

# Friends of Classic London Buses of the Fifties

For those actively involved in or supporting the preservation of London buses, coaches and trolleybuses of the past



Apart from Route 601A which ceased operation on 19 October 1943, Route 649A was the only other trolleybus route to carry an A suffix. In this scene at Redvers Road, Wood Green, K1 class III2 awaits a crew before another journey to Liverpool Street. According to my good friend, Jim Hawkins, London trolleybus expert extraordinaire, the first journey on the Sunday's only 649A did not leave Stamford Hill Depot until around 8.30am, just in time to get the first punters to Petticoat Lane Street Market. RTL 637 is a West Green Garage Bus, Route 233 converting to complete double deck operation on 18 March 1959 following the lowering of the road below the railway bridge in Station Road, Wood Green and the raising of the railway bridge in White Hart Lane. Trolleybus III2 was sold for scrap in July 1961, RTL 637 was sold to Norths in January 1967 and scrapped the following October, West Green Garage closed on 3 January 1962 and Stamford Hill Depot converted to Routemaster operation on 18 July 1961. From a slide by Denis Battams © 2RT2 Group. Caption by Tony Beard

## Newsletter 177

May 2021

### Opening Lines

We have a lot of material left over from previous Newsletters and various new items to delight you all so it seemed rather pointless to waste space on any sort of introduction. We start as ever with comments about previous Newsletters.

### T 785

Hardly was the ink dry on the Newsletters before Chris Stanley identified the location of last month's cover shot. "On the forecourt of Hampton Court Railway Station, Bridge to the right." Brief and to the

point – thanks, Chris. He was followed by a number of other contributors, starting with Nigel Horder who amplified matters: “I expect that along with millions of other readers, I can identify the picture of T 785 as being taken whilst the bus was laying over at Hampton Court Station forecourt ready for its return to Kingston on route 201. Apart from it being a green T an amazing fact of the photo is the detail of the calling points on the route blind. It is almost down to every street, particularly in Kingston where it mentions Villiers Road and Fairfield, the latter certainly a fairly minor road to mention but it did tell you exactly how it got to/out of the town centre and the old Kingston Bus Station/Garage.

According to Ian Armstrong’s London Bus Route Histories web page the time of the photograph can be identified to sometime between 14 May 1952, when the route was shortened by terminating at Hampton Court Station instead of continuing to Feltham (the 152 took over this section) and the Kingston Garage allocated TD’s were replaced by four T’s allocated to the new Norbiton Garage, and 6 October 1954 when 4 TD’s allocated to Norbiton took the route over again.

No doubt others will be able to say if this green T was the only green one, a temporary allocation of a green T, or if all four were green. I am afraid that my recollection of around this time of the distinction between green and red LT buses was the requirement that I would not go to sleep until I had seen a lesser frequent green bus on routes 406 and 418, rather than a red bus or trolleybus, pass my parents’ flat looking on to Tolworth Broadway!”

Alan Thorn agrees: “I am pretty sure that your opening photograph of T 785 on route 201 was taken outside Hampton Court Station. It is waiting in what is now the bus stand for route R68.

I think route 201 was mostly operated by red TD buses until replaced by the RFs. I very rarely used route 201 to get to school in Kingston from Dittons (also known as Winter’s Bridge) as the route went ‘a long way round’. The direct routes into Kingston were 215,218,219 all operated by TD buses (because of the low arch on the Portsmouth Road) but these buses were often full in the morning rush hour after coming up through Esher. Consequently I nearly always used the trolleybus 602 which started at Dittons and so had plenty of space (and gave a smooth ride suitable for completing unfinished homework).”

John Herting goes a step further and identifies the photographer: “The photo on the front page was taken by Jim Cowdery taken at Hampton Court. Jim sent me a copy several years ago to join my collection of over 300 of the 30 15T13 class It dates from 1952 as it is sporting a very early blind and also before a overhaul at Chiswick Tram Depot as the front registration plate is still mounted below the radiator 3 15T13 were sent initially to Kingston who only used them on the 216. When Norbiton opened they were transferred for use on 201 and 206. Several different buses of this class worked from NB because they were being sent from there to Chiswick Tram Depot for overhaul which took approximately 3 months to perform, always being delicensed for the period of overhaul. When returned the front registration plate was repositioned onto the bottom of the radiator.”

Jim Andress says: “The Green “T” on route 201 is standing on the forecourt of Hampton Court Southern Rail Station, located just off the southern end of Hampton Court Bridge which is just out of sight at the right hand side of the photo. The Northern end of the bridge houses the roundabout where the trolleybuses on several routes turned. The date is presumably not long before the RFs arrived.”

John Hinson knows, too: “I’m sure a million-and-one people have already written to say the front page picture of green T 785 is taken on the station forecourt at Hampton Court. This is the same spot that several photographs exist of the only (to my knowledge) occasion of a Green Line RF being allocated to the Central Area at Fulwell. Over the years we have used this stand with our RFs on special services several times although like most bus stands the available space has been cut down in size over the years and you couldn’t use it now without obstructing scheduled services. I remember that on early visits there were two RFs in the station car park being lived in (one was 644, from memory), and sometimes a GS was present too.” Stuart Turner also identified the location and so did Phill Cruise who added his own reminiscences: “T 785 was a 15T13 with Mann Egerton bodywork built in 1948 for the Country area. It was allocated to the Central Bus department at Kingston Garage from 8<sup>th</sup> August 1956 for route 216. On 1<sup>st</sup> December 1956 it was sent round the corner to Norbiton to work route 201 on which it appears in the photograph. On Sundays the Ts could appear on routes 206 and 213. The vehicles allocated to Norbiton (NB) evidently changed from time to time but there was a maximum of four buses allocated there at any one time. The last two 15T13s at Norbiton worked on 20<sup>th</sup> January 1959. These were T 786 and 794.

Route 201 ran from Kingston Bus Station (Garage) to Hampton Court via Surbiton, Long Ditton and Thames Ditton.

The photograph was taken at the Hampton Court Station terminal of the route. Hampton Court Bridge is to the right of the picture. The bus is parked on the station forecourt. I well remember seeing these unusual vehicles when going on fishing trips with my father on Sundays back in the 1950s. Of course at the time there were plenty of Mann Edgerton-bodied TDs around the Kingston area. I can never understand why LT didn't keep the Ts in preference to the fairly crude TD class."

### The Survival of RT 3125

Hugh Taylor

The reason that this vehicle has survived is due to the film 'Summer Holiday' with Cliff Richard and The Shadows; this was produced in 1963. In 1973 a lady friend (don't ask) and I from St Margaret's Church, Edgware, decided to copy this idea and take a trip round Scotland in a redundant RT bus. I had been driving RTs for three years on the 240 and 292 routes so was well conversant with the majesty of these buses - you cannot get any better bus to drive than an RT with its pre-selector gear box. Initial inquiries led to the fact that all redundant red RTs sold by London Transport were under contract for scrap to Wombwell Diesels, so that was a non-runner. That was not the case with London Country, and anybody could purchase a green RT. The trip was organised through the Church Youth Fellowship Association and nine other people joined in the venture. In the spring of 1963 I obtained a tender form from London Country Bus services - there were wedges of RFs for sale and just one RT - 3125. It was stored at Grays garage and I spoke to a Mr Ward who was the GY foreman. I asked if £200 would be a fair tender - he had a look at the vehicle and suggested that I tendered £250, which I did. The sales officer was Mr George Frost; in due course he wrote to me and told me that both C.F. Booth of Rotherham and myself had tendered £250. He said he was letting me have the vehicle as Booth was slow picking up the vehicles they had bought from LCBS and he liked the thought of a few of his buses having an afterlife. I paid for the bus at Reigate and then picked the bus up from Grays - Mr Ward kindly filled the fuel tank. That first 'Bus Holiday' in August 1973 saw it reach John O'Groats without any problem whatsoever. The idea was just to use the bus for the one holiday and then dispose of it. However, so popular was this Scottish holiday that I went on to complete twenty of them. RT 3125 was the first double-deck bus on the Isles of Harris, Lewis, Coll, Tiree, Barra, North and South Uist, and Colonsay. The ferry company was Caledonian McBrayne and I had a good arrangement with them in that the bus advertised their services and I got a discount for the bus and passengers on the trips. I made many contacts and friends during those twenty holidays. Thank you Brenda; without your enthusiasm and admin skills in 1973, RT 3125 would have been broken up that year.



*Above: This is the first day of the first bus holiday with RT 3125 parked outside my Edgware house in August 1973.*



*Above: RT 3125 is able to get under the 14 foot high railway bridge at Evanton on the A9 by going on the other side of the road; a bamboo pole which was 14 foot 6 inches high was carried in the bus to measure bridges.*



*Above: Arrival at John O'Groats. On the first trip, Green Shield stamps were advertised.*

I met Rob Lanham, a bus mechanic with London Transport, when we were both raiding the Hendon Garage bus blind store on 3<sup>rd</sup> January 1975 - it was the last day of their RTs. In 1977 he called me up on the phone and said how about taking RT 3125 to Spain to see the remaining QIs. I readily agreed, and that October eleven of us embarked on an epic journey. My co-driver was Roger Brown, who many of you know. We travelled from Calais to Bordeaux in one day.

Before we embarked on the trip it was necessary to accumulate a number of spares. Wombwell Diesels provided the necessary, with Chris and Wilf Hoyle being very accommodating and being very generous when it came to payment - always in cash! It was the first of many visits to Wombwell and I was able to build up a substantial collection of spares. Unfortunately the engine block cracked in the winter of 1977/78 and a replacement was needed from Wombwell Diesel. By chance a vehicle had come up from



Chiswick Works with a refurbished engine – it was due to put in a junk ship in China but arrived at Wombwell too late – they were sent another one so I was able to get the refurbished one, which was dated 8<sup>th</sup> July 1977. Rob Lanham, Steve Lewis and one or two others changed the engine over at Stonebridge garage one Saturday. All the major units apart from the Country bus differential and the radiator have been changed over the years.



