

# RM 29

## ABOUT THIS BUS

**New:** July 1959

**Number plate:** OYM 453A (was VLT 29)

**Seats:** 64

**Height:** 14 feet 6 inches (4.42m)

A **London Transport** (LT) Central area red bus, RM 29's first assignment was to Riverside (Hammersmith) garage, working on route 11 (Liverpool St- Shepherds Bush). After a few months stored, and a short spell working from Poplar, it took up duty at West Ham in 1960. Here, it spent three years on various routes in East London, many of which replaced trolleybuses, such as the 41, 58, 69, 162, 249 & 272.

For fifteen years, the vehicle's number was assigned to a 'float' at Aldenham overhaul works, Hertfordshire. 'RM 29' finally escaped in late 1978, now carrying a different body (B1134), to Chalk Farm garage. Here, it ran over routes 3 (to Crystal Palace) & 31 to (Chelsea), both from Camden.

From 1980, 3 years were spent at Uxbridge, e.g. on route 207 to Shepherds Bush. After another overhaul in 1983 (without a body swap), Peckham was base for 2.5 years, then New Cross for the same period again. After storage for the first quarter of 1988, it was repainted and sent to Camberwell. Soon after, the number plate was changed.



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March 1992, and the bus returned to Chalk Farm, to provide for new route 139 (Trafalgar Square- Golders Green), that replaced a withdrawn section of the 159, requiring up to 16 RMs. When Chalk Farm closed in 1993, it moved to Holloway garage instead. Under privatisation of LT in 1994, ownership changed to **MTL London**. It worked the very last Routemaster service on the route on the 28.3.1998 (see photo, left).

The bus was then disposed of through a dealer. By 1999 a **Cyber Cafe** in Camden Lock acquired it, converting the interior with cubicles etc for computer terminals.

By early 2002, a change in Policy caused London Buses to look around for Routemasters that could be re-acquired and returned to service. RM 29 was returned to a bus and refurbished by Marshall's of Cambridge; including strip lighting, rewiring, and a replacement Cummins B series engine.

It entered service in August, at **Arriva's** Battersea garage, for route 19 (Finsbury Park- Battersea Bridge). It soon became clear all Routemasters were to be withdrawn. Route 19 was converted in April 2005, but RM 29 moved to Brixton, where it served on route 159 (Streatham - Marble Arch) until the last day of conductors on commuter services in London, 9th December (see photo, above).



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**Timebus** bought the bus in April 2006, after storage at Tolworth, for use on private hires and excursions. The vehicle has been re-panelled, painted, the seats re-trimmed and a public address system fitted. If you would like to hire any of our fleet of classic London buses, please contact us.



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