kingsway Subway. It was classified X5 and fitted with coasting and run-back braking for use on the northern Subway ramp, similar to that fitted to Classes B1, J3 and L1 for the Hills at Anerley and Highgate.

On page 15, trolleybus 1201 is the property of the London Trolleybus Preservation Society and resides at the East Anglia Transport Museum, not at Sandtoft. I can be sure of this as I paid the deposit of £30 on its purchase from Welton Autos at Shepherd's Bush in 1968, using the gratuity I had earned from my employers for completing Part 1 of the Institute of Bankers Examinations. My mother was furious. £30 was a lot of money then!

George Moon (LTPS)
Burnham on Sea

Another Trolleybus Pole

This surviving trolleybus pole is in Burlington Road, New Malden, opposite Cavendish Avenue. There is a slight bend in the road, so the pole is set back about two feet from the pavement. It looks as though it is on private ground; could this be why it was missed?

There have never been any trees in the way to obscure it and, as you can see, it still has the support wires hanging from it. The routes served were: 604 Wimbledon to Hampton Court; and 605 Wimbledon to Teddington. It has occurred to me that, as the top of the pole seems to be open, could this be a vent pipe from the sewers?

It looks as if the last coat of paint it had was when the trolleybuses were still running!

Bob Dunnell
(by email)



New Zealand Routemasters

Further to the letter in the July 2012 issue of *Friends News*, I would like to offer some information on the Routemasters in Christchurch. I also picked up some leaflets earlier this year and matched the vehicles to notes I have built up over the years and to pictures of British buses in New Zealand.

The closed-top Routemaster is RM 1670. The number is clearly visible in a Christchurch guide leaflet. This bus arrived in NZ in 1984 and was operating tours around Auckland when I photographed it in 1992. During its time in NZ, I gather it passed through various owners, including, I think, the Little family – famous for the Foxton Trolleybus Museum.

The open-top Routemaster, which appears on the front cover of the Christchurch *What's On* leaflet, appears to be RM 221 (ex Strathtay WTS 128A). This went to NZ in 1993. It spent a long while at Wanaka Airfield, at which time it had no roof but retained all its upper-deck windows. It has now been cut down to the more usual open-top appearance, retaining the front, and first two side, windows.

Both buses have had their licence plates changed, which can make it harder to confirm identities. However, RM 221 retains certain features visible in a previously published picture.

You mention the possibility of an RML as well. The only RML I am aware of in NZ is RML 2724, which I saw in Napier last year. It did not appear to be in regular service use, so may have moved south.

This year I had the pleasure of travelling on the other Routemaster in NZ – RM 1660 at Queenstown, which still operates daily tours to Arrowtown via various local tourist attractions.

Other types of ex-London Transport buses can also be found in NZ, including RT, RTL, RLH, T (Titan) and various midi-buses – the latter still in service.

Martyn Nicholls
Bexley.

I am grateful to Arthur Dransfield who sent in the accompanying picture of a Routemaster – presumably RM 1660 – which Arthur photographed at the car park at the famous Bungy Jumping Bridge site just outside Queenstown on 21st January 2011.
(Editor)



Life As A London Ambassador

Vice Chairman Richard Meads describes his experiences as a volunteer for the London Olympic Games:

Always up for a challenge, in early 2011 I spotted an advertisement for applications to be a volunteer as a London Ambassador during the Olympic and Paralympic Games. They were looking for people who have 'a real passion for London and are enthusiastic about helping people at this exciting, and important, time for our city'. Sounded right up my street, so I duly applied. The on-line application process seemed to work and I was then invited to attend a Recruitment Event in April 2011, where a large number of us from different age ranges, ethnic backgrounds etc. were taken through a set of team activities and one-to-one sessions. Given the number of people being seen, about 16,000 in total, the recruitment process took several months and it was not until towards the end of 2011 that I heard the result.

The good news was that, along with 7,999 others, I had been successful in being selected as an Ambassador. The bad news was that I had been allocated to Victoria Park – not exactly easy for me to get to from home in Chesham. I had listed Euston/King's Cross and Victoria as my preferred locations and, although they never admitted it, I suspect there was some computer confusion between 'Victoria' and 'Victoria Park'. But the problem was soon sorted and I was then offered a six-day shift during the middle of the Olympics at 'King's Cross/St Pancras' – which I will come back to later.

The next stage for all of us was going through the training modules. There were three in all. The first was to help us understand our role at Games time, including how we were going to operate. We were to be based at fixed locations (known as 'pods' in the Ambassador community) and we also had first sight of our pink and purple uniforms. There were also the usual group exercises and presentations to help brush up our team-working and communications skills. The second module built on this and included customer service, safety and security training, and advice on how to deal with potentially difficult situations.

The third module was site-specific and it was only at this stage, just over a fortnight before the Games commenced, that it became evident exactly where the 'King's Cross/St. Pancras' pod was based. I had visions of being located in the open somewhere in the triangle between the two stations; but in fact it was in the Eurostar arrivals hall. So our third training module involved trying to understand every nook and cranny in St. Pancras station, and how access and queuing arrangements would be changed during the Games.

Having been duly trained and briefed, I was ready for action. I had been allocated six consecutive evening shifts (from 17.00 to 22.00). Our 'modus operandi' as a team was that we would greet people arriving on each Eurostar service and offer them free maps and other information about London – and, of course, seek to answer any questions. The fast-track business travellers largely rushed

by, but the capacity of the remainder to take free literature about London was amazing. Particularly popular were the free copies of *Time Out* that were available. So successful were we in handing out literature that several times we had to raid the storeroom of the pod in King's Cross station next door! Certainly our presence seemed to be welcomed both by Eurostar passengers and by staff normally on duty.

