

COBHAM BUS MUSEUM

MAGAZINE



No 30.

Autumn 2000

£2



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Front Cover:
Newly re-built T792 makes its debut at
Amersham Running Day,
Photo Don Allmey

Editorial

Bill Cottrell

I am hoping that this magazine reaches you in time for you to respond to the November 5th Guy Bar-B-Q, and also the Christmas Dinner at Silvermere on December 10th. Also, please read and respond to the membership secretary's request to participate in the Gift Aid scheme, which replaces the old 'Deed of Covenant'.

In the period since the last magazine we have seen the emergence of T792 from total restoration. I remember the day we picked the bus up from 'Bovis Holdings' at Bedford where it had been used as a staff bus. One of its early homes was the car park at Eastcote station, and I can remember the bus acquiring a coat of green paint one frosty day, the paint being kept workable by being kept on top of an old Aladdin paraffin heater. I remember the trips to the West of England collection at Winkleigh in the early 70's, the time the engine failed and a new no. 6 piston had to be sourced and fitted. After that, the engine always smoked until an RT engine was converted and fitted at Cobham. I remember the bus languishing at Cobham in recent years, through no fault of Don Allmey it's then owner, and slowly deteriorating. We guessed the framework was in poor condition as we had seen the ravages of rot on similar TD95 when that was re-built. Now, it is better than it ever was, a true masterpiece.

STL441 has never had a total restoration job. It has been our policy to keep the bus going with just the minimal attention; partly because there has been enough to keep us going and partly because we knew that if we started taking the bus apart, it would need a total rebuild. Even in recent years, when the poor body condition was evident, it was thought that by at least being able to run it, albeit empty, it would still give pleasure where being dismantled at the back of the museum helps no-one. Now we need to spend a little bit more time on her. Roger Stagg describes the current condition of the bus and invites you to get 'hands on' with the repairs needed to make the bus roadworthy again.

Chairman's Report

Peter Plummer

As the year draws to a close and one reflects on the level of achievements together with the recognition the Trust has received, it is with pride that I can inform you that I have been asked to accept an award on behalf of the Trust from the AEC Society. Having just returned from my summer holiday in Malta where I revisited a preservation movement, I was encouraged by my return to Cobham to witness bustling activity by contrast where teams all around the site were working, with dedicated productivity.

My team working on Trust vehicle RT2775 are currently making components to replace corroded sections which secure the upper deck pillars to the lower deck. Approximately one pillar per weekend is being achieved, though interior stripping slows this slightly but this is the last major area of structural re-building required.

It is commendable that one volunteer has very kindly donated funds to cover the costs of remaking new stainless steel exhaust sections for both T31 and ST922.

Following the emergence of Don Allmeyer's BEA coach from repaint earlier this year, another 'resident' vehicle once owned by Don now belonging to John Herting is the sole remaining Mann Egerton bodied 15T13 T792, has re-entered the rally circuit after its re-framing, refitting and repaint into the later country livery. A truly superb effort has been performed on this important bus and the preservation movement should congratulate John Herting for his choice of vehicle so ensuring its long-term survival for the future.

The next major project for the Trust, G 351, will require vast sums of money. With inclement weather conditions and its effect on display-day attendance, fund raising will be difficult to predict.

Meanwhile, the Wednesday working party continues to make a valuable contribution to our on-site progress.

I would like to acknowledge the two members who kindly expressed thanks to myself by phone and letter for my effort in resolving the legal dispute, they were Bill Cottrell and Alan Charman and their sentiments were much appreciated.

Finally, as this will be the last magazine for this year, I wish all members a Happy Christmas and a prosperous New Year and I hope that all volunteers continue to support the Trust.



Cobham Open Day 2001,

Booked next years holiday yet? If you have not made up your mind yet, then remember

to keep Sunday 8th April clear so that you help with our Open Day as we require many volun

Hello! are you still there? please don't skip to the next article just yet! I promise not to use 'that' word again, you know the one that starts with Vol... and ends in ..teers (or is it tears?)

I am confident that the weather for our next 'Big Bash' will be sunny and dry (we've had next April's showers already!)

So watch out for the next edition of Bill's Bible as it will include a volun ooops! nearly said it! a card for you to complete to let us know what you would like to do on the Saturday and/or Sunday 7/8th April, and please remember that the success of Open-Day this year was entirely due to the efforts of our members and friends. So stand by for action, your time is coming! (..... and time for me to shut-up and let you get on with the interesting bits of the magazine)

Keith Rose

Volunteer Co-ordinator, Open Day 2001

~

Treasurers & Membership Report

Mike Nash

I am pleased to report that our financial situation continues to stabilize such that I have been able to further reduce the amount still owing to members who made vital loans to the Trust during 1999 when we had such an intensive programme of projects. All expenditure is being very carefully monitored with the aim of having a little more financial breathing space in 2001, and this looks at present to be a very real possibility.

Meanwhile, both the G351 and Vehicle Restoration funds are building up steadily and the shop staff continue to bolster Cobham's income with regular visits to other events, courtesy of the Transit van sourced by museum regular Tony Lewis.

IMPORTANT!

Now onto membership matters. With this issue you should find a Gift Aid Declaration enclosed. This simple form replaces the old (and complicated) Deed of Covenant system and can be completed by ANY member who pays Income Tax. By following the brief instructions the Trust can then claim a worthwhile tax concession (currently 22%) on ALL the payments you make to Cobham after 6/4/2000. It really is as easy as that. A number of members have already done this but I really do need every eligible member to complete and return your form, especially those who have previously signed a Deed of Covenant. If you pay tax there is no reason why you can't perform this simple task for Cobham's long term benefit. There are absolutely no catches and it really will make a great difference to the membership income. I estimate that at least 400 members are eligible (that's at least £1320 a year) so please, if you care about Cobham, let's see these forms come flooding back to me.

Thanking you in anticipation!

Membership is currently standing at 601 but this includes 33 members who as at 10th October are late with their renewals and are about to be sent a reminder. Oh, why can't some people ever renew on time?! The simple solution? Pay by Standing Order.

Our new recruits include Richard Smith who owns well known local stationers 'Eltons'. Richard is heavily involved with the Woking Classic Vehicle Show which is how he came to meet our Roger Stagg. He has since pledged a sizeable donation to the G351 and D142 funds, the latter of which is shortly to be adorned with 'period' adverts for Richard's business. We are delighted to gain him as a member and he looks set to become a regular visitor to the museum and promises to do all he can to promote the Trust at Woking's future events and in his shops.

I am also particularly pleased to welcome Michael Monczak who has recently rescued RP25 from certain death. This was the last RP to remain with LCBS and it has lay derelict on a farm near Dorking for many years. We are certain that only four RP's survive, and as I either own or part-own the other three it now looks as though one day we may be able to re-unite all four. If only we could track down an RC!

A warm welcome is extended to all of the following:-

857	Peter Avis / Andrew Keener	New Malden	GS
858	Tasos Nicholas	Hersham	
859	Nigel Mearing	Whitton	KM
860	David Allwood	Chigwell	
861	Edward Nicholson	Dagenham	
862	Chris Unwin	Guildford	
Looking for RT/RM			
863	Richard Smith	Woking	RS
864	Maurice Goddard	West Byfleet	GS
865	Arthur Birchall	Twickenham	
866	G. Job	Croydon	
867	Michael Monczak	Dorking	RP25
868	Stuart Stirling	Walton	
869	Andrew Holloway	Chalfont St. Peter	
870	C. Turner	Stevenage	

Recruited by :- GS – Graham Smith KM – Kevin McGowan
RS – Roger Stagg

G351 Barbecue, 5 November

Your LAST CHANCE to obtain tickets for the official launch of the Guy restoration fund which takes place on Sunday 5 November at the museum in the form of a barbecue for members, friends of members, adults and children. The bad news is that it will still cost you £10 per head (£3 for children) to come – but the good news is that that money will go towards the restoration of the Guy AND ...the food is FREE!

The good ladies of the Trust who have promised their help, have equally promised that in addition to the traditional burgers and sausages, there will be **edible** food in the form of baked potatoes, salads, bread etc and thus you won't go home hungry.

Entry will be by ticket only and ticket sales will cease one week before, otherwise it will be impossible to cater without the benefit of knowing the numbers to attend. Just in case you think that your contribution will be subsidising somebody else please let me assure you that everybody, including the Officers and the Committee who are attending will be paying. I am sure that nobody will criticise my decision to not charge our dear ladies, who are going to give up their time and provide the edible food out of their housekeeping budgets.

The event will start at 12.30pm with "Rides of Experience" being given on STL 2377 to enable members to partake of this unique experience that most members will have never known and for which, until this year, for the crabbier of us, was only a distant memory. Last departure 1.45pm.

At 2.30pm RTL139 will take visitors up to Mike Nash's Yard, which he has most kindly offered the use of, for a double decker turnover and recovery demonstration. The demonstration will be courtesy of Queen's Motors who are the Contractors to a number of London Transport operating companies and have been recommended to deal with your breakdown and recovery needs. Although we all know that the reliability of our older, preserved vehicles is significantly higher than those in service today, breakdowns do sometimes occur. Following the demonstration, leaving the others to sweep up the mess, the RTL will make the 30-second journey back to the Museum.

At 3.30pm on the dot, the shop will put on sale its NEW MUG produced due to significant demand. FOR ONE HOUR ONLY the mug will be supplied complete with hot soup – AT NO EXTRA CHARGE! Now that is what I call value - particularly on a winter's afternoon! As the soup kitchen closes the barbecue will get fully underway.

Tickets can be obtained by post from: -

London Bus Preservation Trust
C/O
Teston Road
Offham
Kent
ME19 5NE

Or in person from the Cobham shop

Cheques should be made payable to London Bus Preservation Trust (Restoration Fund).

Please note...
you can now find our website at
<http://www.lbpt.org>

Book Reviews

THE PRESTIGE SERIES LONDON TRANSPORT

John Banks; Photography by G.H.F. Atkins; Venture Publications.
Available from the Cobham shop at £7.95.

Reviewed by Phill Cruise.

This soft cover book has sixty four pages, most of which have two photographs with captions or single page photographs in a format a little smaller than A4.

The name of G.H.F. Atkins will be well known to the older transport enthusiasts as a photographer of buses from the 1930s onwards. The introduction to the book gives a potted history of London Transport buses that puts the subsequent photographs into context. These feature standard General and LPTB/LTE designed buses complete with 'period' backgrounds showing them in their every day work. All the well known and loved classes are shown in glorious detail. The earliest in 1930 with K, NS and LS types in evidence. The latest from the 60s featuring RT, RM, XMS and XA types. There are a few pictures of Trolleybuses too. I would have liked a few more. With one or two very famous exceptions the pictures will not be familiar and are that much more interesting as a result. There are some wonderful shots of Victoria Station bus station taken over a number of years both pre and post war, including one in pouring rain so evocative of those days that were the glory days of London Transport.

This book is very reasonably priced for the wealth of nostalgia contained within. It's a must too for bus modellers as the details are so clear. Highly recommended.

BUS SCENE IN COLOUR: LONDON BUSES 2000

Geoff Rixon; published by Ian Allan at £14.99

Reviewed by Phill Cruise.

I don't normally buy books about modern London buses as I prefer to exist in a time warp of RT, RF, RM and RLH types. What attracted me to this one was the back cover with a Photograph of RML2376, AF113 on the 14s pulling away from the stop on Putney Bridge opposite All Saint's Church.

Apart from the refurbished appearance this could have been a scene from the late sixties onwards. Unfortunately on the front cover is a picture of the 'Dome' with DAF SB220 on it. I had to look up the caption to find out what it was! Between the two covers is a wealth of coloured photographs of an unbelievable variety of buses, the class codes of which were an educational experience. There weren't that many when I was a bus spotter. Do they have electronic note books now? Seriously though if you are a bit out of touch like me, this book is a painless way of catching up. It is also very interesting. The RM family is still very much in evidence and Darts, particularly the low floor type are the backbone of many services. Amazingly the incredibly expensive and sophisticated low-floor double deckers seem to be sweeping away all the other rear engined vehicles at an alarming rate and people will soon be out photographing 'rare' Ms and Ts. The captions as in all these series of photobooks provide all the info required. If the shock of the new is nearly too much, on page 8 you will find RT 3871 on the 127 during the routes last days with Blue Triangle. To balance out your book collection and bring it up to date, this is worth a look.



London Transport In The 1950s, Michael H.C. Baker,
Published by Ian Allan at £15.99.
Reviewed by Phill Cruise.