*Above: On the banks of the River Ness at Inverness, with MacBrayne's advertisements on the side panel.*



*Above: Due to a low bridge at Glenfinnon, it was not possible to get RT 3125 to Mallaig by road. However, it could be achieved by using a MacBrayne's boat from Armadale on the Isle of Skye to Mallaig where she was obviously the first double-deck to get to this Scottish fishing port.*

Working for London Transport was also helpful in that I had a written agreement to go to various Central Bus garages and take residue items – the garages were supposed to invoice Chiswick. None did, they just said take the stuff and go. The same applied at London Country garages – thank you Tony

Griffiths of Hemel Hempstead garage who put a large number of RT spares my way! Chiswick Works also supplied a large number of items and I was charged only scrap value.

Back to trolleybuses. We were very much welcomed by the management at both Coruna and Pontevedra – when we arrived at Coruna depot we were given the run of the place and were able to drive trolleybuses around in the building. They found a driver who spoke English and they laid on a trolleybus to go on a tour. At Pontevedra the highlight for me was when Trevor Muir and I were in a cab of one of the QIs with the driver when an inspector got on checking the tickets. We passed ours to him through the open cab window to the saloon and he just took them as if it was an everyday occurrence. Other trips also occurred and we went to Paris on one occasion, another time to Brussels, and then embarked on a trip to Portugal where we enjoyed the tram systems in Lisbon, Porto and Sintra; an elderly driver was found but by giving him a few coins we took the controls of this ancient tram. It was on returning from Portugal that we had a 'hairy' situation at San Sebastian. The armed rebels were not letting vehicles onto a motorway. I don't recall how we did it but we were waved on and when we got to the fuelling point near the border we were told we had been the only vehicle on the road. The whole trip there and back – we only had to change a head lamp bulb!

Come 1992 and I had carried out twenty trips to Scotland with only minor faults occurring. Between then and 2000 she still participated in various events and church trips but these eventually dried up. She had done a great job on these trips and I felt that she deserved a new lease of life. Time to speak to Tony Quince. He had Brian and Dave Simmons on his payroll and for the next two years they doggedly worked on the vehicle to put it into first class condition. I had received £58,000 due to a Metroline management/employee buy-out; I put in another £14,000 of my own money, so the total cost came to £72,000 – I considered that a good use of my money. Having refurbished RT 3125, it was pointless to let her sit idle and in my Will I had nominated her to be preserved at the East Anglia Transport Museum. In 2007 an arrangement was made for her to go there on a ten year loan agreement. I had 'checked over' the EATMS bus drivers and they were all very competent so I was happy for the vehicle to go there. RT 3125 is now into its second ten year loan.



*Above: RT 3125 made a number of forays to Wombwell Diesels where she is seen one muddy day. A special destination blind panel was provided for these trips. WOMBWELL DIESELS AND RETURN.*

#### Bull Yard and Tilling Coach Works in Lewisham

Nicholas Bennett

The minutes of the Engineering committee meetings in the last Newsletter (175) made fascinating reading. The closure of Bull Yard, Peckham obviously didn't take place then as the building was damaged in an air raid in 1940 and most of the TF class, which were stored there were destroyed. Bull Yard now is a cul de sac about 10 metres in length. From 1951 until 1994 the remainder of what had been Bull Yard

works was under the post war Peckham Garage. Does anybody know more about the location of the Lewisham Coach works and when it opened and closed?

#### Ticket boxes, stencils and ephemera

Andrew Jeffreys

David Thrower's photograph (Newsletter 165, Page 8) of the breakdown instructions pasted on the reverse of a punch ticket box shows a practice that was maintained across the system and continued well into Gibson days. The slightly odd thing is that it was thought appropriate for such instructions to be held by the conductor rather than the driver although drivers generally had next to no possessions to look after other than the time card and any personal effects.

Handy Hint No.549 (Newsletter 175, Page 8) from David Thrower raises the questions of where garage and running number stencils were made; and what happened to the redundant stencil making equipment when plastic plates became the norm? In an age where it is feasible to reproduce almost anything, it is surprising that some enterprising person hasn't set up to produce new alloy stencils on demand from vehicle owners. As an alternative, it is even safer to trace and cut out hand-made stencils on stiff card rather than risk the loss of originals to the light-fingered.

[Editorial note: LT made the stencil plates at Aldenham Works and allegedly when the Works closed the then RT and RF Register had the opportunity to acquire the press and dies. However, the sheer size and weight of the press and the need for somewhere secure to store it put paid to that idea, alas. Several years ago some enterprising person did indeed produce new stencils. He was someone up here, in the Lancaster area, and made them by hand utilising authentic LT stencils to copy, where possible. When these were not available he did the best he could but did not always get things as per Aldenham's dies. I did not have his contact details and we made arrangements through a vehicle owner who ran a hotel in Thornton-in-Lonsdale near Ingleton and owned several ex-LT buses. I have not heard from him for a couple of years now, and he sold his buses a long time ago, so this potentially useful source of plates is seemingly denied to us.]

#### Painted garage codes

John Hinson

David Thrower recently discussed applying garage code stickers to preserved vehicles. Of course the LT procedure wasn't actually with stickers but I don't think I have ever seen the official arrangements explained.

When LT decided in the early 1960s it was uneconomical to continue using loose aluminium garage code plates on every vehicle, they required the code to be stencilled on. Despite the supposed economies, they produced special stencil plates for each garage like these:



The upper two are flat (suitable for use on RFs) whilst the lower four are for RTs, with a small step to allow for the piece of beading that exists there. These are not old plates cut down in size, they were

specially made and can be distinguished by a bevelled edge around the lettering. The HH one is quite interesting as somebody has drilled four holes to take countersunk screws - my guess is that it has been fitted to somebody's office door at some time in its life, perhaps somebody with those initials. Perhaps this rings a bell with our editor? [Afraid not!]

Application was, I understand, done with a piece of sponge or rag dipped in a wet paint solution and quickly "splodged" through the stencil. I have been able to emulate that on our vehicles using a normal plate (which of course sits a distance away from the body) and a fairly stiff-bristled brush:



Close to, it should look untidy - and it certainly does here!

In later years some garages painted codes on by hand - I particularly remember Camberwell's "Q" being quite elegantly sign-written, perhaps because Q wasn't the most convenient letter in stencil form. Some other garages used registration plate letter transfers - Turnham Green (V) was one. Some were the old, larger, registration letter size and looked distinctly oversize when used as garage codes. I often wonder how Turnham Green justified mass orders for a single letter to Chiswick - they couldn't put it all down to accident damage!

As David says, you can apply red or green backing to garage plates to conceal these letters when you fit proper plates. Other tricks can be to make your own painted plates in red, green or silver out of card or plastic (I inherited a quantity of LCBS pale green numerical plates which I would never have had a use for) and these are really not noticeable in photographs and to date no rivet counter has complained at a rally.

The original aluminium plates were retained at garages for many years for use during temporary loans and of course on such occasions you could see evidence of the painted code through the plate, so you don't have to apply a backing paper for realism!

By the time I had become bus-aware stencilled codes were the norm, so that is what you can expect to see on our vehicles.

#### Minutes of Meetings - a Correction

Tony Beard

Part of the report of the Bus Allocation Sub-Committee's report on Page 17 of April's Newsletter includes a table showing the summary RTs allocated to the three divisions. Unfortunately, the last



column appears to have been cropped. The actual table is attached; I wonder if anyone noticed. [No-one has said so by mid-April; no idea why it was cropped, certainly not be me, but here it is in full – Ed.]

Division A		Division B		Division C	
Bromley	66	Barking	32	Cricklewood	43
Catford	69	Dalston	34	Hammersmith	51
Croydon	57	Leyton	77	Holloway	42
Elmers End	38	Muswell Hill	32	Hounslow	47
Old Kent Road	19	Seven Kings	43	Middle Row	48
Sidcup	62	Tottenham	34	Mortlake	38
Division A Total	311	Upton Park	48	Potters Bar	45
		West Green	37	Turnham Green	36
		Division B Total	337	Willesden	41
				Division C Total	391

Fleet total 1039, including engineering spares.

### Green RFs on the 210

John Hinson

Paul Van der Hulks writes in Newsletter 176 that he believes the green RFs that went to Muswell Hill in 1969 were operated with the doors locked open. This is not so. Their transfer from the Country Area to Central was a hasty move before the London Country split-off to save the need to convert more two-man RFs for OMO (excuse the politically incorrect words but this is what they were called in those days) and ultimately led to the last batch of crewed RFs being withdrawn and sold, hence our RF 433 surviving in original door-less condition.

The 210 was converted to OMO with what I remember as a full set of green RFs and very odd they looked too at the time. Until then, the 210 and 236 routes were combined on Sundays to provide a longer through route for tourist traffic to Hampstead Heath and Kenwood but a route of mixed conductor or non-conductor operation didn't meet LT's exacting standards and the rather weird result was a change to two identical routes using different numbers. You would wait for a bus not knowing whether the next one would be red 236 with conductor or a green 210 without! Eventually they were all painted red and were distinguishable only by their higher fleet numbers and (on the odd one) certain fittings like the base mounts for Green Line route board brackets of "Amersham" conversions. They were ultimately dispersed around other garages.

### RF 298

John Hinson

I met Alan Witt with his RF in the mid-1980s when Gill and I were driving an RTL on feeder services to religious gatherings at the now-gone White City stadium and he was doing likewise with 298. I can tell the story as he told me.

