

# COBHAM BUS MUSEUM

## MAGAZINE



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£2



Front cover. LT. Museum will be sending Tower Wagon 89Q on the London – Brighton Run this year.  
 Top. STL2377 fresh from overhaul working from Palmers Green. Photo. David Boshier Collection.  
 Lower. STL2093 based at Merton, takes a break at Cricklewood. Photo. David Boshier Collection

# KENT TRANSPORT SOCIETY

P. 4	Editorial
P. 5	Chairman's Report
P. 7	Treasurer and Membership Report
P. 8	Preliminary Open Day Report
P.10	Open Day Volunteers
P.11	Peter Burrows
P.12	From the Committee Room
P.13	Engineering Report
P.14	RF50 Latest
P.15	G351
P.20	Reviews
P.22	Letters
P.25	Conductors' Course
P.26	London Buses in Miniature
P.29	Open Day 2000
P.32	They Need Us, We Need Them
P.33	Death by Degradation
P.35	Daydreaming, or Possible Projects?
P.37	Visiting Vehicles Open Day 2001
P.46	Before They Were Famous
P.53	Cobham Events 2001
P.54	Other Events
P.55	Bus of Yesteryear
P.56	Kent Steam and Transport Rally
P.57	Advertisement, Transucopia
P.58	Committee Details



## Editorial

Bill Cottrell

This will be a bit of a thin tome, compared with our usual standard. However, it's another 'good news' issue, when you come to peruse the stories within.

Having been a regular attendee at Cobham since day one, I can honestly say that I have never seen so much productive work going on by so many people. Particular mention should be made of John Broadhurst and the team looking after the grounds, and to see the results of their labours bursting into bloom, given the ravages of the local fauna and weather, gives particular pleasure. The team on STL441 has also been a revelation into what can be achieved given the correct supervision and the provision of ready made parts made off site, whereas the team on RT2775 have also progressed at a steady rate. The danger of a project such as the latter is that it is all too easy to run out of momentum given the scale of the project, so its all credit to them that progress has been maintained.

Apart from teams, individuals have also taken on projects, often helped by occasional input from one or more members on an irregular basis. Tony Lewis, for example, seems to have taken on the role of CDS Manager, which, for the benefit of those not familiar with LT jargon, has the responsibility of looking after the service vehicle fleet. He is currently seeing the Bedford tractor unit through to completion and preparing the Ford van for welding.

Additionally, the display boards that now greet visitors to the museum are another example, if not of teamwork, of the combined efforts of many people.

Whilst a bit of friendly rivalry between the various teams can be conducive to morale and progress we must be careful not to engender cliques and divisiveness. All the teams must feel part of the greater team, all pulling in the same direction, and we on the committee must take the lead to ensure this continues.

So, here is looking forward to a most productive year and continuation of teamwork.

## Chairman's Report

Peter Plummer

Much administration time this year has been given over to phase two of our museum registration, museum development and the formulation of a 5 - 7 year business plan together with health and safety issues. A great deal of this has revolved around our option to seek an alternative site with a low maintenance modern building that would accommodate our needs for the future. Room for expansion of the Trust's fleet of vehicles, improved visitor and member facilities, better exhibit presentation to name a few, essential in maintaining clear direction. A five month period was given for sites and buildings that might be considered suitable to be sought and evaluated. The options were very few indeed. The summary of this exercise is that premises were either in an area best described as 'undesirable' or so far out of the London area to raise considerable concerns that inaccessibility would be detrimental to visitors and members. Since this subject was briefly mentioned in a previous issue of our magazine, many members have expressed to me their affinity with our current site. The March deadline set for a decision expired and our attention is now focused on upgrading the present building for which major grants and funding will be necessary.

The Science Museum have approved our application for a grant through their Prism Fund which will enable body reframing work to commence on G 351, the sole surviving London utility bodied vehicle. This project will also require the Trust to match funding in a similar manner to that for STL 2377 rebuild but spread over a more manageable three year period.

With considerable sums of money required for the Guy project, essential remedial work on STL 441's framing is largely being performed in house to reduce costs.

RT 2775's major overhaul under my leadership is now in its final stage of body structure repair with only the offside upper deck to complete before internal decoration and fitting out. This vehicle has had an estimated overhaul worth £45,000 - £50,000 at current commercial rates yet less than £3,000 has actually been spent due to spares required from 'stock' or donated but essentially the free volunteer labour.



Our financial position had a considerable boost at our annual Open Day on 8th April which could be regarded as our most successful ever.

Despite our team's excellent planning, an administration oversight on behalf of the organisers of the Brooklands runway site just three weeks before open day meant that the usual northern end of the runway was not available to us. The Open Day sub committee took everything in its stride to conclude negotiations for the alternative southern end and instigate temporary road-making in places to facilitate car parking on the cambered track itself. The event was attended by Mayor Hopkins of Elmbridge Council, Ms Morag Barton, our curatorial adviser from the Brooklands Museum and Ms. Pat Reynolds from the Surrey Area Museums Service. Again the weather was bright and sunny most of the day and I am sure 'Our Lord' must be a member. In all, an excellent day made possible by the outstanding effort of our volunteers for which I extend my sincere thanks.

