

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



As we slowly return to some sort of "new normal", whatever that may be, many of us have been reliving the old normal in the shape of photographs from the past. This is a slide from the Editor's collection, but not his camera, and shows RF 226 taking part in the Chesil Run, a part of the old and fondly-remembered Weymouth Bus Rallies, now just a memory. The RF is part of the London Bus Preservation Trust's fleet. We don't know the date of this event, but it would have been the first Sunday in July in whatever year it was.

Newsletter 180

August 2021

Opening Lines

As I sit here producing yet another Newsletter I find I am a little short of material so I fear this one is going to have more pictorial content than usual. It is possible that this is another side-effect of the computer or internet problems which beset No 177 in that a number of readers have asked if I would like articles on this or that subject and I have replied in the affirmative, but no articles have been received. Whether my e-mails were not delivered or their replies went missing in the digital universe I cannot tell, but if you did offer an article, whoever you are, then yes please, it would be welcome.

I am aware that at least one e-mail did disappear; Nicholas Bennett sent in details relating to the photograph of RTL 1023 in France published in issue 178 but these never arrived and it was not until he contacted me about missing a copy of 177 (almost everyone appears to have missed it, despite my efforts) that I learned that he had in fact supplied pretty much the same information as did Alan Kinsman. If anyone else has supplied items which have not yet appeared, please feel free to contact me. I have grave suspicions about the integrity of this e-mail address following my bad experiences earlier this year.

Minutes of Meetings supplied by Tony Beard

London Transport

Bus Allocation Advisory Sub-Committee

Minutes of a Meeting No 8 held on Monday 7 March 1949 55 Broadway SW1

Present: Mr Burnell (in the Chair)

Messrs. Haines
Harbour
Jones
Lennard
Mayhew
Mills

Secretary Mr Shaw Scott

46.3.49 Minutes of Previous Meetings

The Minutes of Meetings Nos. 5, 6 (Special), 7 (Special) were confirmed.

47.3.49 Allocation of RT Buses to Central Area

The Chairman indicated the necessity for an early agreement upon the next allocation of RT and RTL buses as the previous allocation was rapidly approaching completion (only 116 were outstanding); he mentioned deliveries were now at the rate of 20 per week. With regard to allocation to Divisions, the Chairman suggested that "A" Division should receive preferential treatment for standard width RT and RTL buses as compensation for a very small share of the new 8ft wide Leylands (RTW) use of which was impossible in most of south and south-east London due to trams.

Mr Mayhew thereupon presented a statement showing a provisional allocation of 333 new RT and RTL buses (including spares). He submitted that, as Uxbridge was at the end of the previously agreed allocation, it was highly desirable to complete the small double-deck fleet from that garage, as this involved the 98 route which was shared with Hounslow, he suggested making Route 98 the first recipient of the new batch, to be followed by Routes 12, 139, 73, 7, 7A and 78 in that order.

Although the precise allocation to individual garages was left in abeyance in order that the most satisfactory apportionment of RT and RTL buses could be made (whereas the two types are operationally interchangeable it is desirable for engineering purposes and economy of spares and tools to segregate them), the allocation to the routes indicated was agreed as set out below:

Route	Scheduled Buses	Total	Garages	
98	{19	21	Uxbridge	
	{ 8	8	Hounslow	
12	{40	42	Elmers End (to receive priority)	
	{15	15	Croydon	Order dependent on RTL deliveries
	{31	32	Nunhead	
	{18	18	Shepherd's Bush	
139	14)	41	Seven Kings	
148	26)		Seven Kings	
73	{36	37	Mortlake	Order

	{56	58	Tottenham	dependent on RTL deliveries
7/7A	41	41	Middle Row	
78	{9	9	Nunhead	Order dependent on RTL deliveries
	{8	8	Dalston	

48.3.49

Allocation of SRT (STL Conversion) Buses

The Chairman indicated the delivery programme of 18 per month in April and succeeding months was anticipated and that deliveries should start in March. Mr Mayhew gave details of the proposed allocation as under:

Garage	Route	No	Remarks
Palmers Green	34	26	Completes service
Camberwell	35	21	Completes service with Leyton RTs
Victoria	10	10	Completes service with Leyton RTs
Forest Gate	96	19	Completes service with Putney Bdg RTs
Chalk Farm	24	29	Completes service

In support of the new suggestion that Chalk Farm receive an allocation, Mr Mayhew referred to the 24 route as being desirable in that it was exclusive to Chalk Farm.

The above proposals were examined by the sub-committee and agreed.

49.3.49

Allocation of RTW (8ft Wide Leyland) Buses

The Chairman stated that the first 8ft wide bus would soon be available for training and it was, therefore, necessary to agree on the priority of allocation. A provisional list had already been prepared and distributed, this gave Tottenham first priority (Route 41 - 31 buses) followed by Alperton (Route 187 - 25 buses). These two garages would absorb estimated deliveries of new buses until July next.

It was agreed that Tottenham and Alperton should head the list of garages due to receive the 8ft wide RTW buses and that, thereafter, the order shown on the list previously distributed be regarded as the order of priority.

50.3.49

Allocation of Bristol Buses (ex-Tillings)

Mr Mayhew presented a suggested allocation of the second 100 Bristol buses to 12 groups of garages. Mr Mills noted that in a number of cases nine buses were allocated to individual garages and suggested this figure could be cut to seven to allow a larger allocation to West Green where, he contended, there was urgent need for improving the rolling stock on Route 144 group, particularly in view of the Leyton RTs operating thereon and the extended period before the 8ft RTWs would become available. Mr Mills also drew attention to the need for some new buses at Nunhead to tide over until RTs can be allocated thereto.

Following discussion it was agreed that the following garages should receive the second batch of 100 Bristol buses (ex-Tillings), the order of priority to be governed by the NBA position except that:

- (a) West Green to receive the first 16 AEC-engined green buses.

(b) Nunhead to receive the first 7 Gardner-engined buses.

Garage	Engine	No	Routes
Division A			
Catford	AEC	7	36,54,75 and 94
Putney Bridge	Gardner	8 tall	93
Norwood	AEC	7	2,68
Nunhead	Gardner	7	63
Division B			
Dalston	Gardner	7	11
Palmers Green	Gardner	9 tall	102
West Green	AEC	16	144,144A,144B
Division C			
Chalk Farm	AEC	7	31,39,68 group
Cricklewood	Gardner	7	2,16
Hanwell	AEC	7	97, 120
Hounslow	Gardner	6	110, 111
Mortlake	Gardner	7	33
Potters Bar	AEC	5	84
	Total	100	49 AEC 51 Gardner

Note; Subsequent to the meeting it has been agreed to reduce the allocation to 80, maintaining West Green at 16 and reducing the other garages accordingly.

51.3.49

Allocation of TD (Leyland) Single Deckers

The Chairman referred to difficulties in the allocation of new buses to routes crossing Walton Bridge owing to the existence of weight restrictions, thereby necessitating to continuance of use of older petrol-engined T types. The suggested allocation of the next 29 buses was:

Garage	Route	No of buses
Kingston	216	12
Muswell Hill	251	9
Kingston	201	8
	Total	29

52.3.49

Allocation of RT Buses to Country Area

Mr Harbour pointed out that the Country Area was not scheduled to receive any further RTs although there still remained 31 STs and some 25 front-entrance STL 6s were scrapped as they became unfit for service. Mr Haines supported Mr Harbour in requesting a further allocation of RT buses following on the 333 agreed for the Central Area in Minute 47.3.49.

The needs of the Country Area in relation to the Central Area were discussed and it was agreed to allocate 27 RTs to the Country Area at the conclusion of the newly agreed programme for 333 to the Central Area thereby extending the total allocation of RTs agreed at this meeting to 360.

I give below for your information, anticipated receipts of additional new vehicles etc. for six months to August 1949 together with the proposed order of allocation following the completing of the 51 RTL type to Hammersmith Garage which should be about one week from date.

RT(AEC) 7ft 6ins			RTL (Leyland) 7ft 6ins			RTW (Leyland) 8ft			SRT (ex STL) 7ft 6ins		
Garage	No	Rte	Garage	No	Rte	Garage	No	Rte	Garage	No	Rte
Catford	II	89	Sidcup	31	132,161	Tottenham	32	41	Camberwell	21}	35
Uxbridge	30	220	Plumstead	35	99	Alperton	25	187	Palmers Grn	26}	34
		225			192						
		98									
Hounslow	8	98	Shep. Bush	19	12	Shep. Bush	22	105	Victoria	10	10
Elmer's End	42	12	Tottenham	58	73	Hanwell	43	92	Forest Gate	19	96
Croydon	15	12									
Nunhead*	52	37									
Seven Kings	41	139									
		148									
Mortlake	37	73									
Middle Row	43	7									
Dalston	8	78									
Nunhead	9	78									
Totals	296**			143				122			76

* The delivery of RT type buses to Nunhead will commence as soon as the necessary roof alterations have been completed.

**Following completion of this allocation a further 27 RT type buses will be painted green and allocated to the Country Area.

Anticipated Receipts of New Buses

	March	April	May	June	July	August	Total
RTW	1	7	15	17	22	25	87
RT	43	55	54	61	54	78	345
RTL	42	32	38	41	38	35	226
SRT	15	18	18	18	18	15	102
Total	101	112	112	125	137	153	760

Note: Pending delivery at a later date of RTW (8ft wide) buses to west Green, 16 ex-Tillings Group Bristol Type Buses will be allocated to West Green as a temporary measure for operation on Routes 144 and 144A.