This excellent book is another in the 'Glory Days' series and combines colour plates with monochrome illustrations and informative text. There are ninety five pages all told, in the usual landscape format. Forty nine pages contain whole page colour plates featuring LT railways and road services including the tram and trolleybus department. Mr Baker is obviously a trolleybus enthusiast because there are some superb shots of the 'silent service'. The front cover has a lovely shot taken at the top of Annerly Hill with a Sutton Depot BI followed by a Ford and a Morris Commercial service vehicle. In the background an RT on route 3 negotiates the roundabout on its way back to town. The back cover shows Bluebird (the tram, not the car) at Archway on an enthusiasts tour. The text gives an overview of the vehicles and events covered by the illustrations, which themselves have informative captions.

I have been eagerly awaiting the publication of this book and was not disappointed. Just a small listing of the contents includes BI, FI, KI and QI trolleybuses, Q type Underground cars, RT, RF, RLH, TD and GS buses, EI, E3 and Feltham trams and lots, lots more from a very significant time in London's transport history. An essential addition to those creaking shelves.

Squirrel Preservations, who supplied some of the transfers for STL2377, can supply most varnish-fix or vinyl transfers.
The can be contacted at:
Squirrel Preservations,
82, Harcourt Avenue,
Sidcup,

STL 441

Roger R Stagg

Originally constructed as an STL3, 441 had long passed its sell by date by the end of World War 2, when it was one of the vehicles selected to be sent away for bodywork repairs. Repairs so extensive that it was classed as a rebuild. When it eventually returned to London from Norwich it was designated an STL18 consequent upon the subtle changes and improvements that had been built into it.

Regrettably the Mann Eggerton rebuild proved even less enduring than the LGOC product and in the few years prior to its disposal and ultimate transfer to Holland it had already acquired a number of straps to support its failing body. Since then it has been in preservation, spending most of its life in the dry and having carried comparatively few passengers. Nevertheless, bodywork inspections over the past few years have demonstrated that some work is now essential if this fine old girl is to be retained as a running exhibit for the future. Recently, regular museum participants may have noticed that she has taken on a lean to the offside at the rear. This is caused by a broken timber cross member on the rear bulkhead line and a weak spring.

With STL 2377 up and running, it is felt that now is an appropriate time to undertake the essential repairs to 441. Whilst we know that it will be necessary to have some works carried out by a specialist, particularly in regard to some of the pillar replacements, it is hoped that most of the work can be completed by volunteers. To that end, by the time this article appears in the magazine, 441 would have been moved to a position where works to reveal the amount of repair necessary will be put in hand. If you would like to take part in this important work and would be prepared to join organised work parties on specific days then please drop me a line and I will arrange days for a maximum of three or four people to carry out specific and vitally important tasks.

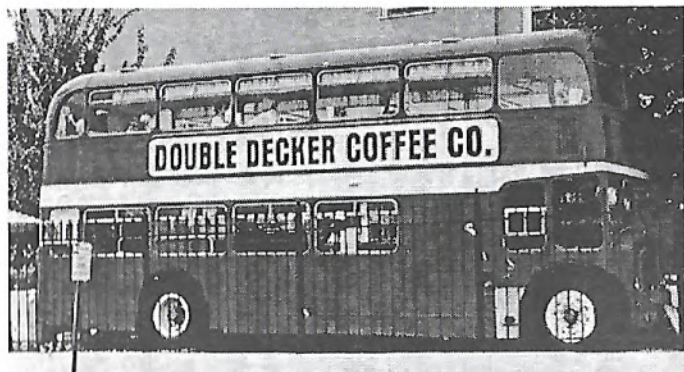
Particular skills are not necessary. Enthusiasm and the ability to drive a screwdriver, spanner, hammer or pencil are the essential requisites. Working parties will be made up on a Saturday or Sunday and on a Wednesday and will only take place at the intervals when there are sufficient interested members to make up a working party. Do you want to take part in the jobs that you thought could only be carried out by the professional? Would you like to be a part of putting 441 back into her late 1940's condition? Drop me a line.

If you feel you have a special skill that will assist then please tell me. Equally, if you feel that your best skill is pushing a broom, this will be a more important and rewarding task. Not only will you be part of the restoration of one of the Trust's important vehicles but you will probably discover that you have skills that you never realized were there.

As I Was Saying

Kevin McGowan

On my latest trip to North Carolina, on this occasion to the mountainous eastern part of the state, I came across this Bristol FLF (808 SHW) being used as a coffee shop in the town of Asheville. Unfortunately I didn't have much time to investigate further but judging by the livery and destination blind it appears to be another "genuine London bus".



REAR-ENGINEED RUNNING DAY

B.H. Monday 29th May.

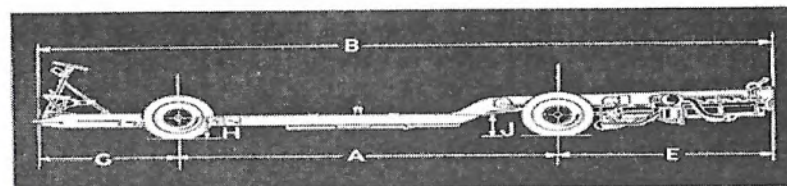
Mike Nash

This report was held over from the last magazine due to lack of space but I can report that it was a very busy event indeed and it was just as well that we had the use of Depot 46 once again as with seven buses an hour running, the museum yard could never have coped!

No fewer than 18 different vehicles went out in service during the day with many more visiting, indeed even the expansive Depot 46 was looking seriously congested at times and Simon Kriesler had his hands full with marshalling whilst the 'old man' was out and about in LS98.

The organisers were truly surprised and delighted at how many people visited on what was a largely dry day between two very wet ones. Attendees were also treated to assorted activity from the Trust's own fleet and a first was achieved when P3 went out in service on the X760 to Guildford – not rear-engined but most definitely from the right era. Also making its debut following much attention was the distinctive open-top Bristol RE, PHN 178L, which proved highly popular when it covered two afternoon duties. It always seems a good idea at the time but once the passengers had been subjected to a 60mph blast down the A3 they invariably got off with hairstyles looking something akin to Ken Dodd. You should try a private hire at night – on the M40 – when it's raining!

On Whitsun Bank Holiday Monday next year the eagerly anticipated RF50 is to be held at Cobham / Depot 46 so details of the next Rear-Engine Day will be announced in due course. Suffice to say that if you weren't there you missed a treat.



Several awards were given out during the day as follows:-

'The Noisiest Exhaust Award' - John Appleford, East Lancs bodied Bristol RE 'JDK 911P'.

This can be heard in several counties, usually followed by a mushroom cloud.

'The Sixth member of the Village People Award' - Eddie Knorn who looked ridiculous in his authentic drivers uniform and cap, singing along to 'YNBC'.

'The Silliest Eyebrows Award' - Dave Kriesler, who did well to stay clean the whole day despite having turned up in a Dennis Detonator I kid you not.

'The Lean it over the Furthest Award' - Andy Barnes, for his 'enthusiastic' handling of early LeyNat 'WFM 823L'. WOT - No Anti-Roll Bars?!

'The Grumpiest Driver Award' - John Broadhurst, in his VR 'WKO 132S', who would rather have been working on his pond.

'The Worst Saloon Heaters of the Day Award' - Mike Nash, aforementioned open-top RE.

'The My Fifth Gear's somewhere in Guildford Award' - Eddie Knorn in SNB312 for obvious reasons. Dave Kriesler subsequently found it again.

'The Best Bova Futura Impression of the Day Award' - Stuart Gilkes for that side profile! Closely followed by a certain VR loving tea-urn known to these parts.

All in all an excellent day and one which everyone present seemed to enjoy hugely. There's no doubt about it - the rear-engine crowd really know how to rally - and that surely bodes well for the future of bus preservation.

Woking Running Day 28th August 2000

Roger Stagg

Although every effort was made from an early date to get a wide range of vehicles - liveries, types, double and single deck etc, the take up was very poor, particularly bearing in mind the wide variety that seem to attend Alton and Staines. Disappointingly, take up within the active membership was also relatively poor considering the potential. On a positive note, a number of members did respond and it was good to see a selection of vehicles operating in service and in particular Q83, the Leyland Comet Fin and Don Allmeyer's BEA one and a half decker.

Ice cream and outside catering were arranged, although the catering van failed to materialise due to a break down advised at 9.30 on the morning. In retrospect, it seems unlikely that it would have been particularly successful and self-catering would have sufficed. A canteen was set up however on the balcony for bus crews and members providing free tea, coffee, sausage rolls, home cooked shortbread and bread pudding. This ran throughout the day courtesy of members' wives/family members. Mrs Melliush, Mrs Purssey, Mrs Adams and 'Auntie D', working in groups of two throughout the day provided constant refreshment with a smile rarely seen in an LT canteen. At the end of the day, not only had they had to go and buy another two litres of milk to satisfy the thirsty hordes but also, of a hundred sausage rolls, 4lb of shortbread and 9lb of bread pudding not a crumb was left. Hearty thanks are due to these ladies who put in so much for the benefit of others. As a footnote however, they have jointly stated that they won't do it again unless we clean the canteen fridge!

The run out was satisfactory, commencing at 8.00am and by 9.30am TD95 had left to go on display at Woking together with the shop outstation.

The first service bus left promptly at 9.45am and vehicles ran on three routes, via Sheerwater Road, via old Woking and via Addlestone. The service intervals quickly reducing from 30 minutes to 20 minutes and then fifteen minutes and by the time

of the rush period, 1.00pm - 3.30pm, vehicles leaving as soon as another arrived at the stop.

Thirty-two services each way were scheduled but forty-four were run to Woking and forty-three back - a total of eighty-seven journeys excluding the vehicles on display.

At 10.20am the Dennis left to collect the Mayor of Woking and his party from West Byfleet to deliver them to a Classic Car Show in Woking. In keeping with the way such events work, after a successful journey with the Mayor's party waving from the upper deck, they were delivered on time to the prescribed spot in Woking but absent of the welcoming Committee and Press who were at completely opposite ends of the display area with no direct access. Perhaps the engineering team will consider fitting some rotors to the Dennis for future events! The Dennis then went on display with TD95 until the end of the day.

The difficulties with the Class 5 service are that there is not way of forcing people into the Museum but we do have to consider ways of encouraging more people in. I believe this is a time when we should be stopping the buses right outside the gate and collecting money at the shop door and barrier off the remainder of the grounds. People are more likely to come in once we get them inside the gates. Perhaps we should also consider whether it would be legal to sell Museum entry tickets on the buses as long as it is made clear that there is no obligation to buy a ticket or visit the museum. Perhaps we should also consider, for a day like this when we are trying to attract families whether we offer £3 for single entry and £4 for family entry. Obviously this would result in a loss where two enthusiasts were travelling together but it may encourage family groups where £6 may be excessive but £4 acceptable - thoughts please.

Guided tours as undertaken by David Mulvey and myself on the 23 July event were undertaken by him and appeared to be popular. I have been advocating guided tours for some time. I still believe that we should be considering guided tours at extra cost on a display day, the extra cost covering day membership and to include a short ride on a suitable vehicle.

In retrospect, the overall display left much to be desired and much more needs to be done to improve the ambience of the display, particularly within the Museum itself. I was anxious, as I put in my notes prior to the day, to put at least four vehicles down

the centre of the Museum and to pull forward some of the vehicles put in the side, so that they could form part of the display. Unfortunately, that did not happen partly due to the absence of time and partly due to old habits dying hard. We must improve our public perception and give the public the opportunity to view the vehicles properly. I am personally against placing vehicles against the side of the building. The public frequently don't even realise they are there, particularly on this occasion as they were completely blocked from view by the addition of a derelict Bristol VR that appeared during the day and was let in despite the instruction that the only non resident vehicles to be permitted entry should be RTW 29 and RM291. One of the intentions of days such as these is to encourage people to return and to tell other people that the Museum is worth visiting.

If they go away only to tell them that there were a few old things parked against the wall and some red buses in the yard too close together to look at, then they are unlikely to return whether the entrance fee is £3 or 30p. We have to stop thinking that we are a bus garage and remember that we are a Museum and like a shop, if we don't put our goods on display so that the customers can see them they are likely to go elsewhere.

From the point of view of the drivers, I believe that it was again a successful and enjoyable day. I heard no complaints and I shall be in touch with all of those who did drive with a view to establishing what comments they may have to improve the event in the future. What also need to do is improve what we have to offer on days such as this and the one thing that is absent from what goes on at Woking, which is mainly cars is military vehicles. I believe that at least one of our members, over and above our honourable Secretary, is heavily into military vehicles perhaps we could get a good display of those as an added incentive. Youngsters are always interested in anything that suggests death and destruction and they would probably be more anxious to persuade their parents to come in if there were army lorries rather than buses.

