

Don's real photographic passion has been recording various forms of London's public transport over the years, from the trains and buses in the heyday of London Transport, to the buses, trams and trains of the now mainly privatised companies.

Undoubtedly, the original London Transport buses have fascinated Don more than other forms of Public Transport for many years, although he still captured many scenes on the railways in London and in various other locations.

With his keen interest in London Buses, he has maintained a complete list of every single bus photograph he has ever taken, recording the units stock number as well as the date and where the photograph was taken.

When I have been out photographing with Don, he regularly looks up his records to see if the bus he has just photographed is a duplication, and is very pleased when it turns out to be a new addition to his collection.

With the vast numbers of buses like the Routemaster produced, even Don hasn't managed to get a photograph of every single unit, although he has certainly tried very hard.

AEC 'T' Single deck bus T31 at Crawley Rally 13th July 1980



MEMORIES of working for London Transport *D.J. Bond*

This is the story of my friend and fellow public transport photographer, Don Bond. Some years ago, we happened to meet by sheer chance by a railway station booking office, and once we got talking together, found that we had similar interests. It wasn't long afterwards, that we met up again at a local coffee house, and were soon planning visits out together.

My own interest in Public Transport was mainly the London Transport surface and tube stock plus the main line and narrow gauge railways of the U.K. But meeting Don, was soon to change all that. His love of the buses and trams of London soon rubbed off onto me, and before I knew it, I was out regularly photographing the London Bus Scene with him. This was before the days of digital, when you had to buy enough 35mm colour film before venturing out, as you knew you couldn't easily pick up further supplies of the film we used, when out on location.

The experiences that Don had whilst working for London Transport always intrigued me, and I felt that these should be shared with others before they disappear in the mists of time. I hope this publication does justice to those experiences, and to Don's photographic work, only a tiny proportion of which can be showcased here and on my associated websites.

BRIAN E. ABBOTT
MARCH 2009

Don started work with London Transport in 1947 as a Mechanical Apprentice and at the time was living at Chorleywood on the Metropolitan Line. In order to get to Acton Works on time, he had to catch the 05.54 train.

After two years learning the basics at Acton Works, he was sent to various depots to gain further experience, starting at Neasden in 1949. One of his first jobs was to work on 'o' stock driving motor 13054 built by the Gloucester Railway Carriage & Wagon Company, and which had remained unused from delivery and throughout the Second World War. The job consisted of checking out all the under-seat equipment, and although somewhat dusty inside, the car still had a strong smell of fresh varnish to it.

Another matter was related to getting electric trains to Amersham and Chesham from Rickmansworth, which was then the current limit of electrification. One idea was to build diesel units which could couple to the front of Metropolitan 'T' stock at Rickmansworth to supply traction current. That idea was quickly discarded.

However, one idea that was considered at Neasden Works was to use a British Railways steam locomotive with Westinghouse pump to draw 1938 tube stock. In October 1949 the system was tested



Another Special, this time at Rayners Lane, with Sarah Siddons at the rear of the train, heading for Uxbridge in 1998. The tube stock is in the reversing siding awaiting its return trip to Cockfosters.

The scene at Paddington after a derailment of leading coach 5506 on Saturday 27th May 2000. For some reason, it took over 6 hours to get the train re-railed, which frustrated many passengers.





45-years of the R-Stock was celebrated by this Farewell Tour on 15th May 1983, seen here at Uxbridge.

Celebration of London Transport's Golden Jubilee was marked by this tube stock rail tour photographed at Ealing Broadway in 1983.



using BR L1 Class 2-6-4T number 67707 connected to a 1938 tube stock train by means of flexible pipes. The tests proved the idea completely impractical because just opening the doors on the test train used up all the available air.

Don then moved to Ealing Common Depot where he was involved with the then new 'R' stock, followed by periods at Golders Green and Ruislip Depots. After spending about a year at the various depots, he had a further spell at Acton which provided plenty of variety including the burning of old wooden stock in the yard. It was fun before burning the stock, to look under the seats for old tickets, which Don also collects.

Before the special 1921/24 saloon stock unit 2598-6557-2599 that had latterly worked on the East London Line was scrapped, Don managed to purchase for the princely sum of 6d, a very nice brass builders' plate which gave all the details of height, length, weight, etc from the end of 2599. This unit had an interesting history - the centre car began life as a first class driving trailer constructed in 1923 for display at the 1924 British Empire Exhibition at Wembley and the two motor cars were ordered in 1925 with the traction equipment placed above the floor in a compartment behind the driving cab, a design which was not perpetuated.