From the Minutes of the Engineering Committee Meeting No 32 held on 5 March 1934

Special Expenditure Requisitions

The following Special Expenditure Requisitions were submitted for approval and the signature of the Vice-Chairman:-

- (a) D26 for the construction of a further batch of 200 STL four-wheel, double deck omnibuses and 6 spare bodies, and the purchase in connection therewith of 50 AEC 115mm bore oil engines for fitment to existing LT chassis this being an instalment of the programme approved for the continuous delivery of new omnibuses at the rate of 8 per week, at a cost of £356,328* the work being executed by the Engineer (Central Omnibuses).

*subsequently amended to £339,360 (contingencies being omitted) on Chairman's instructions (ABB Valentine)

- (b) D25 for the construction and fitment of covered tops to 5 STL open-top omnibuses acquired from C H Pickup at a cost of £1,275, the work being executed by the Engineer (Central Omnibuses).

Both approved to be charged to Capital Account.

Repainting of Acquired Omnibuses to Standard Colour Scheme

With reference to Minute 483 of the Traffic Committee, Mr Durrant submitted a memorandum dated 28 February setting out proposals for repainting to the Board's standard colour scheme certain of the omnibuses acquired or to be acquired from Messrs Birch Bros., the United Omnibus Company and the City Omnibus Company, which are at present painted brown. The recommendations set out in the memorandum were approved.

Q Type Single-Deck Omnibuses Transferred to Country Omnibuses

Mr Durrant reported that the operation of the Q Type single-deck omnibus transferred to the Central Omnibus fleet to Country Omnibuses had proved satisfactory and recommended that the transfer should be made permanent. This was approved.

Destination Indicators on Omnibuses: Proposed Use of Daylight Blue Lamps

Mr Durrant submitted a draft memorandum for submission to the Chairman's meeting, with reference to the proposal referred to in Minute No 148 of the Chairman's meeting to employ daylight blue lamps behind the destination indicators on omnibuses and recommending against this proposal.

This was approved. Mr Durrant was asked to consider as an alternative means of improving the illumination of destination indicators the practicability (a) of employing tinted materials for the blinds instead of tinted lamps and (b) of adopting more transparent materials for the blinds.

Acquired Omnibuses and Coaches

Mr Durrant submitted a memorandum dated 23 February, with schedules attached, reporting that 134 omnibuses and coaches, 18 goods vehicles and 16 private cars had been acquired by the Department of Central Omnibuses from independent undertakings and that of these the majority had now been examined and classified in accordance with the laid down principles.

It was recommended that of 86 omnibuses and coaches having an unexpired life of five years or more (on a 10 year life basis) as shown in Schedule "A", 74 must be retained for operation in the Central Area and 12 transferred to the Country Omnibuses. The 25 omnibuses and coaches having an unexpired life of fewer than five years, as shown on Schedule "B", the transfer of one Dennis vehicle to the Country Omnibuses were to be confirmed and the remaining 24 declared obsolete and sold. The 18 goods vehicles, as shown on Schedule "C", 7 should be permanently retained, 6 temporarily retained pending the completing of the acquisition of independent undertakings and 5 declared obsolete and sold (as already agreed in respect of 2 out of the 5). Of 16 private cars, as shown on Schedule "D", 4 should be temporarily retained pending completion of the acquisition of independent undertakings and the remaining 12 declared obsolete and sold (as already agreed in respect of 7 out of the 12). It was decided:

- (a) that effect should be given to the recommendations set out in the memorandum as summarised above.
- (b) that steps be taken without delay to declare obsolete and dispose of all vehicles transferred from independent undertakings for which there is no evident use.
- (c) that in declaring such vehicles obsolete, Mr A H Hawkins and Mr Durrant should send each other particulars of the vehicles at the same time as advising the Chief Stores Superintendent, and that the Chief Stores Superintendent refrain from disposing of the vehicles until he has obtained confirmation that they are of no use to either Department.
- (d) that subject to the reservations set out in the foregoing decision, the Chief Stores Superintendent take steps as rapidly as possible to realise all vehicles as and when they are declared obsolete.

Transfer of Vehicles from Central Omnibuses to Country Omnibuses

In view of the explanations in memoranda dated 26 February and 2 March, received from the General Manager (Central Omnibuses), the transfer of seven Titan omnibuses and one Maudslay omnibus from the Central Omnibuses to the Country Omnibuses for operation in the Gravesend area was approved.

A report on the whole of the rolling stock of the Country Omnibuses would be prepared by Mr Hawkins and the financial consequences of all changes made in the Country Omnibuses fleet were to be discussed with the Comptroller and Accountant, when a stable position has been reached, with a view to the submission in due course of a full report to the Vice-Chairman.

From the Minutes of the Engineering Committee Meeting No 33 held on 12 March 1934

Special Expenditure Requisitions

The following Special Expenditure Requisitions were submitted for approval and the signature of the Vice-Chairman:

- (a) F33 for the purchase of one three-axle, 74-seater, forward entrance trolleybus delivered in March 1933 at a price of £3,250 in accordance with the terms agreed with the AEC.

This was approved. To be charged £2,000 to Capital Account and as to £1,250 to Extraordinary Expenses Reserve Account.

- (b) F35 for the purchase of one partial regenerative railless electric traction equipment for a trolleybus obtained by the LUT Company in March 1933 on "purchase or return" terms, at a cost of £380.

This was approved. To be charged to Extraordinary Expenses Account.

- (c) F34 for the purchase of part set of class 4 radial arm tramcar bogies, obtained by the MET Company in October 1931 on "purchase or return" terms at a cost of £168.

This was approved. To be charged to Extraordinary Expenses Reserve Account.

Trolley Bus Standards and Suspensions – Design

Mr Holden submitted a drawing showing the proposed design of trolley bus standards with provision for carrying lamps for public lighting at the top.

The Vice-Chairman stated that it would be necessary to provide for lamps to be suspended over the middle of the road. The design of the standard itself and of attachments thereto was generally agreed.

It was decided that Mr A V Mason should send Mr Holden particulars of his proposal for the design of the suspensions including provision for street lighting, based on an adaptation of the type of suspension used in the Teddington area and that Mr Holden then submit a revised design of the standard and suspensions.

Chelverton Road Garage - Reconstruction

Mr Durrant submitted a statement setting out in detail the estimated cost of the reconstruction of Chelverton Road Garage and dividing the expenditure into essential items costing £26,925 and desirable but not essential items costing £2,188.

It was decided that Mr Durrant submit a Special Expenditure Requisition, based on these estimates, of the completion of the scheme and refer it to the Comptroller and Accountant for allocation.

Colour Schemes, Traffic Notices and Commercial Advertising Spaces: Tramcars

On Friday, 9 March, the Vice Chairman inspected the colour scheme, traffic notices and commercial advertising on ex-LCC tramcar No 881.

It was decided that the colour scheme, traffic notices and commercial advertising spaces on Tramcar No 881 be adopted as standard, subject to:

- (a) the use of 5in Johnston type figures on the dashboard,
- (b) the use of Johnston type for all lettering including the words "Look out for overtaking traffic".
- (c) the omission of the yellow line on dashboards.
- (d) the outside of the window sashes being painted cream with the exception that the window sills and the lower portion of the window frame pillars that are to be painted blue to match the seats.

All cars should then be treated in accordance with these standards as and when overhauled, the cost being charged to the Maintenance Account.

From the Minutes of the Engineering Committee Meeting No 34 held on 19 March 1934

Special Expenditure Requisitions

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

J8 for the provision of one experimental shelter erected at Shannon Corner and the supply and erection of 12 further shelters at points to be agreed with Highways Authorities, for the convenience of omnibus, coach and tramway passengers at a total cost of £1,214. The work to be executed by the Chief Engineer and completed by 30 August 1934.

This was approved to be charged to Capital Account. The cost to be written off over 10 years.

Power Lines of the Central Electricity Board Crossing Tramways

A memorandum dated 19 March was submitted jointly on behalf of the General Manager Tramways and the Parliamentary Officer reporting upon the physical and legal protection afforded to the tramways where crossed by high tension transmission lines of the Central Electricity Board and indicating (a) that the Board had no powers to require the adoption by the CEB of any precautions other than those specified in the Overhead Line Regulations and (b) that in the opinion of the General Manager (Tramways), all reasonable protection for the safety of tramways is afforded by these Regulations.

The Vice-Chairman stated that he was not necessarily satisfied that the protection afforded was adequate for the overhead equipment of a trolleybus system worked on a closed circuit without an earth return. The memorandum was accordingly deferred for further consideration on receipt of a further report from Mr Cooper.

Departmental Transport Facilities

A memorandum dated 15 March was submitted on behalf of the Technical and Safety Committee reporting, at the request of the Chief Engineer, upon the possibility of forming a common service for road transport for the conveyance of stores material etc. for all departments or, alternatively, of establishing an increased measure of inter-working between the existing services of the several departments concerned and also upon the extent to which it would be desirable to improve or consolidate the facilities for fuelling and housing of departmental vehicles. The conclusions of the Committee, generally to the effect that the existing organisation on a departmental basis could not be superseded with advantage were noted and accepted.