Earlier in the year, we learnt that Morag Barton is to retire in April and a meeting in March with Morag's successor, Mr. Michael Philips was an ideal opportunity to introduce ourselves and I am sure the level of support from Mr. Philips will be as Morag would wish. I would like to take this opportunity to thank Morag for her valued support and guidance over my eight year term as chairman and I wish her well for the future.

Finally, it is with regret that I acknowledge the death of member Peter Burrows. Peter was a strong supporter of the Trust as best as his health would allow and our deepest sympathy goes to his widow Leah.

**Note the following  
date.  
AGM will be 23rd June**

## Treasurer's and Membership Report

Mike Nash

I'm writing this as the dust is settling after yet another triumphant Open Day. You can read elsewhere all about the trials and tribulations leading up to our key event, but suffice to say that a quite magnificent team effort on the part of the 100+ members and supporters involved resulted in yet another record breaking day and I look forward to reporting fully at the AGM, by which time the final figures will be to hand. Well done to everyone involved.

I spent the morning marshalling and the afternoon running in service (well, we had to have something with a loud exhaust!), and to these eyes the revised site (a last minute crisis) and the intensified bus services worked a treat. Particular thanks are extended to Ross Newman at Ensignbus, Dave Wilkinson at White Rose Travel and Karl Shearer at Fleetwing Travel who subsequently phoned me to waive their service fees in support of the G351 fund, on the basis that they and their staff had enjoyed the day so much. Thanks guys! Indeed, it was noticeable this year that the event was particularly well supported by the bus industry and the general public alike which just goes to show what broad appeal our Open Days now achieve.

Membership wise, with the end of the tax year on April 6<sup>th</sup>. I quickly got stuck in to compiling our first 'Gift Aid Declaration' claim and was amazed when I totted up the total some 14 pages later and found that nearly £6000 is due to us. By the time you read this I hope to have received the cheque from the Inland Revenue and not surprisingly this will make a big difference to John Bedford's plans for improving the museum infrastructure, amongst other projects. Yet another chance for me to remind those members who haven't yet signed their GAD form that doing so really does make a major difference to our membership income.



I am delighted to welcome the following members to the Trust and in particular the Revd. John Lines, who was a key figure in the initial preservation of G351 :-

879	Geoff Clark	Harrogate	MN
880	Brian Peacock	Lewes RF626	IB
881	Mike Green	Tolworth	
882	Nigel Hearn	Epsom Downs	
883	Brian Jeffreys	Cheam	
884	Andrew Porter	Orpington	
885	Victor Bates	Horsham	IR
886	Mike Bond	Texas USA	RG
887	Paul Harris	Worthing	KMc
888	Malcolm Keen	Hayes	
889	Revd. John Lines	Dover	
890	Stan Lawrence	East Molesey	
891	R. Bradford	Isleworth	
892	Doug Jones	Burnham on Sea	
893	Keith Reynolds	Tonbridge	
894	Graham Brooks	Ealing	

Recruited by: IB – Ian Barrett    IR – Ian Robertson  
 KMc – Kevin McGowan    MN – Mike Nash    RG – Richard Green

### Preliminary Report for Open Day 2001

Simon Douglas Lane, Chairman Open Day Sub-Committee

I am writing this preliminary report to meet the next deadline for the Magazine, and a fuller report will follow once the Sub Committee has considered the whole Open Day operation for the 2001 event.

4.30pm on Monday 26th February 2001 is a moment I shall never forget. An ansaphone message advised me that the Managing Agents for the Brooklands Runway with whom I had dealt for five years had ceased to be in that position since June 2000 and that hadn't they told me? No was the answer nor had the new agents either, and on contacting them we found that the Northern Runway was unavailable and we were five weeks away from the event.

In those five weeks or so the entire operation had to be re-planned from scratch at the Brooklands end, and I want to thank the whole Committee for what they have done to salvage our event. Roger Stagg in particular was in the forefront of negotiations with the new agents as the Brooklands Site Manager as we were transferred to the Southern Runway which is where we will be from now on.

In the middle of March I signed a Licence with the new agents for the entire Southern Runway and you will have noticed that we were not alone on that particular piece of ground! The Go-Kart operation has been refused planning permission and still continues to trade pending an appeal. The presence of the other operation caused traffic congestion and we ran out of car park space by 10.30am. These matters have already been raised with the Local Authority and the Managing Agents by letter on 9th April. The Police having been called to sort out the Traffic problems at Brooklands were satisfied that no blame could be attached to the Trust.

My thanks to the Volunteers at Brooklands who through no fault of their own had responsibilities thrust upon them over and above the call of duty - thank you. Thank you too to our suppliers who suddenly received new lay outs and positions days away from the event as did stallholders, those in the static bus display and so on and so forth.