He had been living and working on a potato farm in Scotland (Perthshire I think) where the RF had been used as worker's transport - he acquired it for a song and drove it up to London. It was already fitted with the coach seats, which I was told were from a Plaxton vehicle. They must have made the RF comfortable to ride in, although the gangway must have been a bit narrow! He kept the RF at a mission in East London - Homerton I think, or maybe Haggerston. Somewhere beginning with an H, according to my memory, not too far from Dalston.

I do not know the ultimate ownership arrangements but I do know he upped sticks and drove the RF to Pakistan and did not come back so I think it is accurate to say he emigrated. The last I heard from him was that he had arrived in Pakistan with nothing worse than a broken spring leaf. That is certainly a hardy RF! However, I think the date of September 1984 may be wrong - it is more likely to be late 1985 or possibly 1986.



#### Whatever happened to RF 298?

Jerry Markwell

In the early eighties some friends and I visited a yard in (or near) Stamford Hill to have a look at RF 298, which at the time belonged to Alan Witt. He told us he was preparing it for a journey to Pakistan for missionary use, and showed us some of the work which had been done. This included refitting the existing seating in peripheral formation in much the same way as some single deckers during the war. It did look a little in need of body restoration; for example, the nearside wings were of fine lacework, but he assured us it was quite sound mechanically.

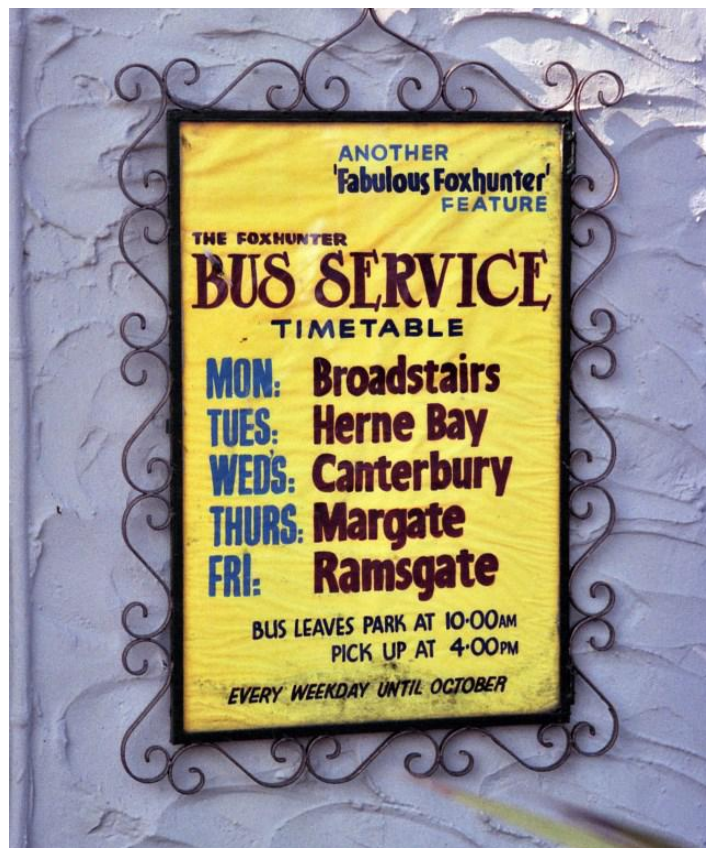
We called in at the yard a few months later to see how things were going, but the bus had gone and a neighbour said Alan had set off to Pakistan with it. From this we thought he was going to stay there with the bus. However it now appears that he had already gone on his own, offered it to Rennie Gold, and returned to the UK. Subsequently Alan had taken the bus out to Pakistan, and, presumably, come back to the UK again.

This fits in with the blog which can also be found via the link, which is a bit shorter if you have to type it. <http://odysseuslahori.blogspot.com/2013/06/TravelPakistan.html> Or you could search Bing or Google for Shalom Christian Pakistan bus and switch to "Images". A little way down the page a photo of 298 can be seen, and clicking on that will take you to the blog, posted by a travel writer named Salman Rashid, which contains Rennie Gold's account of what happened. Make what you will of the religious aspect, but it's an interesting story. It's too long to detail here, but, for those who receive a printed copy of the Newsletter and don't have access to the Internet, here are a few points worth noting: 1) The photo shows clearly that it is 298 - the bus has been repainted since its London days but the RF 298 transfer has remained, 2) Alan Witt gave 298 to Rennie Gold free of charge, 3) He probably did the peripheral seating conversion to make space for the kayaks used for leisure purposes by the Centre's members.

#### Holiday Bus Service

Martyn Hunt

When seen at the Foxhunter Caravan Park, Monkton, Kent on 13 March 1993, former RT 2557 was operating a Monday-Friday summer service from the park to various Kent destinations. New in June 1951 and allocated to Peckham bus garage the vehicle served garages both South and North of the river before being stored at Stonebridge garage in October 1972. Sold to Saunders Caravans as an advertising bus and used by Foxhunter Park as a courtesy vehicle for many years. 2557's subsequent history can be seen on Ian Smith's RT History site.



For those without internet access, you might like to know that Ian's Bus Stop quotes the bus as having been set on fire for a film in 1997, and subsequently acquired by the East London Traction Society. By November 2006 it is recorded as in store in Northamptonshire and in 2008, as a chassis only, owned by Claire Green who used to be a member of the "Friends" but is no longer. The bus carries registration LUC I and corresponding bonnet number RT 1921.

## Smart Motorways

Jerry Markwell

Smart Motorways - Whenever I see something prefixed "smart" the expression "nobody loves a smart----" comes to mind and I mentally cross the word through and substitute one or more of the following: useless, unnecessary, not thought through, incompletely developed, plain b..... stupid, waste of money, downright dangerous. Smart or implied-Smart examples, apart from Motorways, are gas and electricity meters and single approach railway junctions, and phones with built-in cameras, except perhaps for Manuel, who could have done with one ("see? Mista Fawltee he no here!") and does anyone really need a phone that turns their hall light or heating on from 20 miles away? Picture yourself in your car in the lost city of Croydon switching your home telly on, and 'er indoors in Balham trying to switch it off. Call me fogey, bats in the bonnet, bees in the belfry or Luddite if you will. Enough ranting. I'll get to the point. Please see below.

## Buses on Motorways

I do completely agree with Mike (February Newsletter) about not taking our slow vehicles on motorways, "smart" or not, but I wonder if anyone remembers bus rallies that were actually held in motorway service stations ages ago? I attended two of these - the first in Scratchwood on the M1, in a friend's RT. This was quite a small affair, about five buses and ten vintage cars, and we just went there (via the motorway), sat around for a few hours, and went home. However, I volunteered at short notice to take an RF to a bus-only rally at Heston services on the M4, which you could get to without going on the motorway itself. What I didn't expect was that the highlight of the rally was a road run along the M4 to the Heathrow junction. Once there, I think the procession must have split up and we went our separate ways home, as you couldn't get back into Heston services from the London-bound carriageway then. Incidentally, the organisers kept the procession together by putting the slowest vehicle, which had a top speed of 27 m p h, at the front. This made sense - everyone else could pass - all thirty of us - in one go, rather than dodging in and out.

It would appear that prior permission for both these do's had been given. They were advertised in advance, and places in the car parks had been set aside for us. Lurgi restrictions aside, one wonders what would be said if we were to ask now?

## RTL 1427

Phil Jelly

I was very interested to see in your February edition RTL 1427 recently acquired by Anthony Funnell in Sussex. Being a roof box RTL will make it a very rare bus indeed. The only other one I know is RTL 453 at Ensign. As a teenager back in the 1960s I loved the RT buses but particularly loved the RTL. The Leyland engine had a special "roar". I know they were never popular with the drivers but they were just that little bit different from the standard RT. I would have loved to have owned a preserved RTL but it never happened and I am too old and too poor now!

In the early 1960s I was a teenager living in Sunbury-on-Thames. At that time route 71 was extended on Saturdays from East Acton and Kingston to Sunbury Station. The allocation was shared between Twickenham and Riverside (Hammersmith) depots. The Hammersmith buses were RTLs so it was quite exciting to have RTLs coming to Sunbury because you mainly thought of RTLs as central London buses.

In recent years my wife and I have arranged the bus tours for the London Bus Museum at their special events. So I took the opportunity to reinvent the 71 route which we ran from the Museum to Sunbury Village and Hampton Station and returned via Sunbury Station. The only RTL I could use was RTL 139 from the Museum but I did also use RT 3491 which was at Twickenham Garage in the early 1960s so may have operated the 71's then.

I hope Anthony has fun with his RTL. It looks as if he may be doing a lot of family outings from the number of grandchildren he says he has. Enjoy!





Above: RF 483 is seen here, in less than sparkling condition, a reminder of the run-down state that some RFs got into in their final years. According to Ian's Bus Stop, after withdrawal, the bus was exported to Mauritius. Photo courtesy Great Manchester Transport Society, David Edwards Collection, forwarded and captioned by David Thrower. A quick check reveals that it went to Mauritius in 6/77 with RF 460, and was re-registered 6903 (RF 460 became 6902). Wonder if it's still there – anyone know?

#### Trees and Trolleybus Wires

Hugh Taylor



On pages 3 and 4 of the previous Newsletter, Steve Boulding mentions an incident of a tree falling onto trolleybus wires. The attached photograph credited to Alan Cross was taken on 7<sup>th</sup> November 1952. Presumably they're one and the same incident.

Page 29. With regard the survival of the ex-West Ham trams, a total of 22 survived until 5<sup>th</sup> July 1952. Route 694 operated between Woolwich and Erith not between Woolwich and Abbey Wood as shown by the attached LT document. It only worked on Sundays during the summer period.