From the Minutes of the Engineering Committee Meeting No 35 held on 26 March 1934

Special Expenditure Requisitions

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

F36 for the equipment of the Foundry at Charlton Works with further plant to deal with the extra castings required by the Permanent Way Branch and by North Western Tramways in accordance with Plan No 18D/I76 at a cost of £1,800, the work to be executed by the General Manager (Tramways) and completed by August 1934.

Croydon Garage - Proposed Improvements

Mr Durrant submitted a drawing showing the proposed final schemes for the modernisation and partial reconstruction of Croydon Garage and pointed out that the proposals for immediate improvements urgently required and especially for a new canteen, were not and could not be made consistent with the final layout.

It was decided that Mr Durrant should submit a Special Expenditure Requisition, supported by a drawing, for the alterations immediately required by his Department, omitting the proposed canteen, The Chief Staff Officer was to communicate directly with the Vice-Chairman regarding the proposal the defer the provision of a new canteen, if he takes exception to this course.

Daimler Staff Car YT 4900

Mr Durrant reported that Daimler staff car YT 4900 was in a bad condition and would have to be withdrawn at an early date unless considerable expenditure was wastefully incurred upon repairs.

It was decided that pending a final decision upon the establishment of private cars, Car YT4900 be temporarily retained in service and not replaced; that no unnecessary expenditure be incurred upon it and that, if another private car in a better condition is transferred to the Board from one of the independent undertakings, arrangements should be made for its substitution for Car YT4900.

Fire Engine - Chiswick Works

In accordance with a recommendation submitted by Mr Durrant it was decided that, subject to written confirmation of the arrangement by Watford Borough Council, Mr Durrant should exchange the portable fire engine now at Chiswick Works (which has been fully written off) for a large engine of the Watford Council, without payment on either side.

Standard STL Omnibus Body - Design

The Vice-Chairman inspected the latest model of an omnibus body built at Chiswick Works, mounted on chassis No. STL 369. It was decided that:

- (a) in order to improve the view of the driver through the lower deck windows on the nearside, the central advertisement between the front window of the lower deck should be omitted in future and a narrower panel be provided.
- (b) in view of the limited space for three passengers on the offside longitudinal seat and to straighten the alignment of seats on the lower deck, Mr Durrant should consider means of increasing elbow room for passengers using this seat by adjustment of the fareboard and staircase and, if necessary in order to maintain satisfactory clearances, by setting the rear destination indicator further back and redesigning the rear profile of the body. A request was made for a body improved in these respects to be prepared for inspection.
- (c) Mr Durrant should reconsider the possibility of omitting the joint strips on the side top-deck panels, so that the large streamer advertisements may be posted on a completely smooth surface.
- (d) Mr Durrant should consider means of dispensing with the unsightly screw heads on the rear radius panel.

NS Omnibus Body No 8049 - Repairs

The Vice-Chairman called attention to the extensive repairs being undertaken upon omnibus body 8049 mounted on NS chassis No 207 in the Chiswick Coach Factory and suggested that, having regard to the age of the body and the probability that it would be scrapped at an early date, the execution of such extensive repairs could hardly be economical.

It was decided that Mr Durrant should confer with the Audit Officer and report jointly upon this comment.

Obsolete Stores - Chiswick Works

The Vice Chairman had inspected the Obsolete Stores at Chiswick Works and it was decided that the Chief Stores Superintendent should be asked to consider and report upon a suggestion that obsolete material should be sent to and retained in the Obsolete Stores in standard boxes, in order to save the labour of unpacking and repacking all material involved by the present system of keeping it in bins and the removal of some part of the bins which was not apparently used.

Chiswick Works - Improvements

Mr Durrant submitted a schedule of proposed alterations to Chiswick Works, dated 22 March, divided into three categories representing:

- (a) very urgent immediate requirements estimated at £19,934.
- (b) urgent immediate requirements estimated at £8,075
- (c) requirements in the event of the fleet being increased estimated at £33,971.

The Vice-Chairman had reviewed the proposals in categories (a) and (b) on the site and it was decided that Mr Durrant should submit a Special Expenditure Requisition, together with plans and a full schedule of the works proposed to cover the improvements in categories (a) and (b). The improvements would be examined in further detail before execution and in particular the proposed alterations to the offices of the Engineering Section would be revised on the basis that the additional accommodation

required can be obtained by substituting the outside staircase for the present inside staircase and replanning the interior without extending the structure.

Ticket Office - Chiswick Works: Revised Layout

The Vice-Chairman inspected at the site proposals for the revised layout of the Ticket Workroom at Chiswick. It was decided that a Special Expenditure Requisition from the proposed revised layout should be submitted together with a plan showing a revised layout for reduced accommodation which should suffice within a reasonable time when decentralisation of the ticket system has been further extended.

Chiswick Works - Accommodation for Chief Stores Superintendent

The Vice-Chairman examined on the site, the proposals for the provision of new offices for the Chief Stores Superintendent in the existing ticket offices at Chiswick Works as shown on drawing 3388BZ. The drawing was approved and a Special Expenditure Requisition would be submitted.

Text Books on Maintenance Methods, etc.

A suggestion was put forward by Mr Durrant that the Board should prepare an up-to-date precis of omnibus maintenance methods for the use of the North-Western Polytechnic, where it was understood out-of-date methods were being wrongly attributed to the Board at certain technical classes. The Vice-Chairman stated that he was not in favour of preparing such material primarily for the use of educational institutions not associated with the Board.

Arising from subsequent discussion it was decided in principle, subject to some limitation of expenditure, the preparation of technical text books based upon the up-to-date practice and methods of any of the Engineering Departments, for issue to the Board's own staff should be approved. Where convenient such text books should be issued in chapters at, say, monthly intervals with further supplements from time-to-time as required. Mr Duncan was requested to determine a suitable standard size type and binding for all such text books and that copies of such text books placed at the disposal of outside technical educational institutions at the discretion of the Principal Officer of the Department concerned.



Previous page: At the Ealing Argyle Road terminus, prototype RT I is preparing to leave on its 14:40 departure for Leatherhead just as one of the 4,674 production RTs arrives from Kingston. Roger Wright, owner of the London Bus Company, is at the wheel of his newly-restored RT 1658, a combination which would surely have guaranteed a spirited run over the 65 road. The photograph is reproduced in monochrome to help to disguise the effect of modern, colourful traffic.

Below: 1939 v 2015, 76 years separate these two buses, RT I and VH 45134 (a Wrightbus Gemini 3-bodied Volvo if you'd like to know). The location is outside Ealing Broadway Station which is undergoing a major redevelopment as part of the Crossrail project for the new Elizabeth line services, due to start in the first half of 2022. The difference between the information provided on the front blinds of the buses is noticeable, with the newer one relying on audio onboard messages as well as the more informative details provided on bus stops (usually) and the internet. Ealing Broadway has been route 65's northern terminus since September 1982 when what had been a Monday - Friday peaks only extension to Argyle Road since November 1968 was withdrawn.

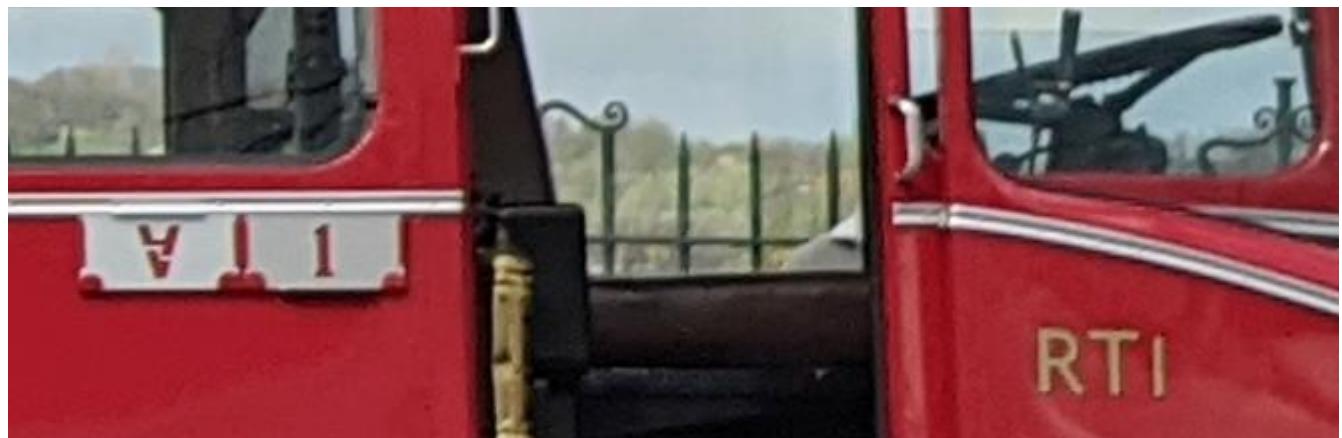


Next page upper: RT 1658 and RM 1005 were timetabled to run together from Ealing Broadway (dep. 11:13) to Richmond, with the RT continuing on to Hook White Hart. Viewed from the RM, RT 1658 displaying its 'Bus Full' notice is just about to overtake the Routemaster which is serving the stop at the north end of Kew Bridge.