All these problems did not detract from a comparatively complaint free day though there were some queues for the buses and some long gaps on the 283.

Considering what we faced at the end of February the Brooklands end of the event was nothing short of miraculous in taking place at all and such a dent in our fund raising caused many hours of anxiety. And with the constant rain, we were lucky indeed for a fine day with the rain holding off to 5 in the afternoon. I will report back with more details on what we need to do for next year, but I hope that you will all understand that the Open Day in all its complexity was nearly sunk without trace at the eleventh hour!

Thank you to the many thousands who came and made the day the success it was - and next year? **7th April 2002**



## Open Day Volunteers

Keith Rose, Volunteer Co-ordinator

May I take this opportunity to offer a big thankyou to all those members, and visiting volunteers who worked steadfastly at their posts on a cold but sunny Sunday to make this latest Open Day our most successful to date.

It was encouraging to see so many of carrying out your duties without complaining (except one, he was found Monday morning floating face down, in the River Mole ) .

Anyway, thanks again everyone, once again Cobham has shown the bus preservation world how things should be done. Now, before you go to the drinks cabinet for a celebratory drink, **we have need of approx 10 volunteers for bus control and gate duties at RF50 on Monday 28th May**, when you can have another fun day! - why has it gone quite?

So fire up your faxes, excite your emails (emails not females) or just give me a call now to help make the RF50 event another milestone in Cobham's history (who writes this stuff?)

Tel: 01784 225 Mon - Fri 9.00 - 5.00

Tel: 01276 002 Evening, weekends at CBM

Fax: 01784 379

email:keith@ .co.uk



RF411 and  
RF436 at  
Muswell Hill  
Bdy. March  
1959  
Photo.  
D. Allmey

## PETER BURROWS

1932 - 2001

It is with much sadness that I have to report the death of Pete Burrows who, with wife Leah, had been a familiar and friendly face down at Cobham for a number of years.

Pete and Leah were regulars on our RP90 outings and tours and I spent many pleasant hours in his gentle company. He was very fond of the RP, having helped us with its restoration, and as a staunch supporter of Cobham, Pete really loved the buses and very much regarded the museum as his second home.

The last few years had been particularly difficult as both Pete and Leah suffered a succession of health problems, but nevertheless they were able to attend our last tour to the North East and West which they greatly enjoyed. We certainly appreciated their company, and I feel sure too that Pete was watching over us all in the sunshine at Open Day.

Pete Burrows will be much missed by us all at Cobham and our deepest sympathies are extended to Leah who plans to remain a member and hopes to visit when she can. It was Pete's wish that his ashes be scattered in the museum grounds and at the time of writing Leah was arranging with the Revd. Simon Douglas-Lane for this to take place.

Mike Nash



## From the Committee Room

Compiled by Richard Hussey

*Decisions made at committee meetings held between  
1st November and 28th February.*

1. First aid kit will be purchased and placed in the shop. (The use for this first aid kit is first and foremost for use when the museum is open to the public; this kit is in addition to the first aid kit for use by the volunteer members).
2. RM3 will be used for the bus route and other duties throughout the 2001 rally season, so that members who do not hold a PCV licence can drive the RTL139.
3. A. Baxter has produced a set format for display days. It is hoped that if this is adhered to then the co-ordination/running of the day should run without a hiccup.
4. John Greene presented his report to the committee. This report advising the committee on areas of health and safety that would improve the profile of the museum, thus allowing the trust to increase the safety of visitors. The committee have started to make inroads in to the every increasing compliancy with the health and safety requirements.
5. Phase 2 of museum registration has been started and is headed by Mr. D. Mulvey. The committee wish to show it's thanks to David's ongoing effort.
6. Metrobus M6 has been secured for preservation, and when appropriate will become part of the Trusts' collection.
7. 2002 Queen's Golden Jubilee; the Trust has in principle agreed to support an event with Mr. R. Adams as co-ordinator, date and details to be discussed and finalised later in the year.
8. Regular meetings are taking place, between the 'TRUST' and 'TRUST Ltd' these meetings are the final leg.
9. Committee members have a fifty-pound spending limit before clearance by the committee is required. (If any member makes a purchase and wishes to claim the monies back from the Trust, they must either have permission from a committee decision, or they will need permission from a committee member and this will be limited to fifty pounds).

## Engineering Report

Paul Morris

RM 3 has been fully serviced & prepared for its COIF & MOT over the last 3 Months, which it passed with a clean sheet on 3/4/01. RM 3 has now taken over from RTL 139 as the TRUSTS PCV vehicle, and the insurance / driver's rules that have applied to RTL 139 now apply to RM 3. RTL 139 is now insured under the Trust's block insurance policy and normal rules apply. STL 2377 has been serviced, & passed its MOT on the same day as RM 3. I have prepared and painted the new rear bumper bars in undercoat black in time for open day, further coats will follow.