Points for the future

1. There is too much involved in organising this event for me to continue to do it on my own. Assistance from at least two other members is essential, preferably ones who have a better knowledge of members with vehicles.

Unfortunately the main committee, open day committee, G351, Woking, a few other O's and S's, August Bank Holiday, one and a half buses, a Company and most importantly a wife, family, house and garden take up more time than there are hours in the day. I can continue to make all of the main arrangements but to have assistance in gathering the service vehicles together and in the last four weeks assist with the scheduling of duties would be most welcome.

2. A full time Volunteer Co-ordinator is essential so that people know who to report to.

3. Better vehicle display using resident vehicles and 'outsiders'.

4. Added attractions (but no bouncy castle).

5. Better bus stop control. A designated Controller is required at both ends with assistance. Allocated bus stop staff disappeared from both locations by early afternoon. This is the same as the Open Day problem, where the no show of afternoon volunteers is very high.

6. Drop people at the gate, have the gate open, make it difficult for people to turn around by getting them as far inside as possible before taking their money. Possibly even sell tickets at the shop inner door, i.e. let them spend money in the shop even if they do not go into the Museum, the shop is a better earner than the Museum gate for many people.

7. Encourage volunteers from our groups of ladies to man the staff canteen on Running Days and to run a public tea and cake stall at suitable events. It can't all be left to Debbie Morris and "Auntie D". A burger bar is not necessarily what the punters want unless it is a strictly enthusiasts gathering. Put the staff canteen on a voluntary donation basis to cover the cost of tea, coffee, milk etc. I forgot to put the notice up on 28 August so the donations come from madams Melliush, Adams, Pursey and Auntie'D'.

8. Turning at the end of the road is obviously not as easy as being able to simply swing round and layover if necessary in Mike Nash's yard. Mike Nash kindly offered the use of his yard but I was unable to allocate sufficient reliable volunteers to provide what I felt would be adequate security and thus I decided to keep the yard locked.

9. Get a responsible type trained driver to move the next vehicle onto the stop at Cobham as soon as vehicle leaves if the weather is inclement.

Finally, thanks to all those people who helped on the day in whatever capacity, I shall write personally to all of the volunteers and drivers that I know were there and cover the remainder with a note in the next magazine. Special thanks go to Bill Cottrell and Colin Prince for putting onto the service Q83 and the Leyland Comet Fin; two vehicles so rarely seen on the road and particularly with a compliment of passengers (full to the door in the case of the Q) and much appreciated by so many people.

LIST OF VEHICLES ON SERVICE

Q83

STL 2377

RT 604

RT 1700

RT 2043

RT 3491

RM 291

RM 2037

RF 530

BEA Coach

LS 98

SNB 312

DAIMLER FLEETLINE OPEN TOP

RTL 139

D142 MAYORS PARTY AND DISPLAY AT WOKING

TD95 DISPLAY AT WOKING

Letters

From John Rawlins

Dear Bill,

In the last CBM you asked for thoughts on the future of the museum, both relating to the site and how to attract new blood to our hobby.

With the "legal issue" now reported as settled we must surely face the question of the suitability of Redhill Road as a safe and secure home for the historic vehicles entrusted to us. Of course the site has very special sentimental ties for certain long established members and these should be respected, but we must accept that the building is in need of serious refurbishment to bring it to an acceptable standard. This would be expensive and difficult to achieve with the collection in situ, at the end of which we would still have an old building on a restricted site.

A move to a new or recently built facility would bring many advantages. we could have proper amenities for visitors and members alike, we could have a -properly insulated building with all the benefits of economical heating in winter and keeping it cooler in summer. We should consider improved security and fire protection. We could also look for considerably larger premises to cater for more members' vehicles at a commercial rent.

Better premises, a better environment and more capacity for members' vehicles might just attract more younger members, but I suspect that in the main the end of LT as we knew it was the end of an era of enthusiasm for buses in the London area. I have heard of suggestions to involve local college students studying automotive engineering or similar by bringing them to the museum for tours and explanations of what we are doing - this is commendable and some of them just might want to get more involved, but I am sure we would appear far more attractive in a "decent" building.

I hope other members can come up with some ideas to recruit younger people to our hobby.

Finally, it would be preferable to keep within the Cobham area to protect our respected name, but at the very least we should be within the old LT area.

Absent Friends - Hounslow to Isleworth

(Part I appeared in the Spring issue)

Richard Zarywacz

The Heston to Hounslow part of this story started in 1969, and we return to the autumn of that year on a cold and foggy morning. After arriving at Hounslow Bus Station at 8:15 the second part of the journey is by route 117, so we join the queue in London Road. The fog is not so bad in the built up areas, but it is still cold and damp. Fortunately we do not have long to wait, a 117 is due every few minutes, bringing passengers from Egham, Staines, Ashford and Feltham. Most mornings the Routemasters arrive with a full load. A good number of passengers get off, to change buses or walk to the Underground at Hounslow East. This is just as well, as there are usually twenty or more in the queue, and the bus is soon full again. The conductor gives three rings and off we go.

The ambience is different from the journey into Hounslow, more businesslike. One ring, slow down, pull in, stop; the bus rocks slightly for a few seconds, two rings, or buzzes or foot-stamping, or coins on handrails, depending on the whereabouts of the conductor, and off again. Day in and day out this ritual is repeated, without fuss or bother. Only when the system breaks down is one aware of its usual reliability.

On, past the GPO workshops that used to be Hounslow Trolleybus depot, Spring Grove Road, the Fire Station and Isleworth Studios. Until Isleworth Station we share London Road with route 37, and there we part company. The road is ours now, only seven and a half years ago K1 Trolleybuses had it to themselves. Now Routemasters rule, among them 9, 914, 917 and 941. One still has a bonnet roundel and plain red centre strip in the grille, instead of the usual triangle. After Wood Lane, with its level crossing, comes our stop and off we get, ready for another day's study. At the Twickenham Road entrance of school, route 267 passes and on it will soon be the first DMSs in the area. We call them "cornflake boxes".

After a some years the 117 becomes less of a certainty. Buses turn up irregularly, and sometimes fail to appear altogether. If we are not on one by half-past eight, a 37 takes us to Isleworth Station for the half-mile walk to school.

At times there is no alternative but to walk the whole distance, and not even a single 117 passes by the time school is reached. Very gradually the queues become shorter and the roads busier. One day RT3775 substitutes and, arriving at the Bus Station, it disgorges an army of people. The whole queue is allowed on and the conductor does not count the number of standing passengers, about fifteen. Neither does he bother about those standing upstairs, so things must be bad. Heaving itself out of the layby, the bus builds up an incredible momentum, flying past all the request stops. This seems like the fastest ride ever on an RT. As we pass the Fire Station, forty-one souls downstairs lean into the curve with the bus. Approaching Isleworth Station, a spoil-sport rings the bell to stop. The only attempt to collect fares is when a couple of passengers manage to fight their way off, and a larger number of lucky ones get on. Taking advantage of the slight dip under the railway bridge, the bus pulls away again, and school is reached with a few minutes to spare.

Our morning journeys are subdued, almost solemn and we share them with the adult population who outnumber us. In the afternoon, a bus load of lively adolescent boys is a different matter. After several years LT decides that a dedicated 117 working should be provided from the school to Hounslow Bus Station. This is not a philanthropic act, but rather in the way of damage containment, probably after complaints from innocent civilians. Two inspectors ride shotgun, rarely moving from the safety of the rear platform. One day, an individual abstracts a large paper bag full of snails from the biology lab, and from the top deck, aims them at passers-by through the open windows. Although messy, they contain fewer splinters than the usual tungsten light bulbs. When all this gets too much, and the weather is kind, a few friends amble down to Isleworth Station to catch a 37, which is far more civilised. This route is a favourite. It twists its way through Isleworth to Richmond, before settling down on the Upper Richmond Road to Putney. It carries on through Wandsworth, Clapham, Brixton and Dulwich before attaining its goal at Peckham. RMLs operate this route, and are numbered in the 2470s upwards, 2484 becomes a favourite.

There is something special about being upstairs on a double deck bus in twisty narrow streets.

They make the journey so much more interesting, perhaps not for the drivers on an eight-hour shift. In Isleworth the 37 excels in this respect, especially where it avoids the low bridge in St. Johns Road. Buses from Richmond turn right into Loring Road, short with a slight bend in the middle, and then tight left into Linkfield Road. Both roads are lined with neat Victorian Terraces, complete with trim front gardens and corner shops. One, painted in white with black script signwriting, of an uncertain nature, declares that it contains "Objects d'art" on one face, and round the corner "Bric'a'brac". There is a compulsory stop at the top of the short steep gradient down to the T-junction with London Road where 37s turn left under the skew railway bridge. They pull into the middle of the road to clear the bridge abutment. The bus stop at the top of the slope in Linkfield Road is probably a police requirement from the dys when General B types ruled. Around the corner is another compulsory stop shared with the 117. Being outside a line of shops and nearer the entrance to the station, it is better placed for custom.

If we have dawdled too long, we can sometimes clamber onto a 37 waiting for a gap in the traffic. The stop in London Road is useful one day as we arrive at the corner of Linkfield Road to see an RML edging out. One of our party grabs the back rail and puts his briefcase on the platform, but can't follow through. Left arm flailing, he follows the bus out into London Road, but has to let go when his legs cannot keep up. Marooned in the middle of the road, the athlete sees his briefcase disappearing into the distance. Undaunted he sprints away, hoping to catch it at the second stop.

For some reason 37s attract accidents when we ride on them. A Hillman Imp cannot make up its mind. Should it pull out from a petrol station and cross our path, or wait for us to pass. It starts, hesitates, starts again, hesitates again and finally makes up its mind. The poor RML driver taps a rhythm on the brake pedal, trying to guess the next move. After the inevitable collision, the Imp has a Routemaster grille beautifully embossed into its door and side panels. Of course, the bus is unmarked. One hot Saturday, a passenger steps down onto the platform, we glance away, but when we look again she is gone. Another passenger rings the bell several times to alert the driver and conductor, who is upstairs.

The bus stops and we have to wait while the conductor runs back along the road. We never find out what happens as another 37 soon appears and we are ushered on to it.

Route 37 has one hazard though, Gumley House Girls School, or rather the girls with their brown uniforms. While never violent or menacing, they nearly terminate the future of a bus enthusiast one day. Quietly minding his own business, he steps onto the platform as the bus turns into Hounslow Bus Station. For no accountable reason, he suddenly finds himself face down in the gutter. As he lifts his eyes, he is greeted by the sight of a brown mass tumbling off the now stationary bus.

In the next part - Red Rovers and Riots, we visit the dentist, meet old acquaintances and tear up pink tickets.

Postscript.

Routes 37 and 117 have been split into shorter and more manageable entities. Single deckers on the H37 easily pass under the St. Johns Road bridge, so Linkfield and Loring Roads lost their buses after more than sixty years, probably to the relief of residents. The 117 and 237 exchanged rolling stock and outer ends in 1978, and, of course, Routemasters departed in the mid-1980s.

The combinations that were RMs 9, 914, 917 and 941 may or may not have survived. RM9 has a different body today. B2484 will certainly be about, as is RT3775.

I think Colin made it to the second stop in time and accompanied his briefcase home. After picking myself up out of the gutter, only my pride was hurt. But afterwards, I always waited until the Gumley House girls got off first.



Out and About with STL 2377

Roger R Stagg

In January, when I pulled 2377 out of Ian Barrett's yard, prior to its assisted trip to Cobham, I would seriously have doubted the potential pleasure of driving the vehicle when complete. The exhaustion from a 20-point turn to get it out of the yard and onto the tow truck and its rear tyre "blow out" on the M25, coupled with its stiff, fully overhauled steering and uncomfortable, non-adjustable seat position did not bode well. It was probably more suited overall to someone of even more svelte stature than myself!

Its first big outing on the London to Brighton Run was a true experience, shared with co-Drivers Ian Barrett and Paul Morris and what a different vehicle it is on the move. A real pleasure to drive with a responsive engine. Like all vehicles of its day, it can have a mind of its own; constant steering correction is required. Like all STL's you have a hot side (left) where the engine acts like a three bar electric fire and a cold side where, with the absence of a door, you are cool in the summer and frozen in the winter.

Since then 2377 has made a number of appearances, always being welcomed by both enthusiasts and the general public alike. On Saturday 23 September, the vehicle attended the Hounslow Garage Open Day; re-dressed in number 27 clothes terminating at "Hounslow Garage", sporting AV plates (even though in actual fact Holloway provided vehicles for this service). Many interesting comments were received although no garage staff were old enough to have remembered STLs except possibly to go to school on and then only those staff who were looking forward to retirement.