694	Erith (Walnut Tree Road) & Woolwich (Free Ferry) (via Bexley Heath)	Sun.	-	-	-	6	2169	3537	Bexley	-	9	-	9
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#### RFs 404 and 508

Martyn Hunt

Interesting to read about RFs 404 and 508. I have in my notes of the day that I saw both vehicles on 9<sup>th</sup> May 1996 at River Barn Farm, Clewer. Somerset whilst holidaying in the area - pic of 508 attached (not sure why I didn't photograph 404-either not there or hidden away).



#### Peter Gomm - a bit more of the story

Geoff Hudspith

In his obituary in Newsletter 175 our editor described Peter as 'like an onion in that as you thought you had uncovered a layer of knowledge about him, you found there was another, and another, and another'. Peter was a very good friend of mine for nearly 40 years but items about him in the Newsletter have mentioned some things I was not aware of, so I thought it might be helpful to others to write something of what I know.

I first met Peter by one of those strange quirks of fate shortly after he bought RF 308. At the time I was a police sergeant in Luton and one of the many odd jobs we had to do was visit the homes of people who had applied to join the police to check out that they actually lived where they said and to see what sort of a place it was. Peter's son (also called Peter) had applied and I was given the job of going to see him at home. I noticed there were various models of LT buses and other transport related items about and when I asked Peter (junior) about them he said they were his Dad's. As I was leaving I saw Peter (senior), made some remark about the models and mentioned that I had worked for London Country. Peter said he owned RF 308 and invited me to come and have a look at it at a monumental mason's yard near Luton town centre where he was working on it (the mason was a friend). I'd recently seen a somewhat scruffy blue RF being driven in the town centre and wondered who owned it, now I knew! A day or two later as arranged I met Peter at the yard. He invited me to have a drive, so I did. I had been a driver for LCBS at Luton and Peter was happy that I'd been properly trained (in the Chiswick system) and knew what I was doing. RF 308 was a good bus from the word go and remained so throughout Peter's ownership. We struck up an enduring friendship from the very start, and I went back to the yard when our rest days coincided and helped him paint it green, using Woolworth's rural green paint, which was about the right colour, easily obtainable, cheap and actually very good paint.

When Peter first got RF 308 he kept it on land owned by Laporte Chemicals in Luton. Also on the same site was Dave Britton's fleet, comprising RF 11, RF 168 and RF 673, although only RF 673 was operational at the time. After a while we had to move and found a home for RF 308 at the Tricentrol Depot on Toddington MI service area. Tricentrol did breakdown recovery and repairs and the manager had been a driver and the union rep at LCBS Luton when I started there. 308 was parked opposite the Police post and as my colleagues knew of my involvement they kept an eye on it so it never suffered any vandalism or other problem while it was parked there, in a very public space. Later 308 moved again, this time to a farm at Aspley Guise, which was owned by Phillip Clark. Phillip and Peter were at school together, I believe and 308 remained there for the rest of the time Peter owned it.

I went with Peter to various bus rallies and events as shift patterns allowed and we were often met by his mother and brother who came for a ride on their bus. His mother always sat on the seat over the front heater, which had apparently been her favourite seat when she travelled on RFs in the winter as a fare paying passenger. After a while he bought RF 146, as described by Paul Fleet and it joined 308 at Aspley Guise. I believe an aunt put up some of the money for it, and the owners were the RF 146 group. When bought 146 was also painted blue but was in quite poor shape bodily and mechanically, though with a good engine. We took it to the Cobham spring open day a few days after he took delivery and at the end of the day there was a pile of rotten wood under the door where bits of the step had broken off. That was all subsequently replaced, as was much of the panelling at the back. I helped Peter paint RF 146 as well, this time with Lincoln green coach paint. Over time the problems were gradually sorted out and 146 became a really good reliable bus and a pleasure to drive. Peter's aunt also joined us on some of the trips to various events.

Most farms have barns for storing hay and straw and the farm at Aspley Guise was no exception. Now it is also a sad fact of life that there are people who like to set fire to such barns and unfortunately this happened one night. RFs 308 and 146 were parked in line with 146 being nearest to the barn. Phillip Clark moved 308 to safety and went back to 146. By this time the blaze was very fierce with the flames licking around the bus. In Phillip's words, he couldn't bear to stand and watch it burn so, perhaps unwisely but with great courage, he managed to get it started and drove it clear.

Though Phillip managed to save 146 it was badly scorched along the entire left side with paint gone and several of the aluminium panels deformed. Repair would obviously be a major job and take a lot of time, which neither Peter nor I had. At that time RF 627, which had just been thoroughly restored both inside and out, was being offered for sale. Peter negotiated a deal with the seller, who agreed to take RF 146 in part exchange as his next project. I put up the balance of cash needed and the RF 627 group was formed. Ward Jones towed RF 146 to a barn somewhere in Sussex and we came away the proud owners of an immaculate RF 627, which went to Ward's for a mechanical check over and test before use. RF 627 also proved to be a good reliable bus and we used it for many years without any problems.

At that time John Gray owned RF 633 and Paul Fleet owned RF 643. Coincidentally, RFs 627, 633 and 643 had all been at Hertford together in the 1950s and according to the RF fleet list all three had exchanged bodies/identities at overhaul. But RF 627 was one of the green RFs transferred to Muswell Hill for route 210 in 1969 and was subsequently painted red and later overhauled. On overhaul it received a 'red' body, something I immediately noticed when we bought it, as the switches on the front bulkhead were arranged slightly differently from those on a genuine country RF. Also, there were four rivets in the dome above the door where the route plate holder had been removed. Country RFs never had these. Peter now owned NLE 527 and NLE 627, as RF 308 had been RF 527 prior to conversion to Green Line spec. in 1956.

In addition to RFs 308 and 627, in 1989 Peter bought GS 17, as outlined by Paul Fleet in Newsletter 176. Initially I didn't have any involvement with it, being preoccupied with RF 627. However, after a while it became apparent that GS 17 needed some major work on the engine and the job was given to Phillip Clarke's son, Brian, who is a skilled motor engineer and had rebuilt the engine of RT 1705, which they owned, some years previously. It was decided that we would sell RF 627 to pay for the work and I became a member of the GS 17 group. Brian did an excellent job on the engine and thereafter GS 17 was also an entirely reliable bus and Paul and I enjoyed driving it, even if Peter didn't!

And then there was RT 1. Sometime in the late 1980s Michael Dryhurst found RT 1, neglected and languishing in the U.S. He acquired it and brought it back to the U.K. to ensure its survival. Having returned it, he offered the bus for sale for continued preservation, the asking price being what he had spent on buying it plus the cost of shipping. When Peter learned of this he formed the RT 1 group to buy the bus, which they did, I believe in 1988. A few days later a very tatty RT 1 arrived at Aspley Guise to join RT 1705 and the RFs, 308 and 627. It didn't remain tatty for long. Peter negotiated a deal with Bus Engineering Ltd. (B.E.L.) - what was left of Chiswick Works after privatisation - to repaint it in the red and cream livery it had worn when it entered service. He was very insistent that it should not be painted in the experimental livery that was used for the publicity shots (showing route 164A blinds) before it entered service - the livery it wears today following a subsequent restoration!

And then there was RT50. RT 1 entered service in 1939 and there was a wish to commemorate the 50<sup>th</sup> anniversary of that event in 1989. I'm not sure whether it was Peter or somebody else - or a group - who came up with the idea, but it was certainly Peter who made it happen. The idea was that, in association with the London Transport museum, we



should try to get 50 RTs together in central London and that there would be on display a small number of RTs with RT 1 as the centrepiece outside the museum at Covent Garden. As there was no room to display 50 RTs outside the museum, every few minutes throughout the day a succession of RTs would drive on a route from Finsbury Square, past the museum and then back to Finsbury Square, thus showing off the buses to the public at large. The Museum thought it a good idea and Peter formed a small group to pull it all together. I was part of the group. We decided early on that all the buses taking part should have the same blind display and that would be 50 YEARS OF RT BUSES ON THE STREETS OF LONDON, with 50 as the route number and the ultimate destination COVENT GARDEN L.T. MUSEUM. But there was no budget for this – or indeed, anything else! I have had an interest in destination blinds from an early age so I volunteered to learn how to screen print and to produce all the blinds. With help from the museum staff and Peter's contacts we got introductions to the boards and blinds department at B.E.L. and I made contact with a firm of screen printers at Leighton Buzzard. Everybody was extremely helpful in showing me how to print, where to get screens, ink, squeegees, paper, stencils and all the rest, and after a false start or two I managed to produce complete sets of blinds for all the buses that took part. They weren't all quite identical, some were in upper case lettering, some were in lower case and there were a few restricted sets and they were allocated to match the period to which each bus was restored as far as possible.

The day itself was warm and sunny. We more than exceeded the target of 50 and I think around 70 buses entered, most of which turned up on the day. They came from all over the country, far and wide. We had a St. Helens RT, a Bradford RT, RT2s, RT3s, RT8s and RT10s as well as RTLs and RTWs. Peter had even invited Cliff Richard to come and drive RT 1 to start off the event, but unfortunately he wasn't available! The buses on display outside the museum, as well as RT 1, were our editor's RT 1018 (LCBS), RT 113 (wartime), RT 3496 (Green Line), Bradford 410, RTW 185 (Leyland) and a St. Helens RT. The day was excellent, and did much to enhance the already good reputation of the RT/RF register. There were also pictures in some of the national papers.

Peter did a great deal to establish the register in the early days. John Gray mentioned how it was formed in Newsletter 175 and at every bus event he went to thereafter Peter used to speak to the owners of any RT or RF that was there or, if he couldn't find them, leave a 'flyer' advertising the Register on the bus. Thus it grew and along the way he recruited some really excellent people with a wide range of skills and abilities. Where there were sales stands at events he used to spend hours going through photographs, often buying photos of members' buses in service, which he would then pass on to them. He also tried to get a photo of every RF in service. I'm not sure if he quite succeeded but he came close to getting all 700, which were housed in a series of very large (and heavy) albums – very useful for research.