Next page lower: In August 1939 Leatherhead Bus Garage became the 65's southern terminus when the route was extended the short distance from Leatherhead Bull. With a service frequency of around every 20-30 mins to Leatherhead, most southbound journeys were curtailed at Chessington Zoo, providing a 5-10 mins frequency through from Ealing. In November 1968 the entire service was cut back to the Zoo, with further retrenchment to Kingston in June 1987. Sunday 11th April 2021 broke new ground for the route when one journey only was extended from Leatherhead to Dorking. Starting at Argyle Road at 14:20 the scheduled journey time to Dorking South St was 2 hrs 12 mins although with LBM's Rev Simon Douglas Lane at the wheel it's more than likely it arrived considerably ahead of time. The 65 has seen some single-deckers in its time (Enviro 200 Darts as pandemic extras in June 2020 and the occasional Leyland National during London & Country's term of office in 1990/1) but an RF was definitely a 'first'. Also, with the makeshift destination display it's difficult to miss where it was going. No further 65s to Dorking are planned but the same destination is likely to be served later this year when a route 93 running day, again organised by the London Bus Museum, is due to be held on Saturday 9th October. For most years between 1941 and 1960, the 93 was extended from Epsom to Dorking on Summer Sundays only.



Following page: STL 2377 displays the same detailed front blinds as carried by RT I, and RT I ran as V I running number but close inspection shows how this was achieved.



All photos and captions for this feature on the Route 65 Running Day, 11th April 2021, by Graham Smith

In addition to Graham's contribution, Paul Raven-Hill adds:

I liked the photos of the Route 65 Running Day on 11th April (Newsletter 179), which was a most successful event (apart from a couple of breakdowns - well, some of the buses were quite old!).

Your title page photo of STL 2377 from the LBM showed it being "chased" by another modern bus. That is an 'Abellio' operated Alexander Dennis Enviro 200 MMC (meaning "Major Model Change") and this example seems to date from 2016, judging by the vehicle registration number, which I can't read too clearly. London Buses generally now have a 15 year "shelf life" before being retired and disposed of to other operators outside London or sometimes into preservation, as has happened over the past 20 years or so.

The photo of RF 395 on the Route 65 Running Day on page 8 is interesting, as the driver was none other than the Rev. Simon Douglas Lane (the owner of RT349I, a.k.a. "Evadne") and I was the "Conductor" on both of its trips from Ealing Argyle Road, the first to Leatherhead (Bus Garage) and the second to Dorking, and then back to Chessington Zoo, over what is now the 465. It should have been RF 226 in

Green Line livery, running as a 714 Relief, but that bus went "mechanical" a few days before the event, and RF 395 had to be substituted at almost the last minute. The front blind display was actually a RM/RML nearside blind, which fitted the RF's front blind perfectly, but the destination blinds for the front nearside windscreen had to be specially made for the day - Ealing (Argyle Road), Leatherhead, Dorking, etc, so that the correct "ultimate" could be shown on each trip.

As far as is known, this is the first and only occasion that a red RF has operated on the 65, which was always the preserve of double-deck buses, from STLs, RTs, RMs, DMSs, and Metrobuses, through to the modern SP and VH classes.

And There's More...

Peter Osborn

Routes 65 and 93 events

You comment on the 'interesting' blind display on RF395 on route 65 in April. I thought readers might like to know why it was like that.

The duty in question was scheduled for RF 226 as a 714. When 226 had a small problem two days before the event, the only bus available at short notice was 395, which we didn't feel should run as a 714. So a spare Routemaster blind set was adapted - the front and rear blinds were RM side blinds (3" narrower than an RF blind) and the ultimates were cut down and displayed on the nearside screen. Believed to be the first RF in service on the 65 and the first 65 to reach Dorking.

And just to add, if anyone is not aware, that the premature withdrawal of STL 2377 from service was due to a failed bearing in the differential, at 84 years old. The bearing has been replaced and the bus is now fit.

A diary date for readers - following a request from TfL to London Bus Museum to organise another similar event this year, we are working on a route 93 run/service to take place on Saturday 9th October. This will again be an event for both PSV and non-PSV buses ('class 5' and 'class 6'), with options for more modern vehicles that are not LEZ-exempt. Expressions of interest welcome to peter@Red-RF.com.

Ipswich - Felixstowe Road Run

Martyn Hunt

Sadly the Council of Management and volunteers agreed to cancel (again) this popular road run. Hopefully we will be able to re-instate the event in 2022.

RT 158 Photograph

Tony Beard

Tony has asked me to publish this, the text of a letter he wrote following the appearance of the photograph of RT 158 getting up close and personal with a pre-fab. I am more than happy to do so.

"Dear Mr Rich,

I read with distaste Brian Wilkinson's comment in the last issue of the Newsletter, that you had decided to copy and place on social media groups the photograph of RT 158 which showed the vehicle embedded into a prefab in Shernhall Street, Walthamstow on 12 January 1949. The photograph was secured by my friend Mick Webber from a press agency for which he paid a fee for the right to publish. I was given permission by Mick to submit the image for publication in this Newsletter as I thought it might be of interest to its readers.

I would be grateful to learn of your reason to "lift" the image without seeking any permission.

The 2RT2 Group has a vast collection of photographs from Denis Battams and Norman Rayfield for which it holds the copyright, many having been reproduced in these pages. They are not for forward transmission.

I hope this clarifies the issue."

[As I hope all readers know, I am always at pains to credit holders of copyright of any photos published in the Newsletter wherever this is possible. I abhor the theft of copyright in this way. - Ed]

Seats

Brian Maguire

It was interesting to read about the seat cushion saga from David Thrower. When I was restoring 1812, I was seat sorting for decent ones to get reupholstered. Most were numbered underneath, and these are the numbered seats I had done:

1811, 1802, 1824, 1641, 1714, 1450, 292, 260, 1844, 1776, 1804 and 1821. What a varied amount of vehicles they came from.

It seems so silly that the London Transport Museum will not put decent cushions into 1768 as they are "not original". 1348 has the same seats it came back home with, 1201 however, had a selection from EATM store. I find this sort of trivia interesting, and as with all the magazine articles, I learn something each and every issue.

The Car Behind the Trolleybus

Chris Powis

I saw the discussion about the car behind the trolleybus in the snow (Newsletter 178); I'm pretty certain it's a Citroen Light 15 which back in the day were assembled in Slough from kits of parts sent over from France. It looks too wide to be a Rover 14.

Hydrogen – the Power of the Future (or was it?)

Nigel Horder

May I ask your help on one item which appeared on page 14 of issue 178 and headed 'From the Minutes of the Engineering Committee Meeting No 24 held on 15 January 1934 - Hydrogen as a Motive Power for Omnibuses - Proposed Experiment'. The content of that items says 'With reference to a proposed experiment with the use of hydrogen as a motive power for omnibuses, to be conducted by the Electrical Engineer, Greenwich, the Vice-Chairman directed that the omnibus to be employed for this test should not be a new vehicle that formed part of the active fleet but a satisfactory vehicle withdrawn from service.'

I have an interest in this subject, engendered several years ago by James May on 'BBC Top Gear' testing a hydrogen-powered car in the USA and ending his piece by saying 'this is the car of the future'.

However, I have the idea of possibly developing an article, probably for the London Transport Museum Friends News, on the subject of how the motive power source for buses has developed. I already have an article which is being included in the next issue of the Friends News which touches briefly on the subject of internal combustion versus battery in the first decade of the 20th century and would like to be able to compare the competition that occurred then with what is going on now and what has happened in the intervening years. The revelation in Issue 178 that LT did experiment with hydrogen in the 1930's will be a very interesting addition to my knowledge on this subject and the possible article.

So to the purpose of contacting you. Can you tell me who has access to these Engineering Committee Meetings? I would like to go through them to establish what else was said about this experiment and how it progressed or, more probably, did not progress.

[On receipt of this, I forwarded Nigel's enquiry to Tony Beard who is, of course, the person who provides all the original historic material, but prior to that, as I have all Tony's contributions up to the end of the year, I read through them quickly without learning anything more about the proposed experiment. Tony himself responded as follows.]

"I have made a general search of the TfL Archives on-line catalogue and I can find no reference to any hydrogen experiments being conducted pre-war; all those listed are from the 1990s onwards. I have also typed up all of the relevant Engineering Committee Minutes to street transport up to and including August 1937 and there is nothing recorded other than that first entry. The Experiment Series lists nothing but there are many gaps especially S4810 under which RT 1 was constructed.

From my research for the book I discovered that during 1940 the Air Ministry requested a supply of d.c. power during the off-peak to manufacture hydrogen to which the Board gave serious thought.

However, there are other data sources most especially at Acton Depot - might be worth a try."

For now, the last word goes to Nigel: "On the question of hydrogen around the time of the Engineering Committee meeting 24 on 15 January 1934 the following may be of interest:

I Wikipedia's 'Timeline of Hydrogen Technologies' shows that plenty has gone on on the subject since hydrogen was first discovered in the 1520s but in 1933 an immigrant German, Rudolf Errin, invented, and patented, a hydrogen internal combustion engine. The possibilities of this was noted in the Commercial Motor of 31 March 1933 page 54 and in the 28 April 1933 edition page 45 there was an article on him forming a company 'Burlins Industrial Laboratories Ltd' to exploit this invention. I cannot find on the internet any further mention of this invention or company although there were articles in Commercial Motor editions of 9 June 1933 and 23 July 1937 about alternative fuels including hydrogen (going through the Corporate Archives Online Catalogue the LT quest for alternative fuels and engines seemed never ending!). I would suggest that the publicity around the Errin engine, or perhaps an advance from his company, may have given rise to the LT supposed experiment.