Amongst the visitors were several elderly ex Chiswick Works employees including interestingly, an 85-year-old ex trimmer whose employment started in 1931. He confirmed the interior colour scheme as being "spot on" and so much better that "that drab brown stuff that they brought in from the war onwards". There was also a man who used to control the hose on the Chiswick skidpan and remembered STLs being used for that purpose and the effect that it had on the bodies of some of them.

There were two elderly but sprightly sisters who became "clippies" at Hounslow Garage in 1940 and stayed with London Transport until their retirement. Interesting ladies to talk to - "How did we get down that gangway collecting fares when we sometimes had twelve standing during the war?", "Oh yes, we remember these "pinch up" windows that wouldn't stay up when they got worn, which always seemed to be in the height of winter!". "The two bucket seats upstairs", "The huge platforms on the LTs", "Walking in front of the bus with a flare during the pea souper fogs.", "Always being referred to as Miss by the Inspectors even if you were married", "Having your bottom pinched regularly when the bus was crowded" (nothing changes). "We had gray trousers with a blue stripe down them - you could get the blue stripe out with a razor blade and wear them to go out". "The winter uniform of navy blue trousers, they used to get wet and the dye came out and stained your legs black", "Doing work at the ticket office when a Conductor was under suspicion, counting all of the ticket punchings, a soul destroying job."

During the close season, a few outstanding jobs on the STL will be undertaken, the distinctive rear bumper bars have been remade by Cox Brothers and will be fitted, the near side front mud guard will be changed and we shall endeavor to cure the problem that defeated London Transport in stopping heavy rain-fall from coming in the rear emergency window when the bus is at a standstill.

Currently, we operate the vehicle as a number 19 because we produced the number 19 route stencils and reproduced a 1939 Route 19 fare chart. We would like to be able to change the routes from time to time and therefore we are seeking 3, 27 or 27A stencils or a volunteer to make them. Also, a photocopy of a 1-penny fare stage geographic ticket for any of these routes. Please note the fare stage geographic tickets are NOT the ones that are the same layout for each ticket denomination. They are different and always have the same height of fare stage block, in line on both left and right hand sides of the ticket - even though one side may only have a single line of lettering and the other side may have two or more. These were tickets produced up to 1940, after which the standard geographic tickets were used. A photocopy of a front and rear of a penny ticket on these routes will enable us to reconstruct the fare chart.

Home and Away with our Neighbours

Graham Smith

"Bus Museum? Where's that, then?"

Quite often I hear this said by people I meet in and around Cobham Village.

OK, you ask quite rightly, what is your Publicity Officer doing about it? Well, I could ask your Committee to authorise spending on advertising our event days in the local media. This may be an easy way to publicise the Museum but, also, would be relatively costly. With many other demands on our rather scarce funds, there must be other ways to try and attract our local residents. We could emblazon the Museum with signs to advertise its presence but, with the site deserted for much of the week, would this be a sensible move?

If people don't come to us, why don't we go to them? Our most potent advertisements are, without doubt, our buses themselves. Cobham's buses have become familiar sights at transport events around the south east for some years now. There can't be many bus enthusiasts who don't know about the Museum and its legendary inmates (the buses, coaches and, yes, the faithful working volunteer members for whom the Museum is a second, or is it first, home). We are grateful for the excellent coverage which we are given by the enthusiast press and we can even overlook it when one of their number attributes STL441 to the LT (sorry, TfL) Museum and not us! Only joking, Nick!

However, the typical local car-bound family looking for somewhere different to go at weekends is unlikely to read *Buses*, *Classic Bus*, *Preserved Bus* or *Bus & Coach Preservation*, however interesting such publications are to those of us who take them on subscription (or, given our addiction, should that be *prescription*?). Invariably I prepare and send press releases to the local papers and radio stations prior to our event days but, of course, cannot guarantee they will be printed or relayed. Even if they are, I cannot legislate that the details are repeated correctly. It's amazing how something as important as the event date can be missed out from a press article.

What better way, though, for us to advertise than to take a bus or two and, perhaps, a sales stand to a local event? This is what we've done this year. With the help of various members, we've been to the Byfleet Parish Day, Cobham Village Day, Elmbridge Steam Fair (two days), Staines Bus of Yesteryear, Woking Classic Car Show, Woking Carnival and Hounslow Bus Garage Open Day.

Without exception we have received a friendly welcome from the organisers and considerable interest from the events' visitors. In particular, our 75 year old Dennis D142 acts as a people-magnet for all ages wherever we go. Twice already this year it has provided transport to events for the Mayor of Woking and his entourage. It's been fascinating to hear our more senior citizens vividly recounting memories of riding on similar buses back in the 1920s whilst those of more tender years (e.g. the *Frimley Twirlers* – don't even ask!) have enjoyed sampling the delights of something which is anything but a low-floor bus. For some, it might even be the first bus they've ever been on. Which leads on to another point – heresy for some, I know – but the delight shown on people's faces when invited to board our buses and look inside is a picture. Obviously, we have to ensure effective supervision at all times and use our judgement to prevent young Herberts from boarding and being a nuisance (with apologies to Herberts, young and old who have never, ever, even contemplated being a nuisance). Our experience has been, overwhelmingly, that people respect the buses and appreciate the opportunity to look around them. Their questions are many and varied, and can test even the most technically knowledgeable member (incidentally, your Publicity Officer has learnt to shout "Bill!" – which is Cobhamese for "Help!" - when foxed by such questions).

On a number of occasions, Driver Stagg and Conductor Smith (remember them from such epic journeys as "London to Brighton by STL"?) have dressed up in period uniform and even grown instant moustaches – all in the line of duty, you understand. It's amazing how these antics seem to encourage people to talk to us and how so much interest is shown in the bellpunch and ticket rack.

At all these "away" events we have tried to ensure that sufficient promotional material is available to attract people to come to our next event day, perhaps by a reduced-entry voucher.

None of us, least of all me, claims to know all the answers as to how best to promote the Museum, given the combination of limited resources, both in human and financial terms, the restricted amount of days the Museum is open to the public (it's quite tricky advertising an attraction that's only open on specific dates rather than, say, *every Sunday from April to October*), and the work still underway in making the premises more "visitor-friendly". What is surely undeniable is that we must look not only to the enthusiast sector, which may in itself be in a gradual state of decline if only for reasons of *anno domini* but, also, to the potentially large – and relatively affluent – family market within, say, half an hour's drive, if we are to realise our aspirations for the future well-being of our Museum.

We have gained some valuable experience from our attendances at local events this year and I am confident we can build on these for the future. To those of you who like meeting people and would like an entertaining day out, please consider joining us on one or more of the local events next year. It's all to do with being a good neighbour. You'll be pleasantly surprised how enjoyable it is – and that's a promise!

If anyone knows of any local events planned for next year which are within a 10-15 mile radius of Cobham and which could provide a suitable opportunity for a bus or two to attend, please let me know as soon as possible, either c/o Cobham Bus Museum or by E-mail to: gdsmit45@aol.com. Thank you in anticipation.

Fancy being a conductor? We were short of people to undertake this important duty on some display days this year. We are thinking of running a short course covering way-bills, ticket machines, bell codes and customer care ('Do you stop at the Hilton?' 'Not on my wages, madam.') Contact Bill Cottrell, details on committee page.

A Volunteer's View

Alan Purssey

With Peter Wall's experience of Open Days in mind. (See last issue No: 28), both my wife and I set off for Cobham on Bank Holiday Monday, as two intrepid volunteers.

We arrived about 8.30am in time to witness the preparations for the day. Buses were being shunted back and forth and parked ready for the public at large.

We had a warm welcome together with our coffee and sausage rolls and a chance to meet and put a face to names, which appear in the magazine. Plus chat to the owner-drivers and conductors whilst awaiting our duties. Mine was collecting revenue on the main gate, while Marion my wife helped Joan and Jan with refreshments throughout the day for the volunteers.

Armed with our money pouch and tickets Cliff another Cobham member and friend of LT Museum at Covent Garden opened the gate at 10.30am to let in the awaiting enthusiasts.

Like Peter's, one of the first questions asked was technical:

"I'm wondering why the generator on the RT chassis is fitted where it is?"

With a brief description we sent him searching in anticipation for Bill Cottrell, Sorry Bill!

Later after some 100 people had passed through the gate, a very bemused young man, about 25 years of age approached armed with a ticket and exclaimed, "Have you seen my Mother & Father". We suggested he look in the Museum for them.

Five minutes elapsed whilst Cliff and I were dealing with a bus load. And the young man returned "I can't find them I think I last saw them in Woking"

Is there no end to our talents!

In a quiet moment I set off for some well-earned refreshments for Cliff and myself. Only to find that my wife Marion together with Joan Adams had gone with Roger Stagg to Woking in the Dennis D142, what can I say!

I was however able to get some nice shots of visiting and museum buses driving up and down the Redhill Road in their natural environment.

About 35 members passed through the gate on the day. Most members of the public were impressed with their tickets, which were a large version of old bus tickets. We told them that it was for elderly conductors who were short sighted.

Although we did not get a ride this day, I personally enjoyed the experience and would certainly do it again. I had a pleasant companion on the gate with me and we were able to chat during the quiet moments, about what else but, buses.

One highlight for me was being shown over Roy Adams RTW 29 and sitting in the cab. Thanks Roy. I used to do my courting riding on Route 41 Tottenham Hale to Hornsey, which was the first route to receive them.

Finally, just before the day ended this elderly gentleman kept honking the horn of the T31. He said as he left through the gate that he used to drive them from Kingston Garage and said with a smile on his face he had a wonderful day.

For me that said it all.



The search for sponsorship for the STL2377 external adverts continues

Bus Garages Remembered

Phill Cruise

How many of us back in the fifties and sixties spent our Saturdays travelling around courtesy of a Red Rover ticket/collecting bus numbers? Looking through my 1960 edition of Ian Allan's ABC of London Transport buses and coaches reveals a fairly impressive collection of red lines under the numbers of various classes. The trolleybuses, RMs, RT2s and RTWs have the greatest concentration. This reflects the fact that I lived in a part of London where the two latter types could be found in abundance and that I was desperately trying to 'cop' as many trolleys as possible as the conversion programme relentlessly cut a swathe through their numbers.

The 2/6 Rover ticket also enabled visits to Depots and Garages. Among our band of spotters, to be able to underline these the convention was such that you had to 'bunk' in and cop as many vehicles as possible before creeping out, or more likely being asked to leave (.... off you little buggers etc) or being thrown out. All the trolleybus depots, I notice are underlined. I don't remember getting into Fulwell. As an ex LUT depot it had large expanses, front and rear, that had housed the depot 'fan' in tram way days. In Fulwell's case it was still in place and I think part still is now. The large space from the 'LTE Private Property, Keep Out' to the entrance doors made getting in virtually impossible. Isleworth had been rebuilt by LPTB and the entrance was near the road. The staff were usually proud to show off their immaculately kept Q1s and replacement K1s too and were often sympathetic to photographers and enthusiasts. Getting into Colindale a former MET depot with a wide and deep frontage complete with guardian offices, meant a commando style approach through George Cohen's scrap depot, which had been the former MET tramways works and a climb over the wall at the back into the depot. An added bonus was the collection of trolleybus numbers in the yard and 'souvenirs'. How many of us can own up to being chased up the track out of the yard while carrying armfuls of

scrap! Travelling along the Edgware Road into London brought you to Cricklewood Garage. My ABC is half underlined, which indicated a visit without entry to the premises. The long driveway in being part of the reason. I can remember the visit as if it was last year. The road at the side of the garage that paralleled the Edgware Road was host to withdrawn Cubs and Albions made surplus from the Trolleybus support fleet. With two companions I climbed down the bank from the road and was collecting the stock numbers when we noticed an irate Irish fitter brandishing a large wrench, charging towards us. We knew he was Irish by the accent he was swearing in. We shot up the bank, like the proverbial ferrets towards the bus stops that were situated fortuitously at the top and leaped on a number 16 just in time.

The ex LCC depots were pretty easy to get in because the LCC had better technology than the companies and parked up their trams with a traverser. Consequently the way in was usually narrow and just off the road. Nice and convenient. Stamford Hill was arranged thus and one Saturday we were delighted to find that a stash of brand new RMs were stored there. Much note book activity took place but as we stood back to get a good view of the last row we looked round just in time. One step back and we would have gone in the traverser pit.