Several years later when moving house, Don gave this builders' plate away, and he is now wondering where it has finally ended up. If you know where it is now, please let us know.

Between 1st August and the end of November 1951, Don was at Lillie Bridge steam shed, which although being a somewhat dirty environment, as all steam sheds are, he really enjoyed. The two ex-District Railway Hunslet 0-6-0Ts L30 and L31 and the ex-Metropolitan Railway Peckett 0-6-OSTs L53 and L54 were there in service during that time. L31 was built in 1931 and scrapped with sister locomotive L30 in July 1964. L54 was built in 1899 and scrapped in March 1962 whilst sister locomotive L53 was built in 1897 and scrapped in August 1960. Only photographs of L31 and L54 were taken by Don whilst he was at Lillie Bridge in October 1951.

Opposite Page, is Don's photo of the October 1949 experiment, which clearly shows the loco with the trailing flexible pipes outside Neasden Works.



Hunslett L31 and Peckett L54 at Lillie Bridge, October 1951



1938 stock Test train comprising 11204 12128 012294 10204



But first, these two photographs of 1938 tubestock being tested caught my eye. To simulate the weight of passengers in the vehicles, heavy weights have been added as can be seen in the car interior; with many more located in the door vestibule areas.

Rickmansworth in May 1952. It was cut up at Acton Works in April 1954. No.16 fared better, being repainted maroon and regaining the name Oliver Goldsmith in January 1953 before being withdrawn for scrap in March 1962.

In May 1956 Don left London Transport to work at another company that manufactured various train items, some of which were incorporated in LT's new rolling stock including the front doors for both tube and surface stock at that time. If you have ever wondered why there is a difference between the colour of the outer skin of unpainted aluminium LT rolling stock and the front doors, it is because the front doors are cast aluminium as opposed to the outer skins of the bodies, which use aluminium sheet. Despite many attempts at trying to colour match to the sheet material, none was ever successful.

Although Don moved on again and also spent time working in Melbourne, Australia whilst his family were growing up, he never lost his interest in London Transport and when he returned to the UK, started to compile a photographic record of his interest in LT buses and trains using his newly acquired 35mm Minolta SLR camera. He still uses that same camera with the original lens, as can



be seen in this candid photograph of him taken on one of our joint assignments to Merstham on 1st September 2005.

We now look at some of the other interesting photographs in Don's collection, and also include some tram photographs taken whilst he was working in Melbourne, Australia.

Don also participated in a number of 'Special Tours' run on London Transport for enthusiasts, and several are featured in later pages.

One unforgettable incident that happened during his stay at Lillie Bridge concerned the regular daily goods train that came into the yard. These trains were usually pushed up the slope from the West London Line by an ex-LNWR G2a 0-8-0 tender engine. Whenever possible Don used to stand at the front of the steam shed to watch the train come in. Opposite the steam shed was the long rail workshop which had four tracks leading into it and each track was fitted with a roller shutter door in the end wall, which were only opened when required.

On the day in question two battery locos were standing in front of the end door by the side wall adjacent to the yard lines where the train would normally go. As he watched the train coming up the slope with the guard in his brake van leading, the guard suddenly started to shout and wave back towards the engine but obviously he could not be seen or heard by the engine's crew. When the guard jumped down off the brake van, Don realised that the train was on the wrong line and heading for the battery locos. There was a terrific bang as the train hit the battery locos and they in turn, hit the closed workshop door. The door didn't give way but was badly damaged and the two battery locos rose in the air and formed a large A shape. At the same time, some of the brickwork was torn out of the wall. Surprisingly, the two men working on the battery locos were not hurt, although badly shaken. The battery locos were repaired and returned to service and whilst this shed now has no end doors to it, the different colour replacement bricks at the corner pillar can still be seen to this day.

Another interesting event during this period was when Don was sent to Hainault Depot with a fitter's mate, to do some repair work on the unique diesel-electric locomotive DEL 120 in September 1951. Originally, there were to be ten of these locomotives built, but after DEL 120 was completed at Acton Works in November 1940 the plan was shelved. It was constructed from two halves of 1903 built driving motors joined back to back, similar to the construction of L11. Various problems were encountered with the locomotive and the decision was made in 1955 to remove the diesel engine. DEL 120 then worked for a time as an electric locomotive but was finally scrapped in July 1958.