I have found that Mr Errin was interned as a German alien from 1940-45. Also that his company was dissolved in 1948.

2 It looks as though JCB are undertaking similar experiments to the 1934 apparent experiment by converting their existing design of diesel engine for construction etc machines to run on hydrogen. These are obviously more sophisticated engines than those available in 1934 and given Jo Bamford's interest in Wrightbus and Ryze Hydrogen, and the need to dispense with diesel engines, their experiments are likely eventually to go into production. There is a very good YouTube video of an interview with Lord Bamford which sets out their thinking and results to date at <https://youtu.be/I9Q7nAYjAJY> "

That appears to wrap up the matter for now. It is interesting to note that while three hydrogen-powered Mercedes-Benz Citaros were operated in London in 2003, all three are withdrawn now and one is in the collection of the Science Museum. It seems there is some way to go yet before hydrogen can become a practical solution to powering motor vehicles.

The Showbiz Pages.....



The photo on the previous page was supplied by David Thrower who writes: "Don't get many RTs in the papers these days, though they still turn up on BBC News when they show news archive footage taken in London. However, this one appeared in The Observer on 27th June, purporting to be at the Castlemorton (music) Festival in Worcestershire in May 1992. Not the sharpest of shots, understandably. Anyone the slightest idea which one it was, and what became of it? The roof damage will be noted....."



Above: Another contribution from Tony Beard who has also provided a caption. " There is a certain degree of irony surrounding this photograph of Cliff Richard in Borehamwood High Street taken in the early sixties where he poses with his American convertible. If he thought the vehicle reflected his image, he should really look to the RT behind him, a type with which he would all too soon become synonymous . The blurb accompanying this image mentions Cliff as having completed filming "The Young Ones" but gives no taster of what was to follow. Incidentally the AA sign indicates the location of the Elstree Television Studios then owned by ATV, their ownership later passing to the BBC."

[Cliff's car was a Ford Thunderbird and was at the time his pride and joy. As with so many British performers back then, he was greatly influenced by all things from the USA, not least Elvis Presley who inspired him to take up music as a career. The same US influence led him to purchase a Fender Stratocaster for Hank Marvin, directly resulting in the creation of The Shadows' distinctive sound. As a huge fan of The Shadows I am always pleased to include references to them and their singer.]

Finally (for now) I am indulging myself with another photograph of my all-time favourite, singer, sometime model and actress, the one and only Mademoiselle Françoise Madeleine Hardy shown on the next page in a picture taken on one of her visits to London where she preferred to record because of the better quality of musicians and studios compared to her "native" Disques Vogue in Paris. I think there's a London bus or something in the picture somewhere.... (It's RTL 140, if you really want to know!).

Thanks to Alan Davidson for providing me with a link to an internet site with a small collection of photos of Françoise in London quite a few months ago now, whence I borrowed this.



Saunders Caravans

David Kriesler

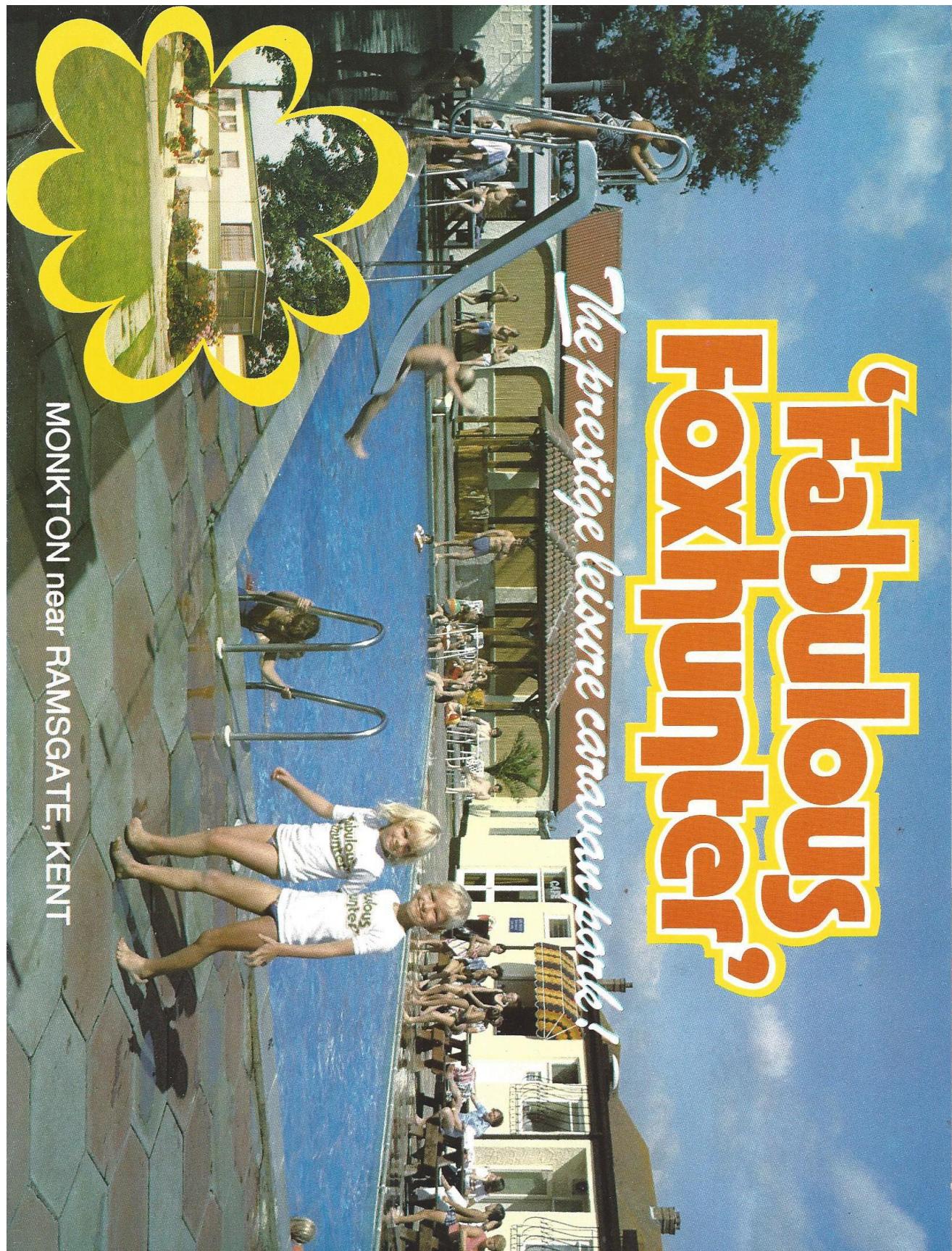
I'm afraid I lapsed from the RT/RF Register some years ago - not for any reason other than I forgot to renew and then never got around to it. I was pleased to start receiving the Friends Newsletter via Cobham/London Bus Museum by e-mail, and must congratulate you and the team on the amount of interesting content in each edition. Hoping it would help to ensure the continuation of the Newsletters I propose to join the Friends but would be happy to receive them via Cobham (sorry, after all that time I still refer to it automatically as such!).

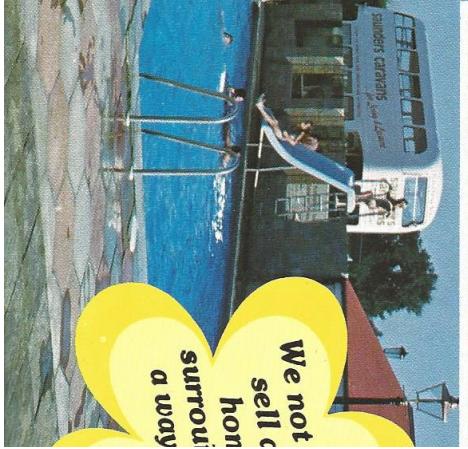
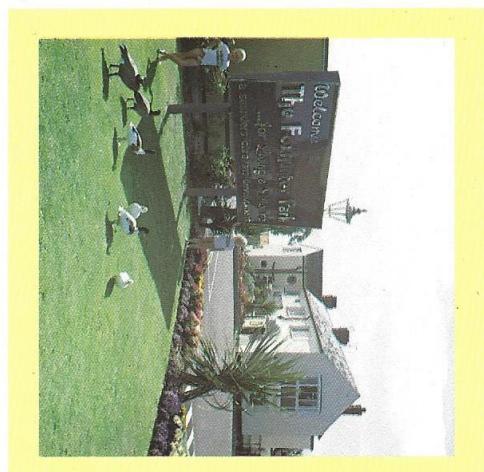
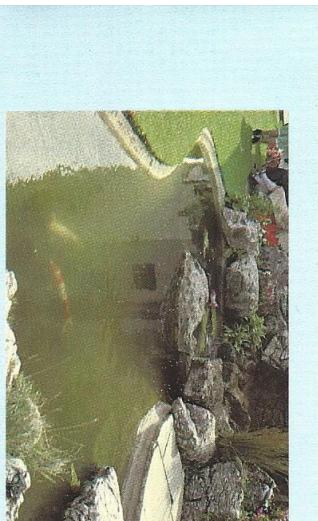
I didn't receive Newsletter 177 myself, but did read a copy I found in the canteen at the Museum as I'm currently dealing with major electrical problems on RT 349I, RF 19 and T 448 there. I noted the article on the 'Fabulous Foxhunter' RT 2557 and have looked out the brochure on the holiday park that I obtained somehow a long time ago. I have scanned all four pages although only pages 2 and 4 show the bus. I hope it will e-mail correctly but as it's A4 and in full colour it is some 3300mb, please let me know if you don't receive it and I'll try just the two relevant pages. It also included a 4-page black and white publication detailing the history of the Saunders Caravans company and who's who/does what in the company. I haven't included that, but could do so if you're interested.