Poplar was another storage place for both new and old out of service rolling stock. The first visit there was an eye opener as this part of London was previously unknown. Our first sight of a pair of Sikh gentlemen was rather prejudiced when they walked in to the front yard of a terraced house opposite the building and proceeded to 'water' the front wall. Athol Street along the main road was probably the tattiest LT garage we ever 'bunked'. It looked as though the Luftwaffe had called in the previous week. The engineering section (!) was picked out by a large tarpaulin which might have been army surplus and the immediate local area resembled a large bomb site. Looking at the list of garages underlined, the immediate reaction is sorrow at the number that have gone forever. Plumstead was an early conquest when on a regular holiday visit to grandparents at Upper Belvedere. It is now replaced by a DIY store.

The building dated from 1913 and was on the corner of Wickham Lane and Kings Highway. It housed some of the best-kept RTs in London. Mortlake had the best RTLs and these were replaced in the early sixties with equally immaculate RMs. 'Small is beautiful' certainly worked for LT garages. Mortlake was one of those rare sheds that you could get in legitimately and it was easy to find. You just stayed on the number nine till the last stop. New Cross was in contrast, probably the largest garage and impossible to get in to. It had the roughest RTs in London.

My three local garages were Wandsworth, Chelverton Road and Riverside. Putney Bridge had closed only a few years back and we never did refer to AF as Putney Garage. I don't now. It was one of the hard ones to get in to. One entrance off Chelverton Road, in the full view of authority. Having a friend with a cousin working at Riverside meant access to the resident RTWs and RTLs and the solitary emergency Green Line RF relief. The Queen Caroline Street facade still exists today as the frontage to Deals restaurant.

When Riverside was built in 1913 parts of an old mansion called Bradmore House were incorporated into this part. When the garage was demolished to make way for the redevelopment of the Broadway this frontage was retained. Unfortunately the original remains of stone and woodwork went in the skip. Fortunately some fine LGOC brickwork remains, all that's left of R! Wandsworth remains exactly as it looked forty years ago, even down to the LONDON TRANSPORT WANDSWORTH GARAGE above the entrance, as I type this. Having a bit of a run in with the offices adjacent this was a skilled 'bunk'.

The country area was usually reached via Kingston and a Green Rover or if I was staying in Belvedere via the 401 or 486 buying a Rover on the bus. The smaller, usually ex East Surrey garages could often be visited quite legitimately if you were polite and the staff were usually friendlier than in the central area. The exception of course was 'head office'. We never did get far into Reigate to see some of the delights therein. It got underlined though, as did sixteen others. One of my favourite country garages, Swanley was still in use as a bus garage at least until quite recently. A garage still very much in use today that caused us enthusiasts to be impressed was Stockwell. It always looked half-empty even on a Sunday, despite the fact that RTLs were stacked in.



The crew of RT3491, John Greene, Paul Wheeler and Simon Douglas-Lane are seen here modelling their latest range of designer 'clean-and-crumple' trouser wear for the discerning gricer, appropriately enough at the Staines Rally.
Photo Graham Smith



Roger Stagg getting into character as the Edwardian bus-driver.



John Rawlins evoking memories of 'From the driver's cab'
Photo Graham Smith



Private hire RF19, owned by Colin Curtis, at the Staines Rally



RF10 working for Osborne's of Tollesbury in 1966. Will it be ready for RF50 in May 2001? Of course it will!



RML898 in New Orleans in 1963, full story in the next magazine.



The last Reading Routemaster in service was RM1735, seen here performing that function.
Photo Richard Zarywacz



Another Reading vehicle that had a London connection was AEC Mercury tower wagon 1078Q. It appeared at the Staines Rally this year.



Re-calling another last day in Reading, trolleybus 144 prepares to leave for the last journey in 1968.



Don Allmeyer's BEA bus poses by a BEA Viscount at Duxford whilst attending the Showbus rally.
Phoyo Don Allmeyer



36 years ago NLP650 awaits its next duty at
London Airport (Central)

You could have got a couple of layers of them in too. If Athol Street was the pits then Stockwell was a palace. In LT days it must have cost a fortune and never been cost effective, with the amount of unoccupied space. The easiest garage to get in to must have been Kingston as the bus actually took you in because as everyone knows it doubled as the bus station.

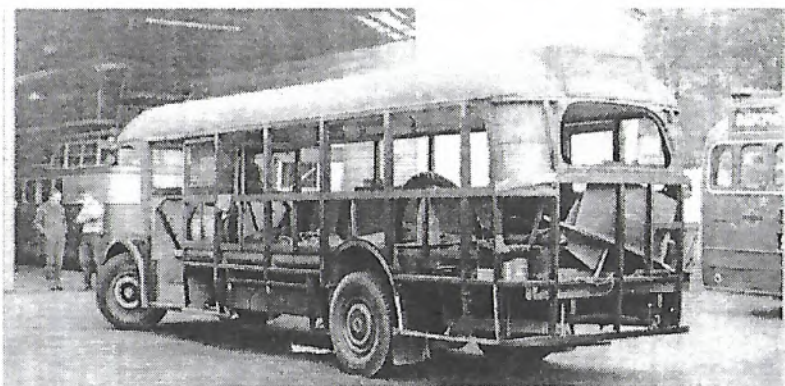
My first sighting of a Routemaster was of RM2, newly repainted red in Walham Green one day with my grandfather, who proudly told me that this was London's new bus. Proudly, because he worked for LT as a signals engineer on the Underground and any new LT achievement was always made known to me. RM2 was of course operating out of Turnham Green Garage, as had so many experimental vehicles before it, on the long 91 route. A visit to this garage on its unusual triangular site, almost tucked under the District Line embankment was often made in conjunction with one to Chiswick.

We never did get in there of course. Inspection of the hallowed shrine of all true LT Road Services believers was made by balancing precariously on the Trolleybus feeder fuse box or the GPO junction box, situated conveniently adjacent to the front wall. If you were really organised with a pair of binoculars, bonnet numbers could be read. If not contentment came with a fine view of the skid patch. In 1966-7 when I was a technical assistant trainee (mechanical) at Acton works I took Friday lunch times with two fellow trainees leaning on the railings outside the training centre, scoffing fish and chips out of newspaper and watching often terrified looking recruits fighting to control wildly skidding RTWs where at the beginning of the decade I watched RT2s from the other side of the fence. I left LT for another career and my two erstwhile colleagues went on to run the engineers trains and Victoria Line respectively. In those days Stamford Brook Garage was still known as Chiswick Tram Depot and was a kind of annexe to Chiswick Works. Even the tram lines were still in place and the only view inside could be obtained by travelling past on a District Line Westbound service and looking in the often obscured windows as it went past the rear of the building. Nearly all of the Country Area garages have gone now. The Dartford that I visited all those years ago on the 486 has been replaced by one over the road. Northfleet manages to hang on, I suppose because it's not in an area ripe for executive housing or

a Sainsburys. That was an interesting place because it had RTs, RFs, GSs and right at the end of my spotting days, RMLs. Yes, I saw the AEC Renown on the 480 too, but didn't manage to ride on it.

Most of the 'classic' LPTB designs of country garage have gone, with the office that looked as if it had been on loan from the Piccadilly Line. I think all the East Surrey weatherboard constructions are no more, Chelsham was probably the epitome of these and one garage where it was possible to get all the bonnet numbers without any problems. Again it had three country types, but Tring and Crawley had a survivor each of the once mighty T class and we managed to get there to see them, T787 and T792. I think the former was at Tring and the latter at Crawley. If I'm wrong our esteemed editor will doubtless put me right. In the new towns we visited the spacious new garages built to take the never to be realised volumes of bus traffic. How many of those functional but sturdy buildings still survive?

Looking back at that infrastructure and wealth of skills that represented the support services to run the worlds largest road passenger transport system. It seems almost unbelievable that in a so-called civilised society politicians could have had the power to destroy it all.



The emergence of newly re-built T792 brings back memories of when the same exercise was tackled on TD95. This shows the structure of the Mann-Egerton body.

A Reliance in Ingleton

Mike Nash

Every couple of years around twenty or so members of Cobham and the North Kent Vehicle Preservation Group enjoy a week away together. These breaks are ably organised by Roland Graves and his dutiful partner Denise, and the designated transport on the last three occasions has been equally dutiful RP90. This year the destination for the first few days was Durham which encompassed visits to the North Yorkshire Moors Railway, East Lancs Railway, Hadrians Wall and the huge Gateshead Metro-centre.

But for the second half of the week we headed west to the tiny village of Thornton-in-Lonsdale, near Ingleton where the Marton Arms is situated. As some of you may know, this is home to Cobham member and RF owner Colin Elsdon. To be honest, the standard of accommodation and warm welcome afforded by Colin was such that we wished we'd have spent the whole week there, and we have all agreed that a return visit is definitely on the cards.

Colin seemed equally delighted that we were there to join him and he has since asked me to convey to Cobham members that a 10% discount is available to anyone who reads this. Bearing in mind that the accommodation rates are not dear in the first place I thought I would tell members a bit more about Colin's hostelry as it really is well worth a visit.

The Marton Arms dates back to the 13th Century and is just off the A65 Skipton to Kendal road. It is ideally placed for visiting the Lake District, the Yorkshire Dales, Ribbleshead Viaduct and Ingleton's famed 'Waterfall Walk'. Colin has been landlord for around twelve years and during that time has transformed the Marton Arms. The accommodation has been recently and sympathetically re-furbished but it is the bar for which the Marton Arms has become best known. As well as a huge and constantly changing selection of real ales (which did absolutely nothing for my Bar Billiards performance), there is quite the biggest range of whiskey's I have ever seen, numbering over 100. Indeed, a certain Mrs. Morris fell foul to these during our stay!

There is also an extensive home-cooked menu and we were a'l guilty of putting on weight during the stay.

To the rear, a high double garage has just been completed and this will house Colin's two RF's. These are country bus RF673 which is the latest to receive the full treatment on Tony Quince's 'RF Production Line', and unmodified Green-Line RF226, which was once a Cobham resident. This is booked to head south for restoration when 673 returns, and Colin hopes to be in attendance with one, if not both, at RF50 next year. We look forward to seeing him.

We had a lovely stay at the Marton Arms and I can heartily recommend it to Cobham members, though definitely not if you're on a diet! Elsewhere in this issue you will find a photo of RP90 outside Colin's Inn. As usual, the Reliance performed faultlessly and covered more than 1,300 miles during the eight days. Indeed, it was in better shape than most of us at the end of the trip and seems to improve with each year.

Meanwhile, you can contact Colin on 015242 41281 or E-mail: martons@globalnet.co.uk. I also recommend that you check out his web-site www.martonarms.co.uk as it has a few 'special' touches which will appeal to members of the Trust.

So there you are – the perfect excuse to enjoy the Three B's, namely Buses, Beer and Bed!



RF226 at the Greenline celebrations at Windsor in 1983

The Way Forward?

Alan Purssey

In reply to Bill Cottrell's comments in his editorial on encouraging youngsters into preservation, I agree with his fears.

I live near Duxford Airfield and the various Preservation Groups there share the same views as Bill's.

Ormond Baillie an early aircraft enthusiast who owned several World War II aircraft at Duxford openly encouraged teenagers to come along and assist in restoration projects under his guidance. Tragically he was killed in France flying one of his own aircraft.

One of his teenagers was John Romain who took an aeronautical apprenticeship with British Aerospace. And with a small team under the guidance of Graham Warner helped in the re-build of Ormond Baillie's Blenheim Bomber. John now proudly flies it at major airshows.

About a year ago Duxford advertised on the regional television programme 'About Anglia' programme that they needed volunteers to come along and get involved in their many projects.

I am not saying Cobham goes this far, but my experience with Crime Prevention Panels has taught me that youngsters will get involved if approached directly.

Does the Trust ever involve local Schools?

Do they hold Open Days for School Parties only?

Perhaps by showing them some video's of Open Days it would give them an idea of what goes on behind the scenes.

Youngsters also love the Internet and this would be one way of getting the message across through the web site.

Reminder

our new web-site address:
<http://www.lbpt.org>

London Buses in Minature

Alan Purssey

After my previous articles on model bus kits, if you are still doubting your modelling skills then why not try one from the 'Little Bus Company' range. They produce an ever-changing range of bus and coach kits from the 40's, 50's and 60's. The kits are produced in resin a one piece body with a resin-seating unit with white metal chassis & parts. Each kit is available for approximately one year depending on sales. All kits are easy to build with few parts, moulded or printed glazing units are supplied where required and make good starter kits.

To accompany the kits a large range of waterslide transfers are available including: Fleet names and numbers changeable destination screens, route numbers and number plates. These are all part of the large selection for London Transport, which are suitable for other white metal models including E.F.E.