In the early days the register members had an annual get together with a few buses at Croydon (Cambridgeshire, not *sarf* London!). Peter always preferred buses to be working, rather than 'standing around in a field' so there were services operated as part of the day. From Croydon buses ran into Royston; when the number of attendees outgrew the site later rallies were held at Wendover Station, Leighton Buzzard Station, Staines, Finsbury Park and more besides. The services became more extensive as time went by, possibly one of the biggest being the RF40 event at Staines. Now that we had the means to produce blinds, they were provided for the buses on service, as Peter always insisted that buses be properly dressed for whatever route they were operating. He had a large collection of Country area blinds, particularly for his RFs, but anything that he didn't have that we needed we made.

Other organisation's events were supported too. Peter took a bus to the Cobham spring gathering for many years, firstly to Cobham village, later to Apps Farm. The Amersham running day was a must, even though Peter often criticised the organisation in the early days. He solved that problem by becoming the 'fat controller' on the day for many years, ensuring everything departed on time, at least. Country Bus Rallies' Hertford running day was another must.

Model railways were one of Peter's great interests and he would often provide a bus service for a model railway exhibition to assist visitors coming by public transport to get from the nearest station to the exhibition. One such was at the Chiltern Model Railway Exhibition which was held in January every year at St. Albans. What started as a one bus (RF 308) job running between St. Albans City and St. Albans Abbey stations via St. Peter's Street (for the exhibition) grew into a big running day in its own right with regular buses to surrounding towns as well as within St. Albans itself.

After many years of all this fun, with none of us getting any younger, Peter gradually began to wind things down. RT 1 was sold for continued preservation, was comprehensively restored and subsequently became part of the London Bus Museum collection. Peter retired from the RT/RF Register and the Friends of Classic London Buses of the Fifties was formed. Ownership of GS 17 passed to Paul Fleet and his son, who had previously been part of the GS 17 group. After he retired, Peter moved to Wiveliscombe, near where one of his daughters lived. RF 308 remained on the farm at Aspley Guise for a while and I continued to take it to the Amersham event and various other commitments. Eventually the decision was taken to sell it and after nearly 30 years in Peter's possession, ownership passed to Steve Fennell. By a strange coincidence, a few years later Steve bought RF 146, so the two were under the same ownership once again.



Peter had a vast array of friends and acquaintances and many different interests. I only really know about his interest in London Transport buses. He was an avid collector of model buses and trains; others have mentioned his interest in model railways and he was president of the Hornby Railway Collectors Association. After he moved to Wiveliscombe we met up a few times and used to chat regularly on the phone and exchange emails about items of mutual interest. Just last year he bought an EFE model of an STL on Hemel route 314 and also a model of Southern loco Beachy Head. I managed to speak to him about two weeks before he died. Although obviously in pain he was still the same Peter, with a great interest in all manner of things. It was a privilege to have known him and I shall miss him greatly.



*Photographs by Geoff show (previous page) RF 146 at Dunstable Square, having just completed a tour of archaeological sites in Bedfordshire, Buckinghamshire and Cambridgeshire for the Manshead Archaeological Society, Dunstable, and above: RF 308 at Caddington Green on a tour of Luton RF routes arranged by Colin Rivers. This was almost the last job it did before ownership passed to Steve Fennell.*

**Minutes of Meetings supplied by Tony Beard**

**London Transport**  
**Bus Allocation Advisory Sub-Committee**

**Minutes of the Meeting No 5 held on Thursday 5 August 1948**

**at 55 Broadway SW1**

Present: Mr Burnell (in the Chair)

Messrs. Counihan

Haines

Harbour

Jones

Haines

Lennard

Mayhew

Mills

Secretary Mr Shaw Scott

**28.8.48      Minutes of the Previous Meeting**

The Minutes of Meeting No 4 held on 15 April, 1948 were confirmed.

**29.8.48      Allocation of RT Buses to the Central Area**

The Chairman referred to the necessity for deciding upon a priority of allocation to the remaining garages due to receive allocations of the balance of the second batch of 525 buses.

Following upon the allocation of the first batch of 512 RTs to the Central Area, a partial allocation of the second batch of 525 buses had been agreed covering Holloway, Dalston, Mortlake, Elmers End, Hounslow, Old Kent Road, and Sidcup Garages

The matter was discussed in relation to impending deliveries of the new 8ft wide Leyland RT buses to certain garages for working on approved routes. Three garages previously suggested as recipients of RTs in the second batch (viz Tottenham, Seven Kings and Bromley) were found to be due later for 8ft wide buses and were consequently removed from the list on the grounds that they could await the wider buses. This resulted in 74 7ft 6ins wide RTs being made available for reallocation elsewhere.

Messrs Mills and Jones put forward Nunhead, Uxbridge and Plumstead garages as worthy of allocation of newer vehicles. the difficulties of running the Nunhead LTs against Chelverton Road RTs on Route 37 were stressed and it was suggested that STLs (displaced after new deliveries of RTs) be drafted to these garages. However, it was pointed out that such a course was impracticable for various reasons, notably the allocation of RTs to routes and garages previously running STs and LTs and the necessity to use any displaced STLs to make good shortages at garages with fuel oil only and no petrol stocks.

The Chairman pointed to the impossibility of allocating a fair proportion of 8ft wide buses to A Division due to the tram tracks and suggested that some of the 74 RTs referred to previously could be allocated to that Division. This met with the approval of the Meeting which decided to allocate 20 to Nunhead, 9 to Uxbridge, 35 to Plumstead and 6 to Old Kent Road (thereby increasing the previously agreed number of 19 to a total of 25). This made a total of 70 and as it was unsatisfactory to allocate the remaining 4, the second batch of allocation was adjusted to 521 and the total to date to 1,033. The whole allocation of the second batch is set out in Appendix One attached to these Minutes.

The necessity for raising roofs and increasing the height of doors, etc. for which arrangements were now in hand at Nunhead, Old Kent Road and Plumstead prevented these garages from accepting new RTs until after December 1948. It was possible that the work might be completed at Nunhead in advance of this date in which event it might be possible to bring forward the delivery of new RTs to that garage (for service on Route 37) in advance of Croydon, Sidcup (2<sup>nd</sup> half) and Catford. The following points were agreed:

(a) That Tottenham, Seven Kings and Bromley garages be deleted from the allocation of the second batch of 7ft 6ins wide RTs (in view of their early allocation of 8ft wide RT type buses to work on approved routes) thereby releasing 74 buses

(b) That Nunhead, Uxbridge and Plumstead be inserted in the allocation of the second batch of 7ft 6ins wide RTs and that the allocation to Old Kent Road be increased (by 6 for working Route 243) thereby absorbing 70 buses.

(c) That the second batch of 7ft 6ins wide RT buses be adjusted to a total of 521 buses, in consequence of the foregoing and the total for the first two batches be adjusted to 1,033.

(d) That due to the necessity for raising roofs and entrance heights at Nunhead, Uxbridge and Plumstead, allocations be timed to begin after December 1948 by which time the work should be completed.

(e) That if Nunhead's roof is completed in advance of December 1948, delivery of new RTs to that garage shall be in advance of Croydon, Sidcup and Catford.

(f) That the order of priority of allocation of the second batch of 7ft 6 ins wide RTs be as set out in Appendix One attached hereto.

#### **30.9.48 Allocation of 8ft Wide RT Buses**

The deliveries of the first new 8ft wide RT buses were due to commence in December 1948 and it was anticipated that half of the total of 500 would be in service by the end of 1948. Mr Burnell pointed out that the allocation to garages of 8ft wide buses was dependent upon the following factors:

##### **(a) Route Approval**

No 8ft wide buses could operate on routes not approved by the Licencing Authority. For the purpose of obtaining route approvals, two special "mock-up" 8ft wide vehicles had surveyed every possible route with the interested parties.

##### **(b) South London Trams**

It was impossible to obtain approval to operate 8ft wide buses on any routes in South London until the trams are withdrawn.

##### **(c) Garage Problems**

At many garages the clearances between the top of 8ft wide buses (higher than standard) and garage roofs or entrances are insufficient and structural alterations are necessary. Also alterations are necessary to fuel islands, etc. on account of the increased width of bus. Difficulties had been experienced in finding sufficient routes to absorb the 8ft wide buses on order, taking into account these restrictions. Some routes were in order, but many were mainly in the outskirts and separated from one another, so that the allocation tended to be a few buses at a large number of garages. Other routes needed minor or major road alterations which might or might not be undertaken under present circumstances, while a large number of routes presented special problems which caused the licensing authority to withhold approval pending substantial experience of the 8ft bus working. There were additional difficulties in route allocation arising from the practice whereby buses on routes now approved tend to work from time to time over other routes not approved. Care must, therefore, be taken in allocation to avoid loss of bus availability due to restrictions imposed on wider buses.

In a number of cases, routes already operated by 7ft 6ins wide RTs will be effected in which case such buses will, when displaced by 8ft wide buses, be put into the general pool for distribution to garages on the priority list.

In view of the undesirability of having spare 8ft wide buses standing in the garages, due to their unsuitability for routes for which they were not approved, the allocation had been based upon scheduled requirements only, exclusive of spares; This allocation is indicated in Appendix Two, while Appendix Three shows the total allocation of 7ft 6in and 8ft wide buses in summary form (not in priority order)

The foregoing was noted and it was agreed that all concerned should give consideration to the order of priority as suggested in Appendix Two with a view to an early agreement thereon.