Diesel-Electric loco DEL120 at Hainault Depot in September 1951

After Lillie Bridge, Don was sent to Neasden Power Station for three months which was quite a different experience to previous locations. During his stay there he was given various jobs including the cutting up of old equipment.

When he left Neasden Power Station, Don was able to cast off his overalls as the last six months of his Apprenticeship were spent in the smaller of the two Acton Works drawing offices - the one that didn't deal with rolling stock! However, one of the interesting things to do at lunchtimes was to go over the bridge to Chiswick Works and watch the buses sliding around on the skid patch. Unfortunately, he wasn't able to take any photographs on these occasions.

After completing his Apprenticeship, Don did a month's work as a fitter before joining the Royal Electrical & Mechanical Engineers (REME) on 1st October 1952 to do his National Service during which time he gained a commission to become a Second Lieutenant. After this he returned to Acton to work in the main drawing office - the one that DID deal with rolling stock.



Steam haulage on the Metropolitan Line was still common at this time, and in this picture we see B.R. N2 class loco 69562 passing Chorleywood in 1949.

Electric traction went as far as Rickmansworth and in this next picture we see Metropolitan Vickers locos 20 & 16 outside the former Goods Shed awaiting their next duty on a misty day in September 1951. The locos are still in Wartime Grey livery without their nameplates, which were lost in a wartime scrap metal drive. They carry London Transport boards on their sides. No.20 never regained its name (Sir Christopher Wren) after being in a collision at





Standard stock pilot car at Hainault Depot in 1951



Battery Loco L42 at Hainault Depot in 1951

Don also has memories of the three Battery Locos which were built in 1936 with metadyne equipment, these being L41 to L43. Although they had considerable use, he says they proved too complex and were eventually scrapped, L41 and L43 on 16th September 1978 and L42 on 17th January 1980. Also at Hainault at this time was the Electric Sleet Locomotive ESL109 shown in our next picture.

Works yards can also provide an insight into the crash worthiness of the rolling stock of the time, as depicted in these photographs of the aftermaths of two accidents involving 1925 era stock. Don photographed these in the sidings at Acton Works.





Z1-class Tram 21 in Bourke Street

Z1 No.21 tram (above) was introduced on 4th December 1975 and was repainted into Met Green and Yellow in September 1988 and shortly afterwards converted from trolley pole to pantograph.

It was withdrawn after a lorry ran into the side of the tram on 19th June 2002. Its current location is unknown.

Tramway Memories of Melbourne, Australia in 1977

The system is currently operated by private company Yarra Trams under contract from the Victorian Government, the owner of the network.



W6 Tram 972 Crew change outside Kew Depot
This tram, introduced on 17th December 1951 is currently stored at Newport Workshops, still in the same livery.



Kew Depot with W2 trams 510, 273, 298 and 393

Only W2 Tram 510 from this Kew Depot scene has been preserved. On 2nd February 2008 the tram, which is now based at Hawthorn, was in use for filming a TV mini series in Flinders Street near Swanston Street.

W2 Tram 629 (photo left) was introduced on 10th July 1930 and withdrawn on 31st October 1986 at Beveridge and subsequently sold.

SW6 Tram 900 shown below was introduced on 31st July 1945 and still retains its original bus type seating. It is one of two SW6 trams that have been preserved as part of Melbourne Heritage Tram Fleet

Advertising liveried SW6 tram 900 between duties at Camberwell Depot on 23rd December 1977