Latest addition to the range are LT Gold number sets suitable for making any number in RT, RTL and RTW classes. Garage stencil plates are available in sets, each set including: Approx 15 garages, 5 pairs white on clear. They stock six-garage sets 4 central & 2 country.

The 'Little Bus Company' is launching its first larger scale bus kit in September 2000, a London Transport RF in 1/50 scale. This kit will be produced to the standard format one piece resin body with resin seating unit and main frame with metal base. It will be available in both Central Red and Greenline style.

Larger scales lend themselves to super detailing with grab handles and flush fitting windows etc. I'm sure this kit will be most welcome for the larger scale enthusiasts. No pricing available at time of writing.

Planned for early 2001 is a Regent III LT RLH class more details later. 20 standard AEC Regent III chassis were purchased with a Lowbridge body by Weyman in 1950 to replace 8 ex national ST's and Godstone STL's painted green, a further batch of 56 were ordered in 1952 differing slightly to replace older Lowbridge buses.

This type of vehicle was operated only where necessary as the sunken gangway on the offside made fare collection difficult from bench seats holding four people.

Two London Transport kits are still available:

- * Kit T1 Type Frowning Weyman 14T12 £21.50
- * Kit TP1 AEC Regal III Weyman Front Ent £21.50

Post & Packing on all kits £1.00, Cheques only payable to:

Little Bus Company
Queenswood Avenue
Hutton
Brentwood
Essex
CM13 1HU

Please send SAE for a catalogue or any enquiries.

As by now John Gays Tilling STL should be ready for sale.

I spoke to John about the finish on Tilling buses. One man's interpretation was a darker shade of red with off-white window surrounds as on Varney's ST some years ago.

But both John and myself seemed to think they were the same colour as General Buses. On chatting to my mother who is 87 she seemed to think also they were the same as General Buses red with off-white windows. This would be for the 1936 period.

Does anyone have any comments? I would be interested to hear them. After all why have an accurate model with the wrong colour.

STOP PRESS

I met Andy Baxter at 'Showbus' on Sunday 24th September; Andy had driven the STL 2377 to Duxford and parked in front of the E.F.E.'s marquee. He told me it was to promote the proto-type models of masters of the STL 2377. Two models were depicted one in Central Red and the other in Green. Due for release in February 2001.

I will advise more information when announced.

LT Caps

Roger R Stagg

This is the last mention for LT Drivers/Conductors caps. Manufacture on a once off basis will be placed for order by the end of November.

The Manufacturer has sent samples of the cloths and for Central Area caps this is "spot on" for the navy blue but just a touch bright for the piping. However, as the piping is less than an eighth of an inch wide, I believe that this is fully acceptable. Being a non believer I have not accepted the Manufacturers claim that material in this colour is no longer manufactured but despite extensive searching at all sorts of outlets, both retail and wholesale by Dawn and myself, we have been unable to come up with a closer match. If someone is hiding some original LT blue material that they are desperate to give away let's hear from you. As a last resort I am looking into the possibility of dying some but I am not sure that this will really be feasible. The current price quoted for the caps, which are of extremely high quality, is £30 each plus VAT. Thirty items is the minimum order and at the time of writing I have commitments for about 18, so if there are 12 more of you out there please come forward so that we can get them reproduced. Based on the advice from the Editor that this copy of the magazine will be going out before the end of October - you have about four weeks to make up your mind or forever hold your peace.

The uptake for Country Area caps is quite small, only nine at the present time and unless there is a big take up shortly, this will not happen which is a pity. There are other problems however. The sample of green material, in comparison to my green Great coat is good but not excellent and currently nothing has been found that is, in my view, even a reasonable match for the yellow/light green piping, thus dying would be essential. Almost certainly, the best alternative would be to omit the piping altogether. If you want the green, the price will be the same but orders will have to meet the 30 mark if it is to go ahead.

THE LONDON BUS PRESERVATION TRUST

Registered as a Charity No: 293319

Minutes of Annual General Meeting held at St James Parish Centre, Church Street, Weybridge, Surrey on Saturday 24 June 2000, commencing at 1.30 pm.

1 APOLOGIES FOR ABSENCE.

W Ackroyd, R Adams, C Brown, D Boshier, Rev. B C Clarke, A Charman, B Catchpole, J Gray, H Harland,

S Harland, D Jones, M Gibbons, S Kaye, A Larcombe, E Knorn, G Lunn, A Lewis, C Plested, P Penfold,

L Morey, G Ruddock, B Rose, P Starks, T Spooner, A Steer, Margaret Swan, G Townsend, L Townsend, A Wharcombe.

2 MINUTES OF ANNUAL GENERAL MEETING OF 27 NOV 1999.

Page 10 Line 2. DELETE "cappings for RTs" INSERT LT "Drivers caps".

Page 5 -Treasurer's Report. Para 6. DELETE Mike Park. INSERT Mike Clarke.

Page 5 -Treasurer's Report. R Graves said that the minutes did not include reference to statements made by Paul Morris and others concerning the recovery of RTL 139. In response the Secretary noted this and invited Mr Graves to provide a paragraph for inclusion as an amendment to the minutes.

Subject to the above, the minutes were approved as written.

Proposed: John Black, Seconded: Donald Allmey and approved without a division.

3 MATTERS ARISING.

There were none

4 CHAIRMAN'S REPORT. (P R PLUMMER)

This was read to the meeting.

I thank all members for attending our Annual General Meeting today. My report covering a seven month period since the Annual General Meeting held in November 1999 will therefore be comparatively short. However, members will be pleased to learn that the dispute involving ownership of the Trust's assets has now been satisfactorily concluded.

A meeting was held at the offices of the London Bus Preservation Trust Ltd's auditors on Wednesday

7 June. In a letter to me from our solicitor, dated 14 June 2000, David Morgan states,

"I am pleased to report that on Wednesday 7 June, I attended the offices of the company's auditor in Berkhamsted with Graham Ruddock, Tony Lewis and Chris Plested and the directors and the solicitor of the LBPT Ltd. At the meeting, our three nominees were accepted and duly appointed directors and Graham Ruddock as secretary. Their team resigned their directorships and secretaryship with effect from 8 June.

The Companies Registry has been notified of the changes and the registered office moved to my own office at 9 Gray's Inn Square, London, WC 1. The bank has also been notified and they have sent us the new bank mandate forms. It has been agreed that their solicitor will be forwarding the title deeds of the property to me for safe keeping for the time being.

It should be stressed that the ownership of the property and the fleet of buses, as well as the cash at the bank, will not change hands in so far as legal ownership is concerned, but it is proposed that the Trust will merge into the company at some stage so that the members and assets are once again reunited.

I think it is fair to say that the matter was concluded with reasonable goodwill on both sides. I feel that we just have to put the past behind us as I am sure that you all have much more important things to worry and think about. May I wish you all very good luck in your venture." Signed: D T Morgan

Moving on - progress elsewhere has been good. Newly restored STL2377 was the centrepiece of our Open Day on 9th April. This remarkable achievement has been well documented in the Trust magazine and preservation journals, all of which has raised the profile of the Trust considerably.

Open Day itself was well organised and I had many complimentary comments from visitors on the day and subsequently. The Trust owes the volunteers a grateful vote of thanks for their magnificent effort.

The shop continues to represent the Trust exceptionally well. In order to expand our sales potential, a minibus, generously donated by member Tony Lewis, has been modified to enable stock to be transported to outside events such as Crowthorne and Southsea, held just recently.

The mid week working crew has now established- itself under the leadership of John Rawlins, Bill Ackroyd and Tony Lewis. Currently RM3 is being partially repainted externally in time for the Routemaster event at Cobham on 2nd July.

Other vehicles - 702B Bedford Tractor unit, under the leadership of Tony Lewis, RT2775, under my leadership and G351, under the leadership of Bill Cottrell and Andy Baxter continue to make good progress at low cost to the Trust. John Broadhurst and his small team continue to enhance the museum grounds, also at little or no cost to the Trust.

Our first public educational display boards were made available during April and our thanks are given to David Mulvey for a very professional approach to this important subject.

With invited members who act as section leaders attending committee meetings, there is now unparalleled democracy within the Trust and I am pleased to witness the benefits.

I thank all volunteers for their support, but particularly those who take on a position of leadership and enable the Trust to function on a week by week basis. Finally, I acknowledge committee member Bill Ackroyd will not be standing for re-election. Bill has been a stabilising influence on the Trust during his term in office, supportive of me,

and an architect of our current well-respected position within the preservation movement. I consider it to be an honour to have worked with Bill during the last three years and I look forward to his continued involvement in our activities. Thank you Bill for your loyal service.

In summary, it has been a good start to the year with the prospect of a very bright future.
That concludes my report.

In the discussion that followed, Mike Clarke said it was excellent news that the long running legal dispute had been brought to an end - however, as this was the Annual General Meeting for year ending 31 December 1999, it would have been more appropriate if the matter had been discussed under 'Any other business' later in the meeting. In response, K White said the meeting was principally concerned with the financial year to 31 December 1999 and he felt it was legitimate for the Chairman's Report to incorporate matters one year back from the date of the last meeting. Following discussion, Mike Clarke asked the Chairman to clarify which way we were working to avoid any misunderstanding in the future.

A member asked how much the Trust had spent in legal fees in settling the protracted legal dispute. The Chairman said he believed the ultimate cost would be in the region of £15,000. Ian Barrett said that in considering this expenditure, it should be remembered that we had recovered the Museum's valuable assets and would be receiving a substantial sum of money which would more than compensate for the cost of legal representation. Peter Plummer concluded by saying that he could only reiterate the words of David Morgan, that it would be better for everyone if we were to now put the events of the past behind us and look to the future. In his view, the Trust had survived through a very difficult period for two main reasons; firstly, the members had rallied round and given invaluable support at a time when it was most needed and secondly, the Secretary had been able to devote time and resources in assisting himself and the Trust's solicitor to draw up the legal submissions. These were critical to getting the case brought to a fair conclusion.

D Allmey referred to certain statements that had been published in the technical press retracting the alleged allegations against the former directors and suggested that another carefully worded statement should now be published bringing other previously undisclosed matters into the open. In response, the Chairman said he understood the point Mr Allmey was making, but now that the dispute had been brought to a conclusion, it was in his view the best thing to let the other party go their way because there was nothing to be gained by raising further contentious issues at this stage.

Graham Smith reminded the meeting that the 'notices' which were published in 1997 would now only be remembered by a few people and would be regarded as irrelevant by the majority. In the circumstances, he recommended that the matter should be allowed to rest there.

John Clarke said he would like to acknowledge the work put into getting the matter resolved by the three officers of the Trust and agreed with the Chairman that we should now put this behind us and get back to doing the thing we were best at - restoring the museum vehicles.

Other members supported the view that the Trust should concentrate on developing a robust strategy for the future of Cobham.

Chairman's Report adopted. Proposed, Gerald Mead. Seconded: Mike Clarke and approved without a division.

5 SECRETARY'S REPORT. (J. L BEDFORD)

This was read to the meeting.

It is a requirement that I preface my report to the Annual General Meeting with a formal statement, placing on record, that the Committee of Management has observed the correct procedures and acted properly in the running of the Charity, during the year under review. Thus, it is my first duty to report that this has happened. Complementary reports will be read by other members who have been delegated administrative responsibilities. That ends the first part of my report.

I would like to move on to discuss briefly the changes which may be introduced as a result of the recent resolution of the legal dispute with the former Directors of LBPB Ltd. During July, it is proposed that a first stage meeting will take place, attended by the museum's elected trustees and the three persons appointed to the board of the company. This is to appraise the current situation and consider how the two separate organisations can be managed to serve the best interests of the museum in the future.

It would be wrong for me to express an opinion at this time or anticipate the outcome except to reiterate the assurance given to members at the last Annual General Meeting inasmuch as no changes will be made without proper consultation with the membership. The discussions will take time and when these are concluded I would expect draft proposals based on whatever course of action is being recommended to us to be circulated -and an Extraordinary General Meeting and a ballot of the membership to take place in due course.

One positive aspect stemming from the recent settlement, will be that the Trust will benefit indirectly from being able to represent itself more effectively as an independent museum. With the principal assets now in the control of the museum through the appointed representatives on the Board of the holding company, I believe the museum will be better placed to make out a good case for financial help with major improvement projects in the future and be less dependent on income generated internally.

Thus, by being able to demonstrate a period of relative stability within the organisation and a good track record of achievement in the more recent past, we have good reason to feel more optimistic that the museum would receive a more positive response to any application for major funding towards the cost of an accelerated museum development programme, in the future. That concludes my report.