### 31.8.48 Single Deck Buses for the Central Area

The Chairman stated that deliveries of the 100 new Leyland single deckers for the Central Area were due to begin in September. The majority of these buses would be absorbed in replacing old buses due for scrapping and in filling up gaps caused by the long time taken to overhaul the older bodies. It was impossible to attempt any allocations as yet because it was not known on which routes the new vehicles would be permitted to operate, Although the chassis would be similar to the TD single deckers at Muswell Hill, the bodies would be different (being similar to the new 15T13 Country Area single deckers) which might affect turning circles etc.

As soon as the first new Leyland is received and tested, the route classification and possible garage allocation will be determined and the priority of allocation will be agreed at a meeting called towards the end of September. Measures taken to remedy the shortage of single deck buses in the Central Area were outlined. 25 Country Area Q type single deckers had been allocated thus:

Garage	No	Classification	Type
Sidcup	10	5Q5	Front entrance
Cricklewood	4	5Q5	Front entrance
West Green	11	4Q4	Middle entrance with door

The displaced 5Q5 buses from West Green would be used to cover shortages of single deckers at other Central Area garages. The allocation of a block of 4Q4s to West Green was arranged to avoid mixing of types (i.e. front or middle entrance) there, and at other garages. The forgoing was noted and it was agreed to await delivery and testing of the first Leyland single decker before attempting an allocation for which purpose a meeting would be specially called in September.

Letter to Messrs. Colver, Giles, Robinson, Hardy & Fife, Ltd.  
 Office of the  
 Asst. Eng'r. (Development)  
 Buses & Coaches.

TO  
 J.W. Wicks, Esq.,  
 Asst. Eng'r. (Development)

OUR REFERENCE: S.581/PL/PA.161  
 YOUR REFERENCE: 7th January 1948  
 DATE: 7th January 1948

**VEHICLE CODES.**

I attach hereto proposed Vehicle Codes for the RT range of chassis and bodies for both 7'-0" and 6'-0" Design.

You will note that I propose using the letter "RT" for Leylands although this brand of chassis has always been identified as "STD".

As I am anxious to establish the appropriate codes for D.O. and Specification purposes, I shall be glad if you will give me direction as soon as possible.

In establishing the code please bear in mind the complications which will result if you decide to adhere to "STD" for Leylands, as the RT's bodies are interchangeable for the first time in the Board's history with the A.L.C. chassis and you will get the following awkward vehicle codes:

Chassis Code.	Body Code.	Vehicle Code.
5 STD	RT1/1	5 STD-RT1/1

Pursuing the above vehicle code the bonnet number will be STD..... which indicates the brand of chassis manufacturer for licensing and publicity purposes, but to my mind, gives the wrong impression as the main bulk of the vehicle is in fact "RT" design.

Might I suggest, as an alternative, that these new Leyland chassis be identified by the letter "L" denoting Leyland which is comparable with the already established "D" for Daimler, "B" for Bristol and "G" for Guy.

Then the code would become as follows, and the RT body identity would not disappear.

Chassis Code.	Body Code.	Vehicle Code.
L	RT1/1	LRT1/1

Pursuing the above, the bonnet number will be LRT.....

11981



The classification RTW had yet to be applied when this meeting took place, the Leyland vehicles being identified in the text by their width. The above document first appeared in Friends' Newsletter 104 (April 2015) and is one of the many on John Marshall's Picasweb site, of interest are the scrawls in the margin as someone commits their thoughts to paper regarding class letters for the vehicles while P Lunghi the Chief Draughtsman reckons the first RTL will be classified LRT.

Students of English language might be interested to learn that throughout the above and previous sets of minutes, RTs are referred to as RT's which some might describe as a misuse of the apostrophe. There are many incorrect examples such as the well-known grocer's apostrophe in banana's and potato's while it's (an abbreviation for it is or it has) is often used for its (possessive). However, an often overlooked correct use involves the plural of letters as in the phrase "mind your p's and q's" and how many s's in Mississippi? Therefore RT's could possibly be forgiven.

I suppose I should leave the last word to grammarbook.com which states: "Please note that we advise apostrophes only for single letters, not for acronyms or other groupings of two or more letters". 'nuff said appendixes follow:

# Bus Allocation Advisory Sub Committee

## Allocation of 7ft 6in Wide New RT Buses (Central Area)

# Appendix One

512 Allocation Previously Agreed  
521 Allocation Agreed as Amended 5 August 1948  
(inclusive of engineering spares)

		Routes									Remarks
Garage (agreed order of priority)	Div	Route	Buses	Route	Buses	Route	Buses	Route	Buses	Total	
Holloway	C	134	14							15	Completion of Route 134
Dalston	B	9	18	47	14					34	Completion of Route 47
Mortlake	C	9	36							38	Completion of Route 9
Elmers End	A	194	36							38	
Hounslow	C	81	18	116	9	117	18			47	
Old Kent Road	A	21	18	243	6					25	Completion of
Sidcup	A	21	18	51	15	131	11	161	15	35	Route 21
(1 <sup>st</sup> Half)		1 <sup>st</sup> Half				2 <sup>nd</sup> Half					
West Green	B	29	35							37	Completion of
Potters Bar	C	29	13							14	Route 29
Muswell Hill	B	43	24	125	6					32	

Hammersmith	C	17	31	72	18					51	
Barking*	B	87	30							32	
Croydon	A	116/A	16							17	
Sidcup( 2 <sup>nd</sup> Half)	A			See Above							Routes 132 and 161
Catford	A	89	14							15	
Nunhead*	A	37	19							20	Completion of Route 37
Uxbridge	C	220	6	225	3						
Plumstead	A	99	15	122	18						

Total 521 includes engineering spares

Completion of RT type on all routes concerned, viz.

9, 17, 21 (group)

29, 37, 43, 47, 51 (group)

72, 81, 87, 89, 99, 116, 117, 122, 125, 132, 134, 161, 166/A, 194, 220, 225, 243

Note \* If work on raising the roof at Nunhead is completed before or at the completion of Barking, RTs will be allocated to Nunhead before Croydon (2<sup>nd</sup> half) and Catford.

18 August 1948.

*See next pages for Appendices 2 and 3; only way I can include them - Ed.*

#### **From the Minutes of the Engineering Committee Meeting No 20 held on 4 December 1933**

##### Special Expenditure Requisition

D.15 for the construction of 100 STL type 4-wheel double deck omnibuses and three spare bodies and the purchase of 100 AEC 115mm bore oil engines for fitment to existing LT chassis forming a further instalment of the programme for the continuous delivery of new omnibuses at the rate of 6 or 7 per week at a total cost of £187,740, the work to be executed by the Engineer (Central Omnibuses) and the AEC. This was approved.

##### Chiswick Works - Layout of Overhaul Depot

Mr Durrant reported that proposals for revising the layout of the Coach factory to deal with the overhaul of the maximum fleet of 6,000 vehicles had now been completed but that the corresponding revision of the chassis side of the Works was still under consideration, particularly from the point of view of whether it would not be desirable to separate the work of complete or partial overhauls. Final proposals would be available shortly.

##### Potters Bar Garage - Engineering Staff

The Vice-Chairman gave Mr Durrant instructions to confer with the Chief of Staff Officer with a view to determining a date upon which standard conditions could be applied to the engineering staff at Potters Bar Garage, a date having now been fixed for the application of standard conditions for the operating staff.

Bus Allocation Advisory Sub-Committee

Appendix Two

Allocation of 500 8ft Wide RT Type Buses (Central Area)  
(exclusive of engineering Spares)

Garages (in suggested order of priority)	8ft Wide Buses*	Routes approved and buses allocated thereto												7ft 6ins Wide Buses**	Remarks
		Route	No	Now	Route	No.	Now	Route	No	Now	Route	No	Now		
Tottenham	22	41	32	LT											
Alpertton	25	187	25	ST											
Shepherds Bush	22	105	22	LT											
Hanwell	43	92	17	B	105	26	LT STL								Completion of Route 105
West Green	15	144	10	LT	144A	5	LT								
Enfield	8	144A	8	G										37	Completion of Routes 144/144A
Leyton	14	144	14	RT#										77	
Palmer's Green	26	112	26	STL											
Putney Bridge	10	85	10	STL											
Harrow Weald	42	140	17	STL	158	25	STL								
Edgware	37	140	16	STL	142	21	STL								Completion of Route 140
Upton Park	20	129	6	RT#	145	14	LT							48	Completion of Route 145
Barking	19	23B	5	G	23C	9	LT	145	5	LT				32	
Seven Kings	49	86	5	LT	139	14	LT	149	4	RT#	148	26	LT ST	26	Completion of Route 86
Hornchurch	4	86	4	G											
Bromley	25	119	12	STL	126	8	STL	138	5	STL				41	
Loughton	16	20	16	STD											
Turnham Green	34	91	34	RT#										36	
Uxbridge	3	225	3	ST										9	
Total	444w	Exclusive of engineering spares													
		7ft 6in RT# allocation outstanding													

Routes Completed: 20, 23B/C, 41, 85, 86, 91, 92, 105, 112, 119, 126, 129, 138, 139, 140, 142, 144, 144A, 145, 147, 148, 158, 187, and 225

Notes: \* Allocation based on 1948 schedules for approved routes.  
 \*\* 7ft 6ins wide RTs already allocated to these garages as previously agreed.  
 # 7ft 6ins wide RTs already on these routes will be reallocated.  
 w In certain cases the present schedules provide for buses on approved routes also to operate on certain routes not approved for 8ft wide operation; in consequence certain adjustments to these figures will be necessary

18 August 1948

**Summary (Not in Priority Order) of Allocation  
of New Buses to Central Area  
1,033 7ft 6ins Buses and 444 8ft Buses**

Division/Garage	7ft 6ins wide	8ft 0ins wide	7ft 6ins wide for Reallocation***
<b>A Division</b>			
Bromley	41	25	
Catford	69		
Croydon	57		
Elmers End	38		
Nunhead	20		
Old Kent Road	25		
Plumstead	35		
Putney Bridge		10	
Sidcup	61		
<b>Total</b>	<b>347</b>	<b>35</b>	
<b>B Division</b>			
Barking	32	19	
Dalston	34		
Enfield		8	
Hornchurch		4	
Leyton	77	14	14
Loughton		16	
Muswell Hill	32		
Palmers Green		26	
Seven Kings	26	49	4
Tottenham		32	
Upton Park	48	20	6
West Green	37	15	
<b>Total</b>	<b>286</b>	<b>203</b>	<b>24</b>
<b>C Division</b>			
Alpertton		25	
Cricklewood	43		
Edgware		37	
Hammersmith	51		
Hanwell		43	
Harrow Weald		42	
Holloway	42		
Hounslow	47		
Middle Row	48		
Mortlake	38		
Potters Bar	45		
Shepherds Bush		22	
Turnham Green	36	34	36
Uxbridge	9	3	3
Willesden	41		
<b>Total</b>	<b>400</b>	<b>206</b>	
<b>Fleet Total</b>	<b>1033*</b>	<b>444**</b>	<b>63</b>

\* Including Engineering spares.