I've just Googled 'Foxhunter Holiday Park' and it is still in business, but it would seem as part of Hoseasons rather than the independent Saunders Caravans who did own two other parks. They don't appear to have a bus now so doubt I will be staying there!

Incidentally I took a photo of 2557's chassis showing LUC 1 and RT 1921 while I was working at the Northamptonshire storage facility some years ago, and also I took a photo of the real RT 1921 on my local route 234 in Stanley Park Road, Wallington - probably some years before that.

[Ed. Note: I experienced some problems with the scans but have managed to get them to transfer onto the Newsletter at last. I hope this is of interest; I always wondered what use the firm found for an RT.]





Fabulous **Foxhunter**' is just on the end of the Thanet Way and so near to London, but in the country and the middle of Whitstable, Herne Bay, Birchington, Margate, Broadstairs and Ramsgate. We also have ten golf courses within minutes of the Park.

This must be the ideal venue for a delightful holiday or for the weekender, we have all the ingredients – a sumptuous Spanish-style air conditioned club with groups, disco and cabaret (professional and otherwise) and a small restaurant. We are open till late every evening and 2am on Saturdays.

We have plots to take up to the biggest single unit (44') and twins too. All pitches are fully serviced with main drainage, electricity and water.

For the children we have a playground, swings, slides, roundabouts, etc. and an amusement club for the older children with vast variety of machines, juke box, soft drink machine and pool table, together with an evening disco for 14 year olds and over once a week in the Foxhunter Club.

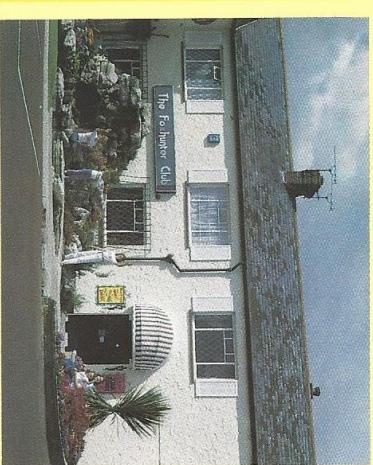
Yes, this has got to be the life for children, teens, grown ups and grannies!

Some star advantages of

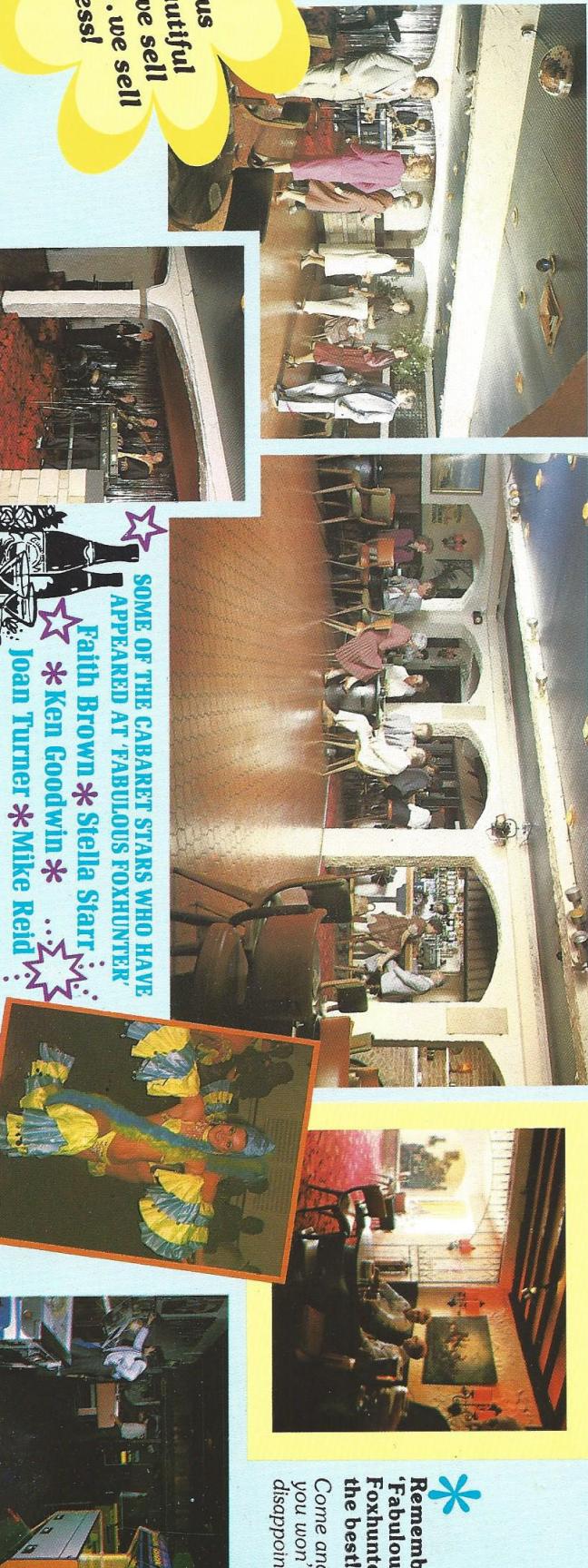
The Foxhunter Park

The answer is 'yes' to all your questions!

- * Club, heated swimming pool, restaurant, barbecue, health centre, launderette, eight months licence, all services.
- * We have, during the season, cabaret, talent show, swimming gala, Miss Foxhunter competition, garden competition, Foxhunter Open Golf, children's party and owners parties.
- * Dogs accepted
- * 10 years - we do have (not 5 or 7 years!)
- * Sub-letting allowed
- * Facilities for re-sale on the Park (up to 5 years old)
- * In the country, yet near Canterbury, all the resorts, and France is less than an hour!
- * Free daily double-deck bus service (in the season)
- * Sales Office open 7 days a week and, by the way, the Park stands in nearly 30 acres - we do have peace and quiet too!



ous
'autiful
we sell
.. we sell
ness!



Remember
'Fabulous'
Foxhunter
the best!
Come and
you won't
disappoint!

You buy an investment at
'Fabulous Foxhunter'

You may let your caravan (or we will do it
for you) and we are almost unique in
allowing sales on site which means that
your caravan can appreciate
in value!

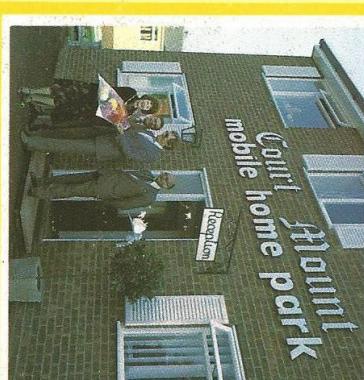
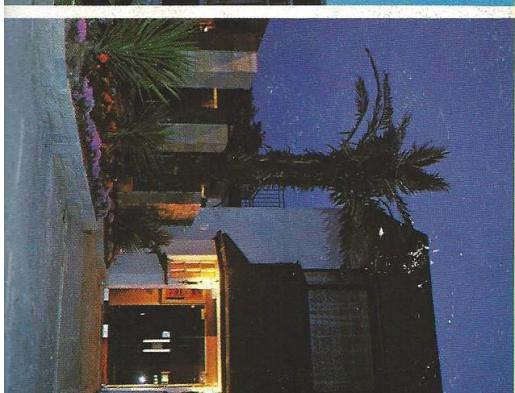
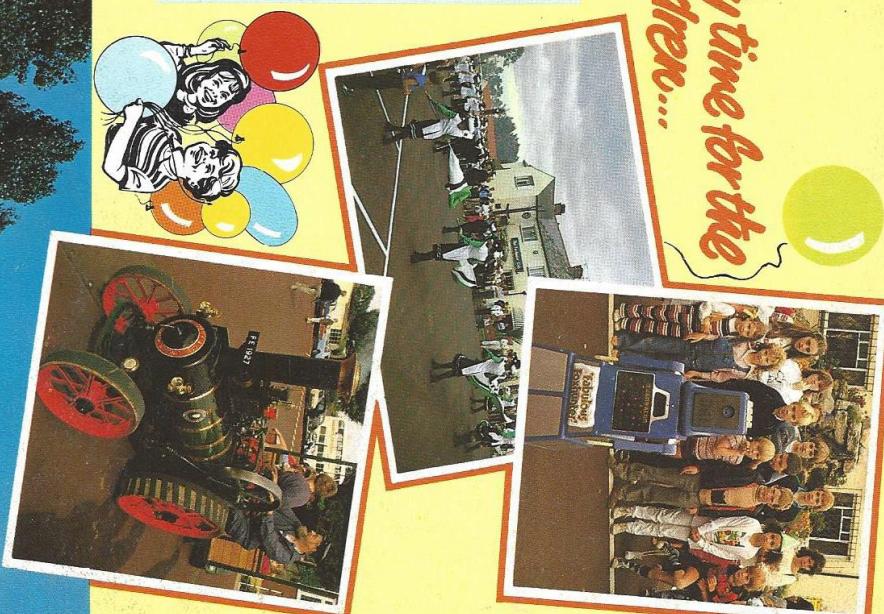
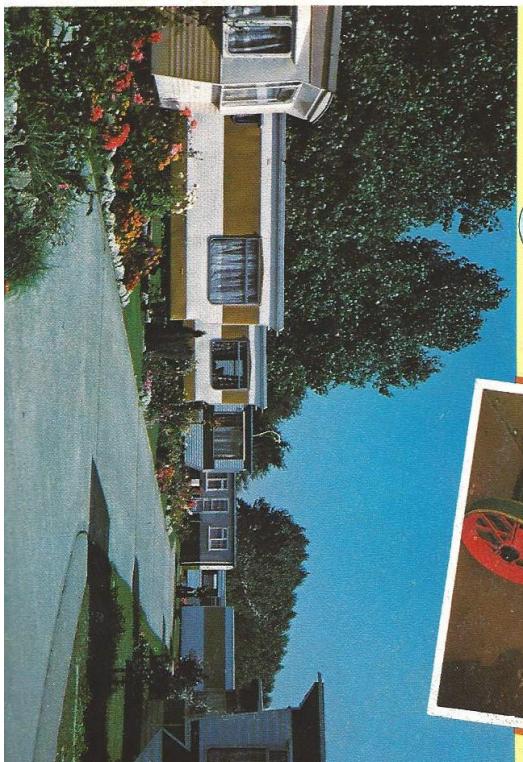
The Foxhunter Park