RM 3 – OK for service (Please note; for use only on STAGE CARRIAGE work until the TACHO has been fitted).

D142 – OK for service. Vehicle wiring to be replaced soon.

SMS 369 – UNFIT due to defective charging system. (Awaiting Parts)

STL 2377 – OK for service.

RTL 139 – OK for service

TD 95 – OK for service

T 31 – OK for service

T 504 – D / licensed

STL 441- D / licensed , bodywork

G 351 – Chassis refurbishment in final stages

P 3 – UNFIT out of MOT

332W – OK for service

ST 922 – D/L On hold

GS 34 – OK for service

1096F – Brake overhaul & welding required, in progress

RT2775 - Body restoration in progress

STL2093 - Stored

702B - Painting in progress

T448 - Body restoration in abeyance



## RF 50 Latest, April 2001

Jim Andress

Planning for this event is now complete, and it promises to be a memorable weekend.

A barbecue has been arranged for Sunday night 27<sup>th</sup> for those involved as officials or participants, with the main event on Monday 28<sup>th</sup>, when as well as the static displays, seven routes will be operating all day, including links to Chertsey, Stoke D'Abernon and Weybridge stations, as well as to the car parks at the last two stations and at Cobham Village.

All bus services will be free except for the Museum's route 462 Class 6 service to Weybridge Station. Other services will link to Esher and a Tour will run to Wisley RHS Gardens. One Esher service will also call at the Claremont Gardens.

As well as some 40 RFs, we expect to see both of the surviving RFWs and two of the BEA one and a half deckers.

We expect RFs from Lancashire, Yorkshire and Cornwall, as well as slightly nearer locations such as Cannock, Dorset and Wiltshire plus numerous ones from the London area, home counties and beyond.

Programmes giving full details of the event and timetables of the bus services as well as admission to the displays can be obtained from the Cobham Shop at £5 each or by post from:

Jim Andress,  
Woodbury,

Bath Road, Chippenham, Wilts SN14 0AD

for £5 post free to members, £5-25 to non members.

Make cheques payable to the RT/RF Register.

We hope to have the following RFs at the event:-

10,13,19,26,28,41,141(202),167,168,226,269,271,308,315,319,  
326,332W,337,366,368,395,406,421,429,433,444,463,486,489,  
503,508,510,512,517,530,534,537,580,600,626,633,667,  
672, 673,679.

Plus RFW 6 & 14 and BEA 738 & 740.

## G351

R.R. Stagg

The launch of the appeal to rebuild G351 got underway, as advertised, on 5th November with almost 100 members in attendance and in the presence of the Mayor and Mayoress of Elmbridge, the outgoing Mayor, Mrs Sharon Bristow representing Surrey Museums Consultative Committee and Mrs Morag Barton Director of Brooklands Museum Trust with her husband. Mrs Barton as well as being a leading figure at Brooklands is also Cobhams Curatorial adviser. The main two arms of the preservation press were also represented and it was a considerable pleasure to see so many people in the Museum.

Fortunately, for the early part of the day the weather was kind and Members that were present took the opportunity to ride on STL 2377 and TD95 before the arrival of the Mayor's party from Esher on the STL. At a short reception the invited guests were left in no doubt as to Cobham's progress, its current policies, its benefit to the community and enthusiasts alike and the fact that it is now a force to be reckoned with in the preservation movement. I am very happy to say how well Cobham was received by those guests, the interest they showed in our collection and the work that we undertaken and their unquestionable support of Cobham for the future.

After a pleasingly short number of words and a response by the Mayor, all of us joined RM3 and RTLI39 to travel the short distance to Mike Nash's yard where, in the rain that had now started to fall, we all had the opportunity to observe the recovery of a Metrobus that had conveniently laid on its side to enable us to check the running gear without the aid of the ramp. I am sure we were all quite amazed at just how quickly and confidently Queens Motors were able to stand it back on its wheels with virtually no damage whatsoever. I understand that it was only withdrawn from service at Brixton two days before and it looked very much as though it could have been back in service by Tuesday.



Queens Motors provided this demonstration for us free of charge as a donation towards the Guy project and with the number of heavy recovery vehicles, crew and equipment it was clearly an expensive exercise, which was very much appreciated by everyone. A plug therefore for Queens Motors who are the Recovery Agents for a number of the London bus operating companies that they are Cobham's recommended Recovery Contractor whether it be a puncture, a full scale breakdown or, if your bus suffers from tiredness and has to lay down for a while. If you have need of recovery or assistance anywhere in the United Kingdom call and tell them you are a LBPT Cobham Member with your membership number. Full information from Paul Morris. If you are outside of their area they will arrange for somebody to deal with you and a discounted rate is given to Cobham members. Please support those who support us.