\*\* No engineering spares allowed

\*\*\* 7ft 6ins wide RT buses available for reallocation as and when displaced by 8ft wide types, will go into the general pool for distribution to garages on the priority list

#### Catford Garage

Mr Durrant reported on the proposal for running the omnibuses up ramps on to a bridge with shallow pits instead of providing pits of full depth, could not be adopted at Catford Garage as there was insufficient clearance under the roof and that in any event this proposal would not represent an economy. This was noted but approval of the two additional pits proposed was deferred pending submission of a complete scheme for the replanning of this garage in accordance with discussions at an earlier meeting.



#### Supply of Redundant Engine and Gear Box to Poplar Men's Institute

Mr Durrant reported receipt of a request from the Poplar Men's Institute for certain scrap units for educational purposes and recommended that a redundant NS engine and gear box be presented to them. This was approved.

#### Licensing of Omnibuses Acquired from Independent Undertakings

With reference to a minute of the London Passenger Transport Act Meeting, Mr Durrant submitted a memorandum, dated 2 December, reporting that it was not possible to obtain an extension of the public service licence for one month on vehicle acquired from independent undertakings in respect of which the Certificates of Fitness had expired and accordingly recommended that omnibuses falling within this category of a type which could not continue to be operated by the Board, be immediately withdrawn and that the services previously covered by these vehicles be operated by NS type omnibuses which would otherwise have been replaced by new STL omnibuses. This recommendation was approved.

#### Acquired Omnibuses and Coaches

Mr Durrant submitted a statement, dated 1 December, setting out detailed particulars of the vehicles acquired from independent operators to date. It was agreed that it would be desirable to scrap certain of the Dennis vehicles together with the 11 Guy 6-wheelers, the 6 Mongrel type 6-wheelers, the 2 Karriers, the Maudsley ML7 Vehicles and the Sunbeam vehicle. It was decided that:

- (a) of the acquired omnibuses which it was decided to retain, all Dennis types should be allocated, if practicable, to Potters Bar Garage, Leylands to Camberwell Garage and miscellaneous types to a particular garage selected for the purpose by arrangement between Mr Durrant and the Operating Manager, Central Omnibuses.
- (b) an understanding would require to be reached with the Union in due course that where acquired omnibuses are retained for a period of, say, five years or over, they will be brought up to the standard of the Board's omnibuses in respect of windscreens, self-starters etc., but where the unexpired life of the vehicles is fewer than five years, the Board will not necessarily bring the vehicle up to standard in these respects.
- (c) the summary of Omnibuses acquired from Independent Operators up to and including 2 December 1933, be submitted to the Chairman.

#### Leyland Torque Convertors

Mr Durrant submitted a memorandum dated 2 December, setting out the terms upon which it had been agreed that Messrs Leyland would supply a Leyland torque convertor for trial on a STL type omnibus.

#### **From the Minutes of the Engineering Committee Meeting No 21 held on 11 December 1933**

#### Special Expenditure Requisition

The following Special Expenditure Requisition was submitted for approval and the signature of the Vice-Chairman:

D.16 for the standardisation of approximately 200 acquired omnibuses in respect of windscreens, electric starters etc. at cost not to exceed £130 per vehicle and a provisional total cost of £25,000, the work to be executed by the Engineer, Central Omnibuses.

#### Kentish Town Road Widening - Doubling of Tramway Track

In accordance with a recommendation contained in a memorandum dated 8 October, submitted by Mr T E Thomas, it was decided that in connection with the proposed widening of Kentish Town Road between Kentish Town Underground Station and Islip Street, the Board double the existing single tramway track while the works are in progress, at an estimated cost not to exceed £1,750 (exclusive of pipe work) Special Expenditure Requisition to be submitted.

#### Loading Islands and Tramcar Stopping Places

Mr T E Thomas submitted a memorandum, dated 11 December, reporting that, arising out of a conference with the Assistant Commissioner of Police upon the position of tramcar stopping places at junctions where traffic light signals have been installed, it was proposed as an experiment, subject to concurrence of the Lambeth Borough Council, to provide temporary wooden loading islands for tramcars in Brixton Road outside the Lambeth Town Hall, so that ordinary traffic would be free to proceed while tramcar passengers were boarding or alighting and to erect a permanent island with an illuminated bollard and an additional primary signal in the event of the experiment proving a success.

In accordance with this recommendation, it was decided that Mr T E Thomas should offer to the Lambeth Borough Council to provide, at the Board's expense, a temporary experimental island in Brixton Road, outside Lambeth Town Hall, at an estimated cost of £40, and, if the experiment proves successful, a permanent loading island at a cost of £100 provided:

(a) that the Borough Council undertake to supply a lamp post and signal and pay the expense of the lighting of all three so long as the island remains,

(b) that payments made by the Board in connection with this experiment shall not be treated as a precedent, if further tramway islands of this character are installed.

#### Payments to be Made by the Board in Connection with Street Works

Arising out of the decision that the Board should offer to pay the cost of providing an experimental traffic loading island in Brixton Road, the Vice-Chairman gave the Secretary of the Committee instructions to prepare a full report setting out recommendations, with due regard to the past practice of the undertakings transferred to the Board, as to the circumstances in which the Board should pay or contribute to the cost of all classes of street works, including provision of such loading islands, adjustments to tramway tracks consequent upon road alterations, removal of obstacles etc.

#### Costing of Joint Experimental Work as Between the Board (Central Omnibuses) and the AEC

Mr Durrant submitted a memorandum, dated 9 December, setting out proposals for the procedure to be followed in the costing of experimental work as between Central Omnibuses and the AEC this was retained by the Vice-Chairman.

#### Life of Omnibus Engines

Arising out of an enquiry by the Vice-Chairman in connection with the estimated life of the new engines to be supplied with the further batch of 100 STL type omnibuses authorised by SER D15, Mr Durrant reported that the life of an omnibus engine could properly be regarded as equal to the life of the vehicle, except in the event of a particular type of engine becoming obsolescent and that accordingly there was no occasion for allowing depreciation on omnibus engines at a higher rate than the depreciation on the vehicle as a whole.

#### Bromley Garage

A memorandum dated 9 December was received from the Operating Manager (Central Omnibuses) explaining the unsatisfactory arrangements in connection with the payment of staff at Bromley Garage, observed at an inspection on 10 November and reporting that under the existing conditions the situation had not recurred and was not likely to recur. This was noted.

#### Hammersmith Garage

Mr Durrant reported that he had received from Mr Cooper, a revised estimate of £340 for screening the open space at the rear of Hammersmith Garage facing the railway and that having regard to the expectation that Hammersmith garage would be selected for reconstruction in 1934/35, it might be thought undesirable to incur this expenditure at this time. It was, however, decided that Mr Durrant should endeavour to arrange with Mr Cooper for the open end of the garage in question to be closed by the cheapest form of temporary partition, at a cost not to exceed, say, £100.

#### Charing Cross Embankment – Proposed Coach Station

Mr Cooper produced a memorandum, dated 5 December, reporting that the arches under the Southern Railway at Charing Cross which were now used as a garage, had recently been let on a 21-year lease and that the Southern Railway had the right to cancel such a lease only for their own purposes. In addition, the LCC were strictly opposed to letting the site over the west end of the District Line station and that any scheme for the provision of a coach station at this point, which affected the LCC lighting station, would be difficult owing to the existence of a double basement in that building linked up with the subway to the Victoria Embankment. The Vice-Chairman gave Mr Cooper instructions to confer with the General Manager, Country Omnibuses, upon the proposal to provide a coach station upon the Embankment side of the District Line station, including the area now occupied by the LCC lighting station and the public lavatories and providing for the rehousing of those premises in part over the existing bill store. A sketch showing the general arrangement of a scheme on these lines would be submitted, if it is found that the coach accommodation required can be provided in this way.

#### **From the Minutes of the Engineering Committee Meeting No 22 held on 18 December 1933**

##### Special Expenditure Requisition

The following Special Expenditure Requisition was submitted for approval and the signature of the Vice-Chairman:

E.II for the equipment of 16T type coaches with self-starters, at a cost of £232, the work to be executed by the Engineer, Country Omnibuses.

##### Potters Bar Garage – Engineering Staff

Mr Durrant reported that arrangements had now been made for the standard rates and conditions to be applied to engineering staff at Potters Bar Garage from 20 December.