Monkton near Ramsgate
Kent
Tel. 0843 821311 and 821587
Club 0843 821281



The Saunders courtesy bus

*Party time for the
children...*



Mobile Home Parks in
the Saunders Caravans Group

THE FOXHUNTER PARK
(Mobile Home Section) 0843 821311

BLUEBELL WOODS
Broad Oak, nr Canterbury 0227 710266

COURT MOUNT
Birchingington-on-Sea 0843 41657
The new office at Court Mount opened
by the Mayor of Margate.

Take a Seat

One of the features of the Newsletter over the years has been a focus on the quirky as well as mainstream interests and we have in the past included amongst other things photographs of shop windows, posters, tractors, steam engines on road and rail, etc. One of our readers sent this photograph showing his office chair re-covered using RT seat moquette. He says that as it is the only five-wheeler RT maybe it could be classified IORTII. We shall protect his privacy by leaving him anonymous.



The Return of Route 339

Paul Van der Hulks

Saturday 10 July 2021 could not come soon enough for the volunteer group of drivers and conductors on route 339 which is a registered bus service linking Epping LT Station (on some of the older blinds) and Shenfield Station via North Weald and Ongar and operated when the Epping Ongar Railway is open, by the heritage vehicles of the London Bus Company.

Three vehicles on a “normal” day, so three duties, three crews, three buses and the run-out on 10 July was RCL 2260, RF 401 and RMA 48, nothing so remarkable you may think, but although the EoR had been open for some time under Covid restrictions, the bus service did not begin immediately; 10 July was the first day back on the road since 22 February 2020!

It had been a long lay-off with the events of the past year and to get back onboard was a fantastic experience, I was lucky enough to be the conductor on duty that day, the first run out and a nice healthy (number-wise not Covid-wise, although I hope they were) load of passengers boarded at Epping Stn to head to the railway on the 339 for the first time in 18 long months. Well, the bell was in the same place, the Gibson still worked the same way, my harness still fitted, well just, I decided for extra comfort to wear it the “lazy” way and we were off.

It was an emotional experience, especially when I announced to the passengers that this was our first journey since the previous February, and we were pleased to be back and pleased to welcome them onboard. Arrival at North Weald Station was also very special as the railway volunteers all came out of the station to clap and cheer our arrival, of course, on time!

We are now busy planning and preparing for our running day on 5th February, “70 years of the RF and friends - <https://www.eorailway.co.uk/events/70-years-of-the-rf/>



Above: The trio pose for a commemorative photograph at North Weald Station.

Next page: The route operated again on 18th July with RF 401 and RML 2331; the former is shown at Ongar. RTs will return to the route during the summer. Photos by Paul Van der Hulks.



Membership Subscriptions

Don't panic, we are not planning a massive increase to keep us in the style to which we should like to become accustomed.

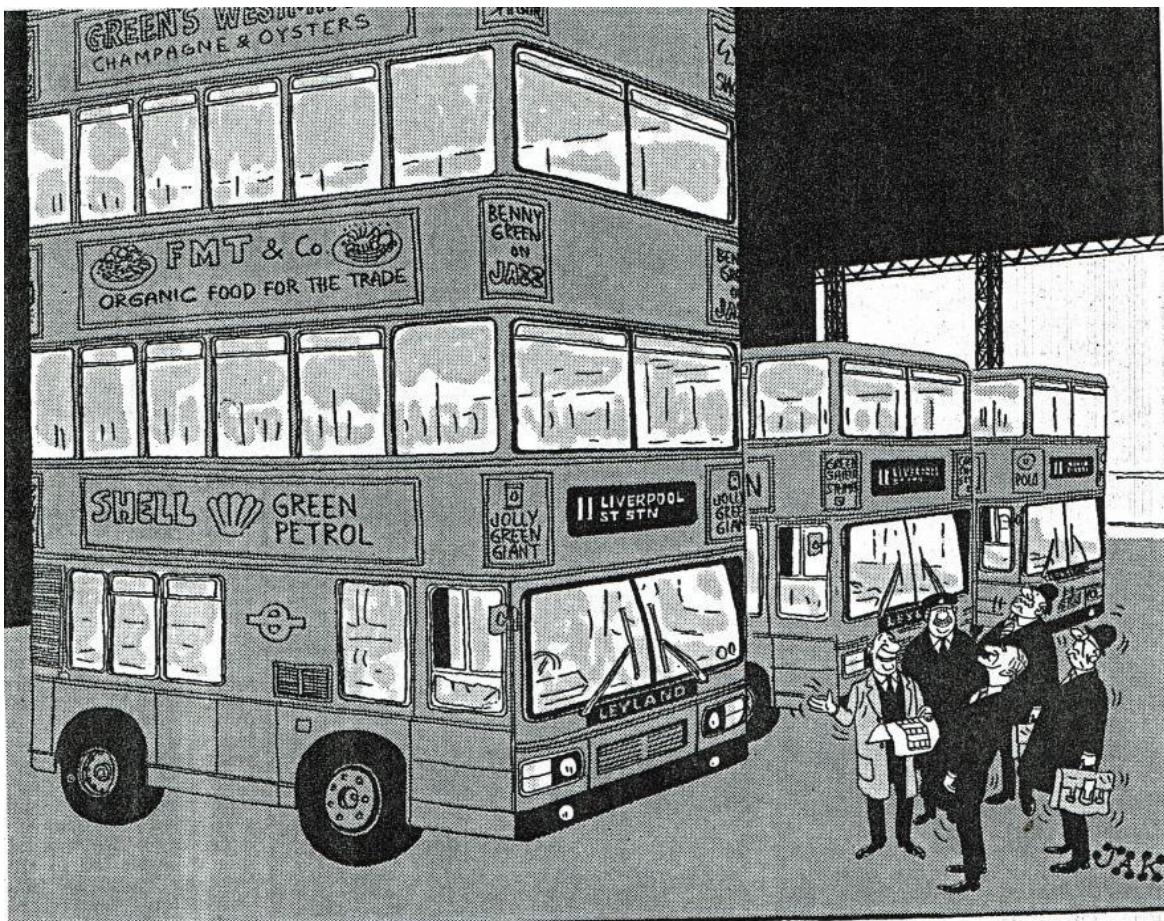
The membership subscription rates are clearly stated at the end of every Newsletter and I think leave no room for doubt or error. Now we know that some members very kindly include extra funds when paying and this is much appreciated as it keeps us going. However, it is not always clear if someone is paying a bit extra, or for a year or two in advance. We do have a couple of members who pay for several years at a time and we know who they are but confusion can arise, especially with the £5 e-mail only subscription; if you pay, say, £10 at renewal time, can you please make it clear if the extra is a donation or if in fact you are paying for two years. Both Robin and I have other calls on our time and we cannot always work out what is going on with subscriptions which do not obviously fall into one category or another. All other considerations aside, if you have paid for, say, three years, I don't want to include you in the renewals list and make it appear that you owe us money you have already paid. Finally, there is always the possibility that if we think you haven't paid up to date, we might remove you from the membership list and we don't want to lose you, really.

Membership Renewals

August: Brian Clarke.

September: Tony Beard, Keith Hamer, Steve Hemmings, Alan Money, Chris Stanley and Cyril Theobald.

Next page: A cartoon by Jak which was sent in some time ago. The reference in the caption to "Mr Parkinson" is to Cecil Parkinson who was Secretary of State for Transport from 1989 - 1990, something which pins down the date nicely.



"It'll put more people on public transport, Mr Parkinson, but some of the low bridges will have to come down!"

The buses are clearly meant to be Leyland Titans. In recent times we have demonstrated that there is little or nothing new in the world; the April edition gave details of what may have been the first-ever bus rally at a time when buses were powered by horses and would be for decades to come, while elsewhere in this edition there is reference to investigations into the use of hydrogen as a fuel almost 80 years ago. Now we see a cartoon which may have inspired Ms Rowling when she invented Harry Potter's "Knight Bus", something which led to the unnecessary destruction of three perfectly presentable preserved RTs when the relevant book was made into a film.