By the time we returned to Cobham the rain had well and truly set in but whilst the new Cobham Barbecues were fired up, Gordon, Chris and their team at the shop were selling the STL2377 mug complete with hot tomato soup - a real boon for those who had watched the recovery outside rather than from the top deck of one of the buses. With considerable assistance from a number of the Cobham ladies, heavily laden tables of food appeared and it was not long before everybody was tucking into at least a plateful. Many thanks to those ladies who not only donated their Sunday but all of the food with the exception of the burgers and sausages. Despite the fact that everybody ate to capacity only £80 was actually paid out of income.

With bellies filled and the food and tables cleared away, the buses were put to bed and the firework display commenced fairly well coincidentally with the rainfall turning into a cold monsoon and the wind getting up to hurricane force. Nevertheless the fireworks donated by three committee members were put into use with members watching from just inside the main doors of the building. Unfortunately, some of the smaller fireworks were impossible to light in the conditions but the main ones went off successfully (although with the south westerly wind it seems likely that some of the larger rockets actually went off over Ipswich and there were not too many of the gathered crowd who were prepared to venture outside and see them. Rain aside I believe everybody had an enjoyable day and a goodly sum was raised towards getting the Guy project underway.

Thanks again to Queens Motors; the ladies of the Trust, those still suffering from third degree burns for running the barbecue and those still trying to dry out after lighting the fireworks.

**It gives me considerable pleasure to be able to formally advise the membership that the application that was made by the Trust for Prism Fund assistance for the reconstruction of G351 has been approved.**

From previous notes penned in this column you will be aware that there is a significant risk that Government may withdraw all forms of funding such as the Prism Fund or may configure it in such a way that it is realistically only available to organisations, which in practical terms are not in need of such assistance. This is not a political statement it is something that has been happening over the years no matter what the flavour of the government is at the time.

The Trust felt it was unlikely that the project could be completed within the 18 -20 months that would be available from the time the Grant application may be approved. This is because grant applications are normally configured for the purchase of assets rather than the restoration of them. In addition it was my considerable wish and indeed that of my colleagues on the Committee, that the membership be involved as deeply as possible with this project so as to enhance and increase their personal satisfaction.

On STL 2377, this was difficult, as the way in which the grant was made it was necessary to spend the monies professionally to be able to achieve the grant paydowns. I am therefore extremely pleased to be able to report that not only has the Science Museum been prepared to offer the grant in two sections over two periods of time, but we are to be permitted to cost up to one third of the project with a ceiling of £10,000 (£5,000 in each tranche) to an assessment of volunteer activity. This has many advantages for the Trust and in particular it enables us to proceed with the project at a pace that is more conducive to the amount of work to be undertaken and at the same time allow the interested section of the membership to have their personal input.



The disadvantage is that nobody can foretell whether the second half of the grant will be forthcoming as it will be wholly dependent upon central government continuing to make funds available to organisations such as the Prism Fund and thus ensure the continued preservation of Britains Industrial Heritage. In the event that grants from this source cease to be available, there are other avenues and in particular the Lottery Heritage Fund but any decision on such applications is of course in the future.

All of the general arrangement drawings for the body are complete and with the first hurdle successfully negotiated I shall be in the process of getting on with the detail to allow the manufacture of the replacement bodywork components to be manufactured. The first task will be the strengthening of floor members and, as soon as the base structure is stable the difficult task of re-establishing the chassis under the body will be undertaken. At that point, the vehicle will probably be moved into the paint bay for further reconstruction. Prior to the work on the floor, we shall have to carefully remove all of the material that has, over the years, become stored inside of the body and will reduce it to the basic frameworks plus seats.

Bearing in mind the vehicle is currently held up on jacks, this is work that will have to be carried out by a small volunteer team working carefully and then moving the various equipment to the relative stores. With the body reunited with the chassis there is a considerable amount of work that can be undertaken by volunteers of a wholly non specialised nature i.e. the removal of all the seats and seat frames, the removal of the PKP droplight windows and the removal of the external panelling. To undertake this job within budget and within programme the Trust needs YOU. If you are prepared to give a few days, or even one during the next twelve months, to be a part of the G351 restoration then please, please contact me. For the first time your volunteer work will be doubly important, not only will it save us that a mount of hours of a professional body building company but it can be set against our grant aid and the sooner we have expended the grant provision given, the sooner we can process a further tranche as long as such grants remain available.

I anticipate that the first work party to clear out the vehicle will take place very shortly after this magazine appears on your doorstep so don't delay, drop a line today.

Work to the windows, brass plate folding, aluminium welding, chrome plating, casting of new winder handles. Do you have an avenue to work in these fields? If so I need to hear from you.

As soon as work formally starts and the notice is given to the Science Museum, a book will be placed on vehicle. If you undertake work then you must write your name, membership number, the hours that you have worked and a brief description of what you have undertaken. Please do not be tempted to expand your hours by adding canteen time etc. We have broken new ground with the Science Museum on this grant, the very least we can do is give them complete honesty.