Secretary's Report adopted. Proposed: Keith White. Seconded: Mike Clarke and approved without a division.

6 TREASURER'S REPORT. (M NASH)

Copies of the Profit and Loss Account were circulated to the meeting. Mike Nash, in the absence of Alan Charman, said he would run through the principal headings and answer questions from the floor.

FIXED ASSETS.

No additions during the year: the shop project was completed in 1998.

BALANCE SHEET

Main items are the Shop stock which has shown an increase over 1998 but will hopefully be reduced by mid 2000. As I pointed out last year the cash requirement of the Trust during the past two years has not only been for completion of the Shop and of course the STL project, but we have had to finance the increase in stock required to establish the Shop. The overall cash commitment during 1998/99 has been in excess of £54,000.

The second major item is the Members' Loans which total £21,000, I am sure that Mike will be saying more about this in his mid-term report, so I will leave this item to him.

I am pleased to confirm that my own Loan which amounted to £6000 in September 1999 was repaid partly during November 1999 and the final payment has been received in April.

The cash position is healthier than the rather minuscule figure that we had at the end of 1998 but this is primarily due to payment being received in December for the full year's rental for RF672.

PROFIT AND LOSS ACCOUNT

Members: first full year at the £15 rate - many of you had bank standing orders that could not be amended in time and sent cheques for the additional £3.

Donations: this appears smaller than in 1998 but you have to consider that there was a large donation for the purchase of RTL139. I also credited any donations received for STL2377 into

the General account; for 1999 they were reclassified into the STL account. Taking these two factors into account the donations remained at their previous level.

Driver training: no monies this year as P3 has been made roadworthy due to donations from several trustees that will be repaid out of the income received from Training monies. I would not expect this area to show an income before 2001 at the earliest.

Bank charges: the shop is classed as "commercial" and pays full charge rate - we also pay for the use of credit card facilities.

OPEN DAY

A continuing excellent result, expenditure is higher than 1998 due to a late invoice being received for use of Brooklands runway. There were some small additional charges such as payments to St John's ambulance but overall the cost of Open Day remains steady and under control.

SHOP

Another excellent year by Gordon Edridge/Chris Plested and their team. It may appear that we have not moved forward, but for 1999 all of the event costs and Fuel Bills were paid from the Shop account (income for all events except Open Day were credited to the Shop).

The average main event cost £120 with the RTVV running day being higher due to our commitment to the plaques that were presented. Best overall event was Open Day which was understandably down on 1998 but still showed excellent returns. The two VVoking / Rear Engine / GS days followed at £3k with RT 60 and RTW 50 making creditable additions with Sales and Income exceeding £2k for each event.

EXPENDITURE

Overall, an increase of £2795 over 1998. Two main elements of increase were the Operators License at £870 and £360 for the purchase of 100 metres of Rexine for future restoration projects. Vehicle expenses were increased over 1998 due to essential maintenance having to be carried out that was delayed in 1998 (engine oil changes etc).

I have to thank Paul Morris, Dave Kreisier and Andy Baxter who carried a number of costs through the last months of 1998 and first months of 1999 before presenting their claims. This assisted me greatly at a time of cash flow difficulties.

Other costs were maintained at or about 1998 levels, the exception being the shop heating bills which were essential considering the potential stock losses due to damp etc.

A Legal Bill of £ 1800 was paid during the first half of the year and much work was done by myself in order to reduce the impact of these costs upon the Trust - hopefully with the situation resolved these costs will now fall away.

Sundries represents the cost of the Christmas Lunch and members day. The income for Christmas Lunch is balanced by Sundry Income in the Profit and Loss account. We always show a small profit on this event and thanks must be made to Debbie Morris for all of her hard work.

RESTORATION EXPENDITURE

Whilst the STL has quite rightly received rave reviews this year, I believe that we must congratulate ourselves that at the same time, the RTL was brought back to full class V1 standard, taxed, insured and operated, at a time when all available funds were budgeted for use by the STL project. A very creditable performance.

At last year's Annual General Meeting, I made a forecast that losses for the current year (1999) would be approximately £6k. I am pleased to report that due to large donations received for the STL and advance payment of the 2000 rental by RF672 that we have maintained the loss at £4k, which is only slightly higher than the full depreciation value in the accounts.

On a final note, I should like to thank you all for the help and assistance throughout my term as treasurer.

It was certainly not without its problems and I hope that in 2001 I shall have the time to organise another GS event at Cobham.

Alan Charman

TREASURER'S SUMMARY. YEAR 2000 TO DATE.

Whilst it is not the function of this Annual General Meeting to discuss financial matters of the present year I wish to briefly summarise the current situation as it is one of continued progress and great optimism.

It is generally acknowledged that I did not inherit the easiest of situations; indeed there were those who thought I was completely mad to stand. However, like Alan I could see that there was light at the end of the tunnel and my predecessor was at times I believe unfairly criticised for his efforts. Indeed, at the last Annual General Meeting I was very disappointed at the harsh way he was treated at the hands of certain members who themselves appear to contribute very little to the Trust.

Whilst the present year was only ever going to be one of consolidation it should be remembered that an unprecedented level of progress was achieved during 1999 given the finances available, so generously bolstered by members loans. This at times imposed undue strains and stresses on the officers which occasionally resulted in unfortunate, but entirely understandable friction. Since the last Annual General Meeting the committee have very visibly tightened as a unit and we are all excited and re-motivated at Cobham's future prospects. And whilst some where initially less than delighted with my appointment I have since received nothing but encouragement and support in my role as Treasurer and I thank my fellow committee members for this. My initial mission was to improve our short term cash flow and this was achieved by ensuring prompt paying-in of all income received and by re-profiling membership renewals to tie in with the altered Magazine release dates. This bought forward my cash-flow projections by around six weeks which provided vital breathing space until Open Day.

As you know, we were very lucky with the weather and with the Open Day Sub-Committee skilfully keeping the overheads for this key event to a minimum and the general organisation ever better; the bottom line for Open Day looks like being yet another record, posting around a 9% increase. At this point I must congratulate the Shop team whose efforts and degree of professionalism are quite outstanding. Their contribution to our bottom line is a very significant one.

Furthermore, our Display Days are shaping up nicely. For instance, the Rear-Engine Day yielded income which entirely covered the £ 1400 repair bill for our fork-lift truck.

I have set myself a target of settling all outstanding members loans during this calendar year. £6000 has been repaid to date and this I hope will be aided by a substantial Covenant claim currently being prepared. My chief aim is to provide a stable financial platform in 2001 whereby Roger Stagg can proceed with his plans for G351 without delay or constraint. What better incentive can there be?

My mission is to contribute an impressive set of accounts at next years Annual General Meeting, presented in a simple and accessible manner for our members, and in the meantime I will continue to use our Magazine as a platform for keeping members informed as to our financial position.

At the conclusion of his report, Mike Nash invited questions from the floor. Peter Smith asked for clarification of items of expenditure and increases in the cost of heating and telephone - also rates and water rates and advertising costs in relation to Museum events. MN explained the reasons for these increases.

Roger Stagg, Project Manager for STL 2377, made a statement concerning expenditure on the work. He said he would like it recorded that Ian Barrett had held over an application for a considerable amount of his costs, as had a number of external suppliers and members of the Trust who had made substantial loans. This had enabled the project to continue and be completed during a period when the Trust's own finances stood at a very low level. The Chairman endorsed these remarks and the meeting applauded Ian Barrett for his invaluable contribution to the project.

Roger Stagg said he would also like to propose a vote of thanks to the other members of the Trust who had made a significant contribution which enabled the project to be completed on time.

Mike Nash said he would like it recorded that Alan Charman had generously paid the cost of the Trust's audit fees for year ending 31 December 1999.

Treasurer's Report adopted. Proposed: Mrs D Morris. Seconded: R Graves and approved without a division.

7. APPOINTMENT OF AUDITORS.

Mike Nash proposed that the current auditors, The Accounting Centre, Station Approach, East Grinstead, be re-appointed for a further year. Proposed: M Nash. Seconded: J Black and approved without a division.

8 MUSEUM DEVELOPMENT REPORT. (DAVID MULVEY)

This was read to the meeting.

Information Displays: An important goal we set ourselves at the time of the last Annual General Meeting was to improve the level of information available to visitors, to allow them to form an appreciation of what may be seen at the museum and of its place in the history of the London bus. The medium term intention is to use the services of an external consultant, who is well known for his work at the nearby Brooklands Museum, to create a consistent set of signs and display concepts. The plan is to cover the cost of this by applying for external grant funding.

In the meantime, considerable progress has been made in developing suitable material to be used in displays at the museum. A house style has been developed based on an authentic Johnston font, obtained from the London Transport Museum, with the aim of making the displays look as much like traditional London Transport notices as possible.

Every Trust vehicle up to RTL139 now has a waterproof summary card on it giving a history of the type and of the particular vehicle. The idea is that when vehicles attend rallies this will be accompanied by a similar card giving the year's schedule for Cobham events.

A basic set of information for visitors was completed in time for Open Day this year, comprising:

- ♦ A welcome notice for visitors with basic dos and don'ts
- ♦ A summary of the collection with photographs arranged in chronological order
- ♦ An introduction to vehicle restoration

This was a classic team exercise: Bill Cottrell provided the frames, Keith Rose and John Rawlins moved the existing notice boards to give us a members' notices area by the members' entrance and fixed the frames in their final position ready for the text. The photographs were mainly copied from those already on display in the canteen.

Meanwhile, Graham Ruddock has written a definitive history of the London bus in sixteen parts, which will put us on a par with the best in terms of the quality of historic information available. A visit was made to the LT Museum and a set of appropriate black and white photographs has been selected to accompany Graham's text.

The next stage will be to extend the basic displays to perhaps five more frames. To provide room for these and for Graham's history, Tony Lewis and Keith Rose are looking at the possibility of building a moveable display area at the entrance of the museum, so that a larger surface is available on which to mount the displays while allowing flexibility in reconfiguring the entrance areas.

A visit was made to Brooklands recently to inspect the work of the design consultant Michael Cashman at the Industrial Village. It was concluded that he should be able to help us greatly providing a consistent set of signs and displays, and it is planned to use his services as soon as we are able to obtain funds.

With all this in place, the building will really begin to look like a museum, without in any way losing the impression of being a working bus depot that we are at pains to create. Combined with what has already been achieved on the shop and the bus chassis, this will mean that we will be able to offer much more for the general visitor and also to school parties.

Future Direction: In developing the museum in the longer term, three aims are being kept in mind:

- ♦ To retain and enhance the atmosphere of a working bus depot
- ♦ To increase the attractiveness and interest of the museum to the general visitor
- ♦ To provide a relaxing environment for members without intrusion from visitors

Members are warmly encouraged to contribute ideas on how this can be achieved, and especially, to come to Cobham and help us put the ideas into practice.

D Allmey said David Mulvey should be congratulated on his report and the progress which had been made in producing display panels. On publicity, he noted that although the museum was listed in the Surrey County Council brochure of places to visit there were no 'brown signs' in the borough to direct visitors to the site. In response, the Chairman explained that due to our very restricted times of opening, it was unlikely that we would qualify for permanent highway signage at the present time.

8 MEMBERSHIP REPORT. (M NASH)

MN said he would deal with this briefly - membership had stabilised at about 608, which was very satisfactory.

9 ITEMS FOR THE AGENDA.

9.1 PROPOSED MOBILE PHONE TRANSMITTER MAST ON MUSEUM SITE (Peter Smith)

Will the Committee advise on the current status of the proposal and the LBPT's policy on it?

The Secretary was asked to summarise the background. He said the museum had been approached by a private company who wanted to lease an area of land and fence it off for the setting up of a transmission mast.

After due consideration, the committee had decided against because access would be required through the museum grounds for routine servicing. There was no certainty that planning permission would be granted and the land would need to be surrendered on a long term lease at a time when the museum may need it for its own expansion. Also, concerns had been expressed about the possible effects of radiation on members and visitors.

In response to this statement, Peter Smith said he was satisfied with the information.

9.2 REDHILL ROAD STREET FURNITURE PROJECT (Peter Smith)

Would the Committee clarify the current status of the plan to install extra bus stops and a shelter?

Peter Smith said that although the matter had been mentioned by Alan Charman some time ago, nothing had subsequently appeared in the Trust magazine and he was interested to know the current state of the project.

In response, Peter Plummer agreed that the proposal appeared to have 'gone off the boil' recently but he would make another attempt to contact Alan Charman to see if he was still committed to the project and if possible, he would make arrangements for the collection of the items of street furniture.