What sorts of questions did we get? To say the least, wide ranging. Most were fairly basic, seeking simple directions to the Underground, taxis, Javelin services, left luggage, toilets etc. Others were much more specific – like the Japanese girls who wanted to know exactly where to catch the number 30 bus. Another favourite during the first few days was 'how do we buy Games tickets'? Given the time of our shift, starting late afternoon, a typical question was: 'how can we get to our hotel?'. Sometimes these were situated way outside London (eg Lingfield Park). We were equipped with a laptop, so could look up postcode locations. Some were a bit difficult to understand – like why travel to London on Eurostar and book a hotel at Heathrow – but I am sure they knew what they were doing.

Younger visitors, of course, were particularly keen to see Platform 9¾ at King's Cross. The oddest question? Not sure really. But one couple, I think from America, had clearly been on a day trip to Paris and asked if I could direct them to the place where their taxi driver had set them down, as this was where he was going to pick them up! In practice, this is not as silly as it sounds, as there is a defined hire car set down/pick up at St. Pancras and I think I managed to point them in the right direction.

One point about wearing the 'pink and purple' uniform, of course, was that you could easily be asked questions as you were travelling to and from your shifts. Standing on the platform at Hemel Hempstead as I was on the way to town, a group of French visitors were closely studying their maps. They were clearly going to the Olympics, as one was wearing a pair of the novelty sunglasses that were all the rage, with the five Olympic rings. They soon spotted me and came over to ask how to get from Euston to the DLR, as they were on their way to the ExCel arena (easy – Northern Line to Bank and then make sure you get on the correct DLR train).

Were there any perks from being an Ambassador? Well, I did get to see one of the technical rehearsals for the opening ceremony, which was a great experience, even though we were not allowed to see any of the 'top secret' bits – like the James Bond sequence with the Queen. It was also the evening just before the Games when the Central Line shut down; the following morning Transport Commissioner Peter Hendy described it as a good test of the transport system, as a near capacity crowd at the stadium had been cleared without too



much delay, with one major line out of action.

Did I enjoy the experience? Actually, it was great fun. Most people we encountered were very friendly, and they seemed to welcome people like us being around. Seeing London in a completely different light during Games times was a unique experience and one that we probably won't have a chance to see again.

Could You Be A Museum Friends Ambassador?

We are seeking to expand membership of LT Museum Friends amongst bus and rail operating staff. We are therefore looking to appoint Ambassadors in the workplace – garage, depot, office, station or wherever – who could help us increase our membership.

Voluntary organisations like the Friends can sometimes seem remote. An Ambassador's main role would be to talk to colleagues about what we do, about our activities and events, and about the sheer pleasure of helping to keep our legacy of transport history alive for the future.

Posting information about the Friends on workplace notice boards and in social media will establish you as an Ambassador, and we'll give you full briefings on this. But the real key to recruiting colleagues will be your own enthusiasm and knowledge.

If we can get twice as many members as we've got now, we can do more than twice as much for our transport legacy! Guy Marriott in the Friends office at Covent Garden will be happy to tell you more. He's normally in the office on Mondays (020 7565 7296), and his email is guy.marriott@ltmuseum.co.uk. Or you can call him on his mobile: 07770 667603.

Contacts

For all membership enquiries, including renewals, changes of address, requests for replacement membership cards etc., please contact Pat Tilly and the membership team:

By email to:
friendsmembership@ltmuseum.co.uk

By phone to: 020 7565 7296
(on Thursdays, if possible, but voice mail available at any time)

By post to: Membership Secretary,
Friends' Office, London Transport
Museum, 39 Wellington Street,
London, WC2E 7BB.

For all other enquiries about Friends' activities, please contact
Guy Marriott, Friends'
General Secretary: by email to
friendsadmin@ltmuseum.co.uk

Guy is usually in the Friends' office on Mondays, so phone enquiries (other than membership matters) are best made to him then on 020 7565 7296.

Or you can write to Guy at Friends' Office, London Transport Museum, 39 Wellington Street, London, WC2E 7BB.

The Friends' office is staffed by volunteers and is not open every day. Please be patient if you do not receive an immediate reply.

Following the guidelines above will make it easier for us to reply promptly.

For further information on Friends' membership, benefits and events, please visit the website:
www.ltmuseum.co.uk/friends

For Museum enquiries, please phone the Museum information desk on 020 7565 7298.

Or visit the website:
www.ltmuseum.co.uk

To contact individual members of the **Museum staff**, please phone the Museum switchboard on 020 7379 6344.

What, Where, When?

Geoff Marshall was the only Friend correctly to identify the location and purpose of the hook featured in the puzzle picture in the July issue of *Friends News*.

Geoff says: "It's at Leicester Square where Martins Lane meets Cranbourne Street and Long Acre. And what is it? It's a hook on which policemen directing traffic (before traffic lights) used to hang their coat in hot/dry weather, when they didn't need it. The building to which it was fixed originally had a convenient nail from construction work; but, when the nail was removed, the policemen requested a hook be installed. It was - and it is still there today, complete with Metropolitan Police plaque, on what I think is now a Photographers' Gallery.

Geoff wins the book prize, kindly donated by Ian Allan Publishing.

And so to the new puzzle picture, kindly supplied by Terry Cooper. Where was this photo taken and what can you tell us about the building on which these initials and date appear?

Please send your answers by email or post to the Editor's home address (see page 2) by the copy date for the January 2013 issue.



Milk Van Departs

The Met milk van left Acton on 26th September for Wolverton, where work will be undertaken to get it into running condition for Underground 150 events starting in January 2013.
(Guy Marriott)



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