There is always a "crunch point" to finish with and as always it has large £'s in front of it. Assuming that we are successful in achieving both tranches of our grant and with the benefit of volunteer contributions we will still remain a long way short of the cost of the refurbishment. As always we shall be dependent upon the continued generosity of the membership. As promised a "ring fenced" account for this vehicle only, is in place containing the funds that many of you have already generously donated including most importantly Standing Orders. More Standing Orders Please. The Trust itself will of course be placing money into this account from income, as it becomes available. The next time you are popping in to buy a packet of ciggies or propping up the bar with a pint just direct a quick thought to what your fiver could do for G351.

Work party on G351 on Sunday 27th May, the day before RF50. In the evening there will be a B-B-Q. The work we need to do is the thrilling job of cleaning the underside of the body. This must be done as a pre-requisite to painting and re-uniting the chassis and body.

*Eds Note. I've had a quick peruse under the Guy and it is reasonably clean, so it's not too desperate a job.*



## Reviews

### ROUTES TO RECOVERY.LONDON BUSES 1945-1952

Ken Glazier, published by Capital Transport at £19.95

Reviewed by Phill Cruise.

A large, lavishly produced book at a premium price, this reference work follows Capital's usual format for this kind of work. The size is 11"x 9" with 152 pages within a hard cover enclosed within a glossy dust jacket carrying a colour illustration. This is from a painting of LT453 on route 35 to Clapham Common and is one of those clever covers that can tell you so much about what is to be found inside the book. Although the sub title says 'London Buses', thankfully trams, trolleys and Greenline coaches are also featured with equal emphasis and an all round view of the resurrection of LT Road Services from the depleting effects of wartime is given.

There are eleven chapters, starting with the tail end of the war and progressing through to the buses for trams era, via the demise of the worst of the obsolete pre-war fleet and the large-scale introduction of RT family vehicles. The RFs are just starting to make an impact too. Appendices give a record of scheduled vehicles for each year from 1945 to 1952.

This is an interesting book to read through cover to cover, or to dip in to as a reference. It is full of illustrations of a wide range of vehicles, most firmly in the context of their often bomb damaged, dingy and run down surroundings, which are so evocative for those of us brought up in post war austerity London. Have a look out for this book; you will probably buy it.

### LONDON'S TRAMS.A VIEW FROM THE PAST

Paul Collins, published by Ian Allan at £15.99

Reviewed by Phill Cruise.

This hardback book tracing the complete history of London's trams has 112 pages and is 9.1/2" x 7", the favoured size for many of Ian Allan's productions. It is an illustrated potted history of the trams up until their first demise in 1952 and ends with the modern era in Croydon with the Tramlink system. The LPTB took over various council systems, the company systems which were part of the Underground group and the mighty LCC system which

as most people know really carried on under LT, including the trolleys, a law unto its own. Our present political masters like to sweep our history under the carpet so often because it suits them to do so. Looking at the superb transport system that existed all those years ago when you could travel anywhere in London by tram, except in the very centre most of it was run directly or subsidised by local government and the LCC. This is a concise way to learn about all that has been lost as far as true public transport is concerned and about the developments in equipment and rolling stock without being bored by too much minuscule detail. I would have bought the book for just one chapter, which is all about that classic British Transport film 'The Elephant Will Never Forget'. Complete with an LCC map and a 'company' one and lots of crisp illustrations, this is worth looking out for.

### GLORY DAYS; RF LONDON'S CLASSIC SUBURBAN BUS

Steve Fennell, Published by Ian Allan at £15.99.

Reviewed By Phill Cruise.

The long awaited companion to the RT volume, this one follows a similar format with a mixture of historical text and monochrome illustrations and colour shots. The latter being whole or half page in size.

The book is arranged in landscape format, which cunningly fits the shape of its subject extremely well! When you consider the shape of your average bus it's odd that more publishers don't use this style. There are ninety-five pages with forty-nine colour pictures and a lot of black and white ones. RFs at all stages of their careers are featured including a few in various stages of decrepitude and others preserved and looking good.

All the variants are included, Sightseeing, Greenline, Central, Country, BEA and RFWs. There are pictures of vehicles with second and third owners and of many brand new. The text tells the story of their operating lives in London, but from the personal viewpoint of Steve Fennell with whom we can all identify, which makes the book even more accessible somehow. The later days of the class in the 1970s feature quite heavily and it is a comforting thought that Steve estimates that about 100 vehicles still survive. Reviewing a book like this does sometimes seem superfluous, because all 'proper' enthusiasts (like us) will buy it anyway.



## LONDON BUSES. A BRIEF HISTORY BY JOHN REED.

Published by Capital Transport at £8.95.

Reviewed by Phill Cruise.