#### Shelters, Stop Posts, etc. – Design

The Vice Chairman gave Mr Holden instructions to consider and submit for approval designs for a standard and distinctive type of shelter for waiting omnibus passengers, with or without seats; bus, coach and tram stop posts and inspectors' telephone boxes. The designs to be such that each of these requirements separately, or any combination of them, will form an effective single structure. Provision is to be made for adapting the shelters for erection either in detached positions on pavements, forecourts etc., or against walls and fences and for placing above the roofs of the shelters, a bullseye device with griffins, which is at present being designed. Spaces for timetables and the Board's advertisements also to be provided in the shelters or on a separate unit.

#### Charing Cross Embankment – Proposed Coach Station

Mr Cooper reported that he had conferred with the General Manager (Country Omnibuses) upon the proposal to provide a coach station upon the Embankment side of the District Line station and that this would not appear workable as permission could not be obtained for coaches to turn across the Embankment traffic.

It was accordingly decided that Mr Cooper should confer with the Chief Engineer of the LCC with regard to the possibility either of acquiring a portion of the LCC yard for the purposes of a coach station or providing a through road from the foot of Villiers Street to the Embankment and report again.

#### Omnibus Body Design

Mr Durrant submitted a report, dated 15 December, upon the seating capacity of omnibuses as a factor in omnibus body design.

This was retained by the Vice-Chairman for consideration.

#### Acquired Omnibuses, Coaches and Private Cars

##### (a) Garage Allocation of Vehicles Retained

Mr Durrant reported that it had now been agreed with the Operating Manager (Central Omnibuses) that the Leyland Titan vehicles acquired from independent undertakings would be mainly allocated to Upton Park Garage and the miscellaneous types mainly to Camberwell Garage.

##### (b) Vehicles Recommended for Disposal

Mr Durrant submitted a memorandum, dated 15 December, setting out particulars of miscellaneous vehicles acquired from independent undertakings recommended for disposal. This was noted and would be referred to the Chief Stores Superintendent for necessary action.

#### Miscellaneous Omnibuses in Store – Disposal

Mr Durrant submitted a schedule, dated 11 December, of miscellaneous omnibuses in store not required for service together with a recommendation for their disposal. It was decided that:

- (a) subject to acceptance of a satisfactory report from the Comptroller and Accountant as to the accounting considerations involved, the 74 open-top NS omnibuses and the 14 double-deck K omnibuses referred to in the schedule be scrapped.
- (b) a decision upon the recommendation to scrap the single-deck vehicles referred to in the schedule be deferred, pending submission by Mr Durrant of a full report in conjunction with Mr Richardson, upon the existing stock of single-deck omnibuses, the immediate and prospective requirements and the eventual surplus anticipated.

#### Spare Omnibuses – Central Area

Mr Durrant recommended that, as a temporary measure, the authorised percentage of spare omnibuses (Central Area) be increased from 8 per cent to 9 per cent, representing an additional 42 omnibuses, some 15 to 20 omnibuses being required for training drivers and the schedules of acquired undertakings being temporarily maintained with the existing fleet until the acquired omnibuses can be allocated to garages for operation.

In these circumstances, it was decided that, as a temporary measure, authority be hereby given for an increase in the active fleet of Central Omnibuses by not more than 40 vehicles on the understanding that no more of these additional vehicles will be licensed than is essential and that care will be taken to take disused vehicles out of licensing concurrently with the introduction of the additional ones.

#### Joint Experimental Work Between the Board (Central Omnibuses) and the AEC

Further to earlier discussion, it was decided that:

- (a) in view of the agreement entered into between the Board and the AEC, a Joint Committee for the studying and conducting experiments in connection with chassis design be set up between the Board and AEC.
- (b) Mr Durrant reports the names of the members of this Committee, when appointed.
- (c) no work must be undertaken by on behalf of the Joint Committee without agreement first being reached as to the parties to undertake the work on the basis upon which costs will be divided.
- (d) in negotiating the terms upon which much work is undertaken, each case be dealt with on its merits, generally upon the basis set out in Mr Durrant's memorandum, dated 9 December.
- (e) the Audit Officer examines and report at six monthly intervals upon the costing of the work undertaken for the Joint Committee.

*It was through my having copied great chunks of the minutes of Joint Experimental Committee meetings that I became aware of the Programme Codes that were referenced in orders placed for chassis with AEC by the Board (and possibly others). The most interesting being "RT" used to cover the prototype vehicle which had been known initially as "1939 double deck vehicle" and "STL16" (more correctly 16STL), the latter having been previously issued to cover the reclassification of STLs in the 200 range after they were fitted with oil engines. In alpha order: MJ was used for the 9Ts, QJ for the 10T and RN was used for the final batch of pre-war STLs followed by RT - initially for the prototype for which Experiment S4810 was raised; sadly the report raised is lost. Although the two batches of 2RT2s received UB and SY codings (not in alpha order!) the project is referred to as Programme RT.*

#### Route 65 Running Day, 11 April 2021

Alan Davidson

Many thanks to London Bus Museum for instigating the Route 65 Running Day that took place on Sunday 11 April. I observed many favourable reactions from kerbside, particularly in Richmond town centre, from the general public, with their camera phones at the ready.

A personal highlight was the appearance, after an absence of 36 years, of newly repainted RT 1658 with running number K13, an ex Barking (BK) bus, which didn't quite reach the last week of RTs there in 1979. Owner, Roger Wright explained that it was anything but presentable, just 8 weeks before, with the interior to be done next.

Another RT (that I witnessed being restored at Dorking by Ian Barrett after many years in a farmyard at Billingshurst West Sussex) was RT 2177, which still looks good 22 years later. The driver was well-known, ex Norbiton engineer Paul Morris with T 792's owner John Herting on board, making sure we kept to the timetable. John is something of a West London native, with his fixings company sponsoring Brentford FC, who now have a new home at Kew Bridge. Previously, I had used the 65 route to travel to Ealing Broadway, so, to go beyond that to the original terminus at Argyle Road was new territory, the route being cut back in 1968.

With RTW 185, RTL 1427, roofbox RT 1705, RT 1 and Cravens RT 1431 also on the roads, nearly every RT variant was represented. With buses not turning a wheel for months, due to various lockdowns, it was almost inevitable that there would be one or two breakdowns, with ex Norbiton (NB) RT 2799 a casualty but overall it was a brilliant day with weather to match.

Some owners decided to break the bank by carrying brand new sets of upper case blinds, presumably supplied by Stuart Boxall's "Blinds for Buses" enterprise, and very smart they looked too. The Routemaster family were well represented with Network Rail Chairman, Sir Peter Hendy enjoying his day at the wheel of ULEZ compliant RM 1005, with ex Shillibeer RM2 208, an immaculate RM 597 that I remember from the Routemaster Heritage Trust collection at nearby Twickenham and the Museum's own RMC 1461, back from its engine replacement.

Any locals would know that just before you reach Ealing Town Centre (from the south) you need to drive past Ealing Film Studios, home of the famous Comedies of the 1940s/50s, and as we did so, I could sense the ghost of Sir Alec Guinness nodding his approval, as RTs that might have been unwitting extras, glided past.

#### RT 1 Recreated

Leon Daniels

In the past few months a regular contributor to this Magazine Tony Beard unearthed a remarkable fact. When RT1 was officially photographed in April 1939 the location was not Bushey Park or Hampton Court as recorded elsewhere. The original photograph has a distinct pair of white rimmed gateposts in the background. Close examination revealed a name which in turn gave away the location as Ham Common. Indeed the same location as an LTC and T 505 were similarly photographed.

The London Bus Museum's 11th April route 65 running day presented a new opportunity. (This date would have been the traditional Spring Gathering but for the second year Brooklands Museum remains closed under Government



direction. So instead of bringing the people to the buses we took the buses to the people and ran in service on route 65 instead).

Ham Common is served by route 65 so in the early morning of 11th April, and with the kind consent of the Chief Executive of London Borough of Richmond, I took RTI across the grass and around the now more developed trees to the same spot.

Many things have changed: the trees are bigger, the gateposts have been modified, and RTI has a different chassis. It is also in a different livery. But none of that was enough to stop us wanting to recreate this scene. 82 years later RTI is back on Ham Common. Who could have imagined after a World War and almost a century of progress there was enough left of both bus and surroundings to make this picture possible.

There was considerable preparation. The local authority was extremely supportive. Ground conditions were good thanks to no rain. There was one remaining level access but we carefully plotted a route across the grass that avoided grounding. Two girls practising their Sunday morning exercises were displaced.

The bus was photographed facing in both directions, as was the case in 1939. We then, as quickly as we arrived, departed the scene. As the Borough's request we did everything we could to avoid a congregation of people and the attendant social distancing troubles.

RTI then entered service, explaining to everyone who had the timetable, why there was an odd journey starting northbound at Ham. I was thrilled to have been able to make this happen and to drive it as some anonymous London Transport employee did 82 years ago. It didn't sink; we didn't destroy the grass; and we recreated a famous scene.

A huge thank you to everyone who made it possible, and in return for the necessary need to do this quietly, we make the photographs freely available.

What a great day!!



Above: The “now” shot of RT I in glorious Technicolour; on the next page is a scan of the original 1939 photograph – with the gateposts clearly visible. Photos supplied by Leon Daniels.



More photos from this and other events next time when I hope we shall have sufficient space!

### Membership Renewals

May: Nigel Lemon, John Marshall, Peter Plummer, Graham Smith, David Thomas, Keith Valla, John Wagstaff and Colin Wickens.

June: Dan Cranefield and Peter Comfort.



Editorial Matters: Mike Lloyd, 42A Moss Lane, Platt Bridge, Wigan, Lancs. WN2 3TL I am always pleased to receive notes, news, comments and corrections as well as complete articles, etc., for the Newsletter and these should be sent to me at the above address or by e-mail to [bream.coaches@talktalk.net](mailto:bream.coaches@talktalk.net) Please **do not use any other address** for Newsletter contributions.

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