Jim Andress asked if the committee had ever considered purchasing a strip of land on the opposite side of Redhill Road with a view to creating a bus lay-by, alternatively, the possibility of purchasing an area of land at the Silvermere end of the site to construct a turning circle which would allow passengers to alight off the main highway and in a safer place.

Roger Stagg urged a note of caution. He reminded members that any alteration to the highway including the erection of street furniture without first obtaining the proper approvals from the local authority, should not be carried out as there could be adverse repercussions.

Peter Smith said these were the matters he was concerned about and a principal reason for putting the item on the agenda.

Members asked a number of questions relating to making changes to the pavements in Redhill Road. Roger Stagg answered these and explained his understanding of the highway regulations.

On the matter of public safety, John Broadhurst suggested that some form of two way radio might be introduced between drivers of service buses and controllers on Open Day to enable buses to be held back if necessary and avoid congestion in Redhill Road.

Graham Smith noted that the freeing-up of traffic in Redhill Road might result in an increase in the danger to pedestrians through an increase in the speed of vehicles.

Simon Lane congratulated David Mulvey on his Museum Development Report and reminded members that first impressions were most important; in this respect he would like to congratulate John Broadhurst on the excellent tidy appearance of the museum grounds, and other members endorsed these views.

Jim Andress asked if the museum had taken out adequate insurance cover against accident or injury at public events. The Secretary confirmed that the Trust insurance included public liability cover. Simon Lane said we would be unable to obtain police cover for the Open Day without it. Jim Andress urged that further consideration should nevertheless be given by the committee to the points he had raised concerning public safety and the operation of the bus service in Redhill Road on the days of public events.

In summing up, the Chairman said he recognised the concerns of members on possible changes to the site and dangers in Redhill Road. In his view, the Trust might, in the end, be obliged to contain its activities within the grounds and on land which was under its own jurisdiction.

10 ELECTION OF COMMITTEE.

Following the count of votes by independent scrutineers the Chairman announced the result of the Ballot. Ian Barrett 102; A Baxter 79; P Millard 65; K Rose 37.

Ian Barrett and A Baxter were therefore elected as members of the Committee.

11 ANY OTHER BUSINESS

The Secretary reported that he had received a letter from Graham Ruddock tendering his apologies for absence and including the following statement which he had asked should be read to the meeting;

"As secretary of the London Bus Preservation Trust Ltd, I apologise for being unable to be with you at the Annual General Meeting, as I am abroad on prearranged business. My fellow directors, Chris Plested and Tony Lewis, and myself will be working with the Trust committee to create a new structure which fulfils the aims we have all worked for so long. This is the start of a new era, and we are proud to be part of it"

Signed: Dr Graham Ruddock.

Facilities for the Disabled: Leah Burrows asked about the installation of a permanent disabled toilet at the museum. She suggested that the committee should treat this as a matter of urgency. The Secretary agreed that this basic facility for visitors was lacking - it had been included in the list of building improvements. The item would be raised at the next committee meeting with a view to getting approval for funding of the project.

John Broadhurst asked for an assurance that we would first obtain proper advice on the design to ensure that it was adequate for persons requiring wheelchair access. It was agreed that this would be done.

A Baxter proposed that the minutes of the Annual General Meeting should be sent out earlier in future rather than in the period leading up to the meeting. In response, the Secretary said the matter had been discussed before and some members had expressed the view that all the relevant papers relating to the Annual General Meeting should be sent out at the same time. However, there was no reason why the draft minutes should not be sent out earlier and this would be done.

Peter Smith noted that earlier issues of the Trust magazine had included a summary of decisions reached at committee meetings, and this gave members a broad indication of the business being discussed.

The subject had not appeared recently and it was suggested that this feature might be reintroduced by the editor.

Roger Stagg reminded members that it was now four years that he proposed to the Annual General Meeting that the Trust should give serious consideration to the rebuilding of STL2377 and appealed to members for donations to get the project started. He said he was now able to tell everyone what they already knew - that the vehicle was now substantially complete and running except for some small items which he was not entirely satisfied with and which were receiving attention. He was pleased and proud to say that the Trust had won two cups on the London to Brighton run and had received favourable publicity in the technical press. He was also somewhat embarrassed at the considerable praise heaped on himself as his own contribution as project manager had probably been easier than for some others.

RS said thoughts were now turning to G351 - the Trust's financial position was now stronger than when we started STL2377 and the likelihood of us obtaining grant aid would be considerably enhanced as a result of what had been achieved with the STL. A survey on the structural condition of G351 was now being carried out and a report would appear shortly in the Trust magazine. He hoped to return to the Annual General Meeting next year with a clearer picture of how the rebuilding would be carried out. There were also proposals for making limited repairs to the body frame of STL441 which were being discussed, and to return it to a more appropriate external post-war livery.

In conclusion, RS said he would like the meeting to acknowledge, with their hands, the considerable contribution of those members who had been involved in the rebuilding of the vehicle.

John Rawlins asked if any progress had been made in obtaining sponsors to take up advertising space on STL2377. RS said it had not been possible to negotiate anything before the completion of the vehicle, but the intention was to follow this up in the months ahead.

D Allmey asked about intentions with regard to the proposed repaint of STL441. In reply, RS explained the disparity which existed between the current external colour scheme and internal finishes of a later period which needed to be rectified.

On the matter of exterior advertisements, Bill Cottrell said that Philip Millard and himself were at present in the process of putting a brochure together and he was scanning some suitable advertisements of the correct period which had been found. It was hoped that this would assist the Trust in obtaining suitable sponsors.

David Fry asked the Chairman to clarify a point concerning the future use of STL2377. Having read in the Trust magazine comments concerning limiting the number of passengers using the vehicle he questioned whether it was available for the use of all members or only those who had contributed towards its restoration. In reply, Roger Stagg explained the background to the statement in the magazine. He said all members were entitled to use the STL when it was available and he hoped they would do so - there were no special restrictions being placed on its use.

D Allmey said the opening of the shop had demonstrated how successful we could be in relation to sales and suggested that the Museum obtained a vending machine for the sale of drinks. Bill Cottrell said he had anticipated this question and investigated leasing and maintenance costs, and potential income. VVTC ran through the figures and the meeting agreed with him that the lease of a vending machine would be neither practical nor viable. D Kinnear said he had carried out some research into the purchase of second hand multi-vending machines. The purchase price was in the region of £2,000 and the museum would require someone to buy in stock and keep the machine serviced on a regular basis.

There was further discussion on the potential for sales at the museum - the general view was that in view of the restricted opening times, the income would not justify the expenditure of the installation.

Routemaster Day - Sunday 2nd July. At the request of a member, Bill Cottrell outlined the activities which were planned for the event.

Peter Burrows suggested that the minutes of the Annual General Meeting, should in future, include a list of attendances at committee meetings as this would give the members some idea of who was worth voting for and who was not.

Another member suggested that the names of those persons who were due for re-election under the three year rule at the next Annual General Meeting should also be published beforehand. It was agreed that this would be done.

John Clarke proposed a vote of thanks to the committee for the considerable amount of work which was being put in to keep the museum running when so many demands were being made on the their time.

The Chairman thanked John Clarke for his comments - also the members of the Trust for their continued support. There being no other business, the meeting closed at 3.40pm.

J L Bedford
Secretary to the Trust

Big Bus are selling their PD2, fleet no. STD177. I wonder if a previous owner, who kept the original registration for his car, would be interested? Probably not!



London Bus Preservation Trust Balance Sheet for the year ended 31st December 1999

		1999	1998
		£	£
Fixed assets as per schedule		40849	43942
A	Shop Stock	10641	7358
B	Bus Engines	1500	1500
	Cash at Bank	1867	166
	Debtors	0	0
D	Creditors due within one year	-300	-300
Net Current Assets		54557	52666
Represented by:			
	Revenue account c/f.	33557	37666
C	Short term loans	21000	15000
		54557	52666

Note A As per stock check list of 31.12.99

Note B Revalued at 31.12.97

Note C Short term interest free loans from members as per attached listing

Note D During 1999 member W T Cottrell advanced monies for the rebuild of the Gardner engine for use with G351, these monies will be repaid during 2000 and included in the year 2000 accounts.

The £5750 expended is however a contingent liability of the Trust.

Signed: A R Charman 28th April 2000

London Bus Preservation Trust
Income and Expenditure account for year ended
31st December 1999

	1999	1998
INCOME		
Vehicle Rents	8659	4995
Membership Subs	9666	6947
Donations	2041	7118
Sundry	1183	2360
Driver Training	0	680
Bank interest/charges	-384	116
OPEN DAY		
Income	22283	19270
Expenses	-11585	-9695
	10698	9575
SHOP AND EVENTS		
Net Income	8154	8457
TOTAL	40008	40248

Book your tickets for the
G351 barbeque and the
Christmas Social Dinner
as soon as possible See
pages 8 and 69 for details

EXPENDITURE

	1999	1998
Vehicle Expenses	2192	1283
Magazine and Membership	5031	6320
Meetings and AGM	425	589
Admin/Secretarial	769	816
Affiliation Fees	125	192
Repairs and Building costs	762	534
Electricity and Telephone	1265	773
Rates and Water Rates	4172	3793
Insurance	2871	2712
Advertising	1044	328
Accountancy	300	300
Legal Expense	1812	1968
Bad Debt	0	0
Depreciation	3093	2924
Operators Licence	870	0
Sundries	1443	847
	-26174	-23379
NET INCOME	13834	16869
Restoration of Trust vehicles	1532	2305
Restoration of STL2377	14236	15804
RTL139 Purchase/Refurbishment	2175	4958
	-17943	-23067
NET PROFIT/(LOSS) FOR THE YEAR	-4109	-6198
Brought Forward	37666	43864
Carry forward to 2000	33557	37666

Sunday 8th April

The big one!

Open day and bus gathering at Brooklands Runway

Sunday 22nd April

East Grinstead Running day

Another big event!

Monday 28th May

RF50 at Cobham Bus Museum, to celebrate the half-century of this durable and popular bus, lots of RF's on lots of routes.

Be there , or be somewhere else.

Sunday 3rd June

Hertford/Stevenage Running

Sunday 1st July GS Day at Cobham.

Sunday 22nd July

its RML40 st Cobham, to celebrate the continuity in service of London's best-ever bus

Monday 27th August Woking Classic Car

Event, loads of services linked to the museum

Sunday 2nd September Dorking Running Day

Sunday 7th September Amersham Running Day

Sunday 28th September, Cobham rear engine running day

Diary Dates 2000



ANNUAL CHRISTMAS LUNCH

Date: Sunday 10th December
Venue: Silvermere Golf Club
Restaurant (Upstairs)
Time: 12.00 noon,
lunch starts at 12.30pm
Cost: £15.00 per head,
£7.00 Children under 12

**All Cobham Museum members,
family and friends welcome.**
*3 course buffet including carvery
style meal and coffee.*
Maximum 110, booking to be made
before end of October
No seating plan
Money to be paid in full by
20th November
Ring Debbie Morris to confirm
place/places.

Telephone 020 8394

YOUR LINK TO THE COBHAM SHOP

The video of the Cobham 99 events, covering the RF event centred on Kingston, Open Day, RT60 Road Run, RTW50, GS Running Day, and Rear-Engine Day is available. The title is 'Heritage Buses, The Cobham Experience'. It has been very well received, with many saying it is the best produced bus video they have seen. Look back in this magazine for an unbiased revue!

Running time 1 hour 50 minutes, it is divided up into bite-size chunks, so you can dip in and out at leisure. Cost £14.99, plus £0.75 p & p.

Christmas Present!
A quality bus themed jig-saw.
Retails at £12.95 but only
£9.95 to members.
It's a gift!

Check the reviews in this magazine
for the latest quality books available
at the usual members' discount

Please send your orders to:
LBPT, Fairholme Crescent,
Ashstead, Surrey KT21 2HN
Cheques payable to LBPT

Shoplink

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If you wish to contact any member of the committee,
please do so by letter. Urgent telephone communica-
tions can be made through:-

Bill Cottrell 020 8240 (answerphone)

Paul Morris 020 8394.

or the museum at week-ends on 01932 868665

Items for the magazine to Bill Cottrell (editor) details
above or e-mail bill@freeserve.co.uk

Trust webpage <http://www.lbpt.org>

Next copy date January 10th 2001.

Cobham Bus Museum, Redhill Road, Cobham,
Surrey. KT11 1EF

Registered as a charity no 293319

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Another American exile is RTL1037, seen alongside Heiney's Bar, Boulder Highway, Las Vegas in July 2000. It has suffered from the environment, with a fine coating of sand over every surface and bleached by the sun Photo John Rawlins.