This book has been published in association with the London Transport Museum and is the kind of background information that will appeal to the visitor who wants to find out more about London buses. The eighty pages chronicle the development of the bus from George Shillibeer's to the latest Volvo B7L and Dennis Trident low floor vehicles. Enthusiasts won't learn anything new, but the illustrations in colour and monochrome are in most cases new. There are also colour paintings illustrating many of the earlier vehicle types. There are appendices on tickets, locating vehicles and night buses and chapters on bus shelters and stops. 21x24cm with a soft cover this is worth a look and is a good introduction to the history of the London bus.

## Letters

From Roger Stagg

Dear Bill  
Middle Aged Sag

Like many old ladies STL 441 is suffering a case of middle aged sag - to appease our lady readers I will of course acknowledge that many men have an even greater propensity towards middle aged sag. 441 however, is hardly middle aged, she would have been considered old at the start of World War 2 and would almost certainly have been scrapped shortly afterwards had it not been for the conflict.

STL body sag (certainly not confined to STLs) is a well-discussed subject including within the pages of this magazine. It is a consequence of many factors, nearly all of them related to the skimpiness of the Chiswick design. One way or another the sag is brought about by settlement of the outer ends of the somewhat weak lower deck floor members but that is not the case on all STLs. Leaving apart the vehicles built by outside contractors, the flimsiness of the Chiswick design was not so evident in early examples.

The first batch of STL1s, 1- 50, were constructed with steel channel floor members with ash inserts, similar to that used on the RTs. If only some attention had been given to stop the under floor water getting trapped between the timber and the metal in a little bath 7 ft 6" long x 2" wide x 1 1/2" deep, then the continuation of this design might well have meant that the words "STL sag" would not have entered our vocabulary. Nevertheless, from 51 onwards the more traditional composite timber steel flitch plate type member was used but with steel plates 1/4" thick, nearly four times the 14 gauge plate used thereafter. This meant that the floor members of the STLs 1, 2 and 3, i.e. those before the more common rounded STL front with or without route box had a floor structure significantly stronger than those that followed 441, being an STL 3 originally and now on STL 18, features these floor members and does not exhibit the significant wavy line lower deck windows so common of later vehicles.

You are probably aware that the rehabilitation of STL 441 is now in hand and at this time much of it is stripped away. First thoughts on the upper deck were that the pillars had broken their back at the waist rail where there is a significant crank. It turns out that this is not the case. On the offside, so far (31 January) only one upper deck pillar on the offside has been found to be non serviceable. She does however lean out quite -noticeably on the upper ~ and we now know that this is as a consequence of middle age or should I say middle roof sag. Most, if not all vehicles before and after the STL had a roof structure made up of stiffened hoops, either curved steel members on the outside (utility buses etc), flitched timber and steel hoops on the inside (single deckers and vehicles prior to the STL) or preformed composite materials (RTs and most modern buses). The STL roof is formed from a single skin of curved aluminium stiffened only by small ribs rolled into it and by the lightly profiled external joint covers. The only thing therefore stopping it straightening out are these minuscule stiffeners and its stability is something akin to standing on a piece of curved corrugated iron sheet. Some limited support is given internally by the two rails that run down the length of the roof either side of the gangway, which are supported by three seat poles. The only stiffened sections are the domes at each end.



Over many years the centre of the roof of the vehicle has sunk around 1.1/2" and around the centre of the bus the roof has spread by some 3.1/2" meaning the pillars over the depth of the advert panels, instead of leaning inward actually lean outward progressively diminishing toward the front and rear. The timber cant rail that supports the roof is only 2" x 1.1/4" and it certainly is not strong enough to conceivably prevent the roof spreading when it is only held in position at the domes at either end about 16ft apart.

At this point in time it is our intention to see whether we can bring the roof back to some sort of alignment. To do so will involve physically rebending the roof back beyond its correct line using three massive G clamps just so that it can then settle back to somewhere near the correct point. There are no guarantees it will work, it may well be that it needs to be bent back more than the frame can actually accommodate but we are going to give it a try. It is another first for Cobham and this article is likely to continue and tell you how things go.