Here's to Good Health!

No, that's not the curmudgeonly Editor suddenly becoming benevolent; rather, it's the title of a little 100-page book produced by London Transport in 1958 apparently for distribution to the staff. The title page describes it as "A collection of articles on health subjects by Dr L. G. Norman, Chief Medical Officer of London Transport, reprinted from the London Transport Staff Magazine." I found my copy while searching through a box of miscellaneous bric-a-brac looking for something else and indeed I had completely forgotten that I even had a copy. Even now I have no idea where it came from as in 1958 I was a schoolboy at Preston.

It occurred to me that now more than ever (is it just me, or is the constant repetition of that phrase really annoying...?) when we are all very health-conscious as a result of the wretched virus, it may be of interest to reprint part of the contents of the booklet over successive Newsletter editions, space permitting. There are more than 30 articles so it will act as a back-up at times when there is little to publish. As always with departures from what has become the norm (whoever he is) I welcome reactions to this possibly little-known aspect of LT's staff welfare concerns. We can do no worse than to start with the Foreword - I resist the mischievous idea of leaving that to last.

FOREWORD
BY
THE RT. HON. LORD EVANS, G.c.v.o.
Medical Consultant to London Transport

DURING THE PAST fifty years or so, the medical arts and sciences have developed and expanded to a greater extent than at any time in the world's history. Fortunately, our understanding of the human body is never likely to become an exact science, on account of its infinite variations and individual idiosyncrasies—the very stuff of which human nature is made. Nevertheless, knowledge of the working of the human mind and body in health and sickness has grown considerably in recent years. This knowledge should be available to the enquiring layman.

Believing, as I do, that such knowledge should not be confined to the esoteric few, the back-room boys of Medicine, there is a growing need for good medical writers who can interpret the new facts in everyday language. Their writings must not be in advance of confirmed knowledge—we in this country are traditionally cautious—and must present, quietly and unemotionally step by step the new knowledge as it is gained. The intelligent layman has a right to learn, if he wishes, something of the vast complexity of modern Medicine. To present this knowledge factually and without any tendency to induce neurosis is an art in itself. The articles in this booklet by the Chief Medical Officer of London Transport do just this. In addition, they give, laced with wisdom and humour, sensible practical guides to healthy living. There are thirty-four articles on a wide variety of subjects, ranging from factual accounts of modern knowledge of influenza and the common cold to rather more philosophical excursions on a number of general aspects of health. I am very happy to commend these articles to the staff of London Transport. They will provide the reader with much medical knowledge that is of value, presented in a friendly and easily readable manner.

RELAX AND LIVE-WELL!

What is this life, if, full of care
We have no time to stand and stare . . .
W. H. DAVIES

THE MAIN PURPOSE of these articles is to give clear and factual descriptions of recent developments in Medicine. I believe that, whether it is right or wrong, good or bad for them, people wish to know more and more about medical science. It is therefore the doctor's duty to express accurately and to publish facts as new knowledge is gained. If he doesn't, somebody else will—and the result may be hopelessly wrong; even worse than complete inaccuracy is the half-truth which can be most misleading.

Much has been written in recent years about 'psycho-somatic' illnesses which are said to be becoming more common. If we define a psycho-somatic disease as one in which the body (the soma) is affected by the mind (the 'psycho-') then truly all diseases are psycho-somatic, as Plato knew two thousand years ago. But it is more usual to regard a psycho-somatic illness as a bodily disease in which the mind plays a very large part in causation. If we restrict our definition to those bodily diseases for which the mind alone is the responsible cause, then the list of psycho-somatic illnesses becomes very small and may perhaps disappear altogether. In the words of the well-known philosopher 'it all depends on what you mean by psycho-somatic'.

In my opinion psycho-somatic illnesses are those in which the mind plays a large part—but not the only part—in causation. The purely psychological illnesses, the 'nervous breakdowns' in which there is no bodily (somatic) element, are excluded from this definition. Many cases—it does not have to be all cases of the same illness—of dyspepsia, peptic ulcer, glandular diseases such as hyperthyroidism and diabetes, certain skin diseases, raised blood pressure and coronary thrombosis are of psycho-somatic origin. To make it more difficult, the proportion of psycho-causation probably varies considerably from case to case. It is becoming increasingly difficult for doctors to name the causes of disease. When the germ diseases were more common it was easier, and of course when a patient develops tuberculosis or typhoid we know that he acquired the germ from another person, either directly or indirectly. But most illnesses nowadays, especially the psycho-somatic ones, have many causes; there may be inherited (genetic) factors, psychological factors and environmental factors perhaps extending over many years, all of them varying greatly in number and degree. Add to these the unknown factors which are awaiting discovery and the difficulty of accurately assessing causation is evident. Simple explanations such as 'must have got a chill' or 'been sitting in a draught' just will not do with modern illnesses. So be patient with your doctor if he says he doesn't know the cause of your illness. Unfortunately the psychology of many patients—and perhaps there is something of this in

all of us — is such that they are more satisfied with a ready and acceptable explanation than with the truth; if truth doesn't explain it doesn't satisfy.

But enough about causes. Fortunately, it is possible to prevent and treat many illnesses effectively without knowing the details of their causation. In psycho-somatic illness both the body and the mind are treated; the highest degree of physical fitness promotes a healthy mind. The two go together as a rule; but historically some of the finest minds seem to have occurred in remarkably unfit bodies. Perhaps physical unfitness enables mental qualities to assert themselves, for better or worse.

One trouble nowadays — and possibly this is leading to an increase in psycho-somatic ills — is that we hurry and rush about too much. Most people would agree, but how many do anything about it? This headlong rush is too often accepted as part of our everyday lives; it may be that there are far too many things we can choose to do and we have not yet learnt to be sufficiently selective. The best preventative against psycho-somatic illness is relaxation. Now relaxation is a quality composed of many parts. There is actual physical relaxation, practised by lying down and consciously allowing the muscles to relax; practised by all of us when we go to bed and additionally during the daytime in some types of illness. There is the relaxation of change, in going to a cinema or theatre, or taking part in games or going on holiday. Some holiday places are known for their 'relaxing' atmosphere. There is 'time to stand and stare', time for mental relaxation; half an hour of this every day is worth a lot more than time and a half. The true 'cost of living' is not a matter of money; it is the price we pay in loss of health for living too intensely and actively in our 'spare' time without allowing time for relaxation. Perhaps the real enemy is not the high cost of living but the cost of high living. The best rule of life is to work hard and play hard—and allow a little time each day to relax. According to the philosopher, the basic elements of cure are rest, light, love and change; each of these fundamental qualities embraces many others. This certainly applies in the psycho-somatic field, where I would also add 'time to stand and stare'—which is really only a form of rest. Being passively amused, as in the cinema, may be quite a strain on the emotions; it may be an 'escape' but is not necessarily a form of relaxation unless the film is one of those, not uncommon ones, which itself induces sleep.

When part of the cause of a disease is said to be psychological, this does not mean that it is imaginary. Such causes are often very real troubles to the patient. The use of will-power to fight against them may build up a vicious circle of more anxiety; it is better to adopt an attitude of acceptance rather than resistance against something which may be unavoidable anyway. Part of the prevention of psycho-somatic illnesses therefore lies in cultivating an attitude of mind which is a balanced mixture of acceptance of one's life as it is and resistance against things which should be altered. Tilting against windmills is unprofitable and may be harmful to the tilter.

Well, there you are — the start of the booklet. I have no intention of trying to reproduce the whole thing; it is now more than 60 years old, medicine has moved on and much of the booklet's content is now superseded or irrelevant. "Is tuberculosis being conquered?" and "The truth about polio", for instance, really have no relevance to Newsletter readers today. On the other hand, some of the other articles do make for interesting reading. How many large businesses today would take the trouble to provide 100 pages of medical and health information for their employees? Today you are more likely to be disciplined for the heinous crime of becoming ill than you are to be provided with this sort of information. Not all progress is truly in a forward direction.

Newsletter Contributions

I always welcome contributions to the monthly scandal-sheet, but please, if you wish to send text, then Word is fine (even though I use Apache Open Office, I can still read and manipulate it) or for shorter items, the text of an e-mail is also perfectly fine.

For photographs and scans of other documents wherever possible please send these as .jpeg. There is an option on your computer to do this. There are various other formats for pictures but some of these make tremendous problems for reasons I do not understand. Please DO NOT send pictures as Word documents, or anything at all as a PDF, which despite supposedly being universally useful, give me all sorts of headaches trying to use them. Of course, actual paper with writing on is fine, too, as are real photos which will be returned after use.



Above: Former RT 272 at Bury St. Edmunds while in the hands of Simonds of Botesdale who, apart from this RT, had a bit of a passion for Commer two-strokes, too. They bought this bus from Brown's Blue, Markfield, Leics. in May 1963 and withdrew it in June 1968. Bury on market days was a great place to see buses and coaches, especially if we were not obsessed with LT to the exclusion of everyone else. I am afraid I have forgotten who sent me this picture which has been in my system for some years now.



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 Please do not use any other address for Newsletter contributions.

Membership enquiries and subscriptions (*but not Newsletter material*) to:

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