W2 Tram 629 heading for St.Kilda Beach





Preserved ex LT RTW 185 double decker at Horsham Show on 31st August 1981

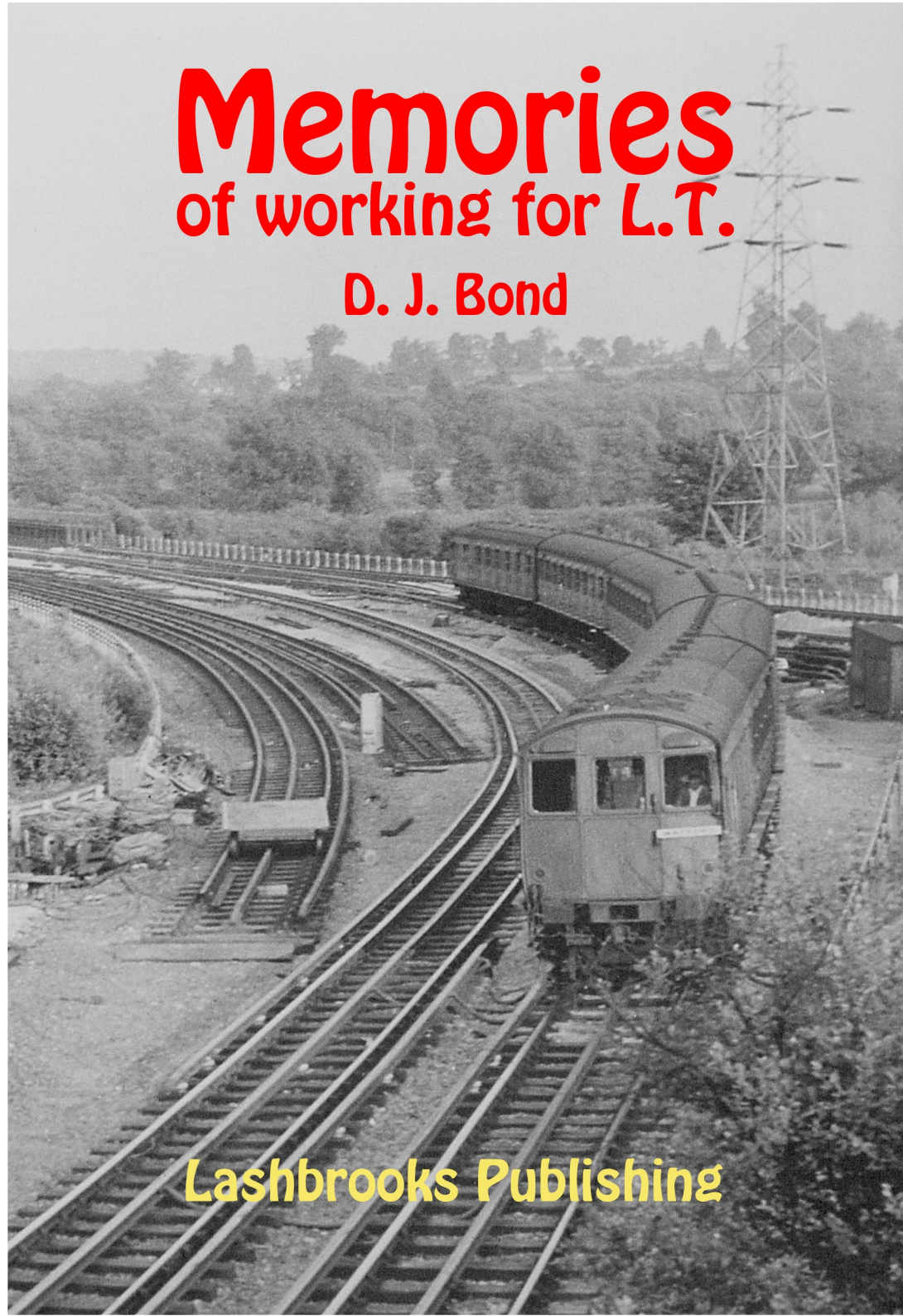
Besides the photographs featured in this publication, we hope to feature other items from Don's various collections on the websites of www.lashbrookspography.co.uk and www.rails2sussex.co.uk later in 2009.

One of the original LT Touring Coaches, RFW14 at Horsham Show on 31st August 1981



Memories of working for L.T.

D. J. Bond



Lashbrooks Publishing

Front Cover

Watford South Junction in 1956 during the four-tracking work between North Harrow and Watford South Junction.

It shows a 'T' stock train for Watford running over the temporary connection between what will become the new fast lines and the existing Watford Branch. The former branch connection is temporarily out of use on the left of the picture.



A62 Surface Stock train near Chorleywood on 28th May 1978

First Edition (paperback): March 2009

**Web Edition: Download and print for personal use only
from www.lashbrookspublishing.co.uk**

Body text set in 10pt Fontin Regular

All photographs are Copyright ©2009 D.J.Bond

Design, Origination and Content are Copyright ©2009 Brian E. Abbott

Published by Lashbrooks Publishing, Uckfield, East Sussex, U.K.



Routemaster RM5 at Crawley on 13th July 1980 and currently still used by Arriva as part of their Heritage Fleet.

The photographs on the following pages are taken at various Bus Rallies which Don often attended, in order to record various L.T. buses that have been sold and are now preserved by enthusiasts.