Teston Road  
Offham Kent ME19 5NE

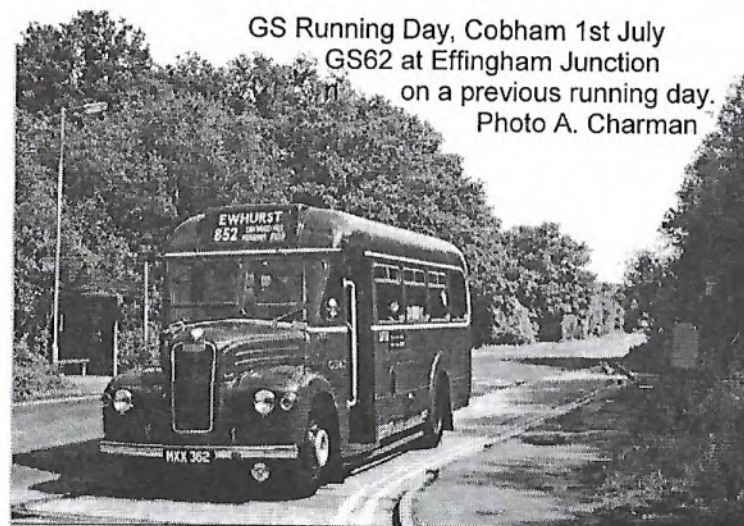
*Remember Roger's question in the Winter issue,*  
'Can you identify the only fully steel framed double-decker built by Chiswick? The answer is STL 167 – a 60 seater STL 1. The body was built as a one off production in 1944 to Chiswick drawings as body number A13557. The body was definitely built as the drawings note that the body was fitted to STL 167 and is listed as Experimental No 55788. For interest purpose I will exhibit copies of drawing STL 3549C. The original lower deck LGOC drawing of 1932 for the STL1 and drawing STL 3549 C7 the London Bus Preservation Trust drawing of 1943 for the O/S of STL167. No drawings of the upper deck have been located so far so whether this was changed or not we will probably never know. Similarly, the drawings show a new front bulkhead but a modified timber rear framework. Those who view the drawings will see that the profiles bear no resemblance to RT design or to those used by Weymann or Park Royal. From Ken Blacker's description of STL 2477 there does not appear to be any similarity – unless of course you know better!

## CONDUCTORS COURSE

All the applicant's attended on 1st April on an intensive course run by Mike Scott. Everyone passed and will be receiving a certificate to that effect. Congratulations to the following successful applicants:

Dave Blackall  
Ian Chidlaw  
David Fry  
Anne Hazle  
Giffard Hazle  
Gerry Pratchett  
Dave Jackson

GS Running Day, Cobham 1st July  
GS62 at Effingham Junction  
on a previous running day.  
Photo A. Charman







## London Buses in Miniature

A.J. Purssey



### Latest Releases

#### Kit No: 203 Circa 1929

RTC Models have done it again with a superb model of AEC Renown of the LT class. The prototype, which RTC have chosen is a model from the later batch of LTs with enclosed staircase, designated LT3, a 56 seater double decker with three axles.

The kit comes with full instructions "Do read them first" .A cutaway drawing and 36 parts including glazing and rubber tyres. A colour photo on the box lid aids painting, in short I think it is a winner!

The kit fits together so well that it's the first one that I have built which did not need any filler for the joints. Construction is the usual method of interior fitted last, to aid painting. But do remember to cut glazing before assembly.

As I mentioned in my last article the LT class appeared with differing destination layouts. After complaints from the public about route information, RTC intend to model two more versions with these variations. As depicted in the instructions, the second and third models will be released about June 2001.

David Eden of RTC has reluctantly had to increase the price of his kits, due to increased costs. The first for 10 years. They will increase by 7% from the 1<sup>st</sup> of March. Despite this they are still good value , for together with the STLs no collection will be complete without an LT.

RTC have produced a new price list and catalogue from March priced £1.50 + SAE.

I have just received my copy of RTC News No: 20 and in it is a copy of Roger Stagg's article on the livery of London's Buses 1910-Present Day, and what an excellent article it is, a must for all modellers of London Buses.

The information comes as an offshoot of a considerable period of research into the finishing colours of STL2377, at Cobham.

I used to make scale model aircraft of WWII in 1/72<sup>nd</sup> scale, and during the heyday of plastic kits from Airfix & Frog, during the 60s & 70s, came a magazine called "Profiles" in which an aircraft like the Spitfire would be depicted in various marks & markings .The same can be said of model railway modellers, but I know such luxuries for us bus modellers never existed until now and it is thanks to Roger for putting pen to paper to impart the information for our benefit.

The information listed is of value to not only modellers but bus preservationists as well.

#### Tilling STL from Pirate Models; circa 1932 Kits 4388 to 4591.

While compiling this article my Tilling STL arrived from Pirate Models. It is hard to believe that the prototype stemmed from 1932. As it looks quite modern. It was ordered on Tilling's behalf by London General to replace their ageing petrol electric's, to Tilling's own design. They had a 56-seater body with enclosed staircase.

I chose first to model the London Transport version with the number plate at the bottom of the radiator .It actually comes in four versions, the casting has a four bay window as appeared on one version, the STL-70.

Some care is needed to remove the centre window beading, to build the standard three bay versions.

The kit is built on the old format eg: fit interior to the chassis and fix the sides around the floors. So painting around the windows first is essential before fixing glazing. The kit fits together quite well and very little use of the file was needed. I think because of the design of the prototype destination screens some problems will arise in attaining a suitable transfer to fit.

With the formation of London Transport only 80 vehicles of this type were completed and were given fleet numbers STL51-130 and classified 8STL, finally being withdrawn in 1951.

The Tilling version will be my next project as it looks quite smart with its silver roof and white upper windows in off white, extended over the rear dome to just forward of the rear upper window, with white picked out below the lower windows falling short of the running plates on the sides. Rear wheel nuts picked out in white and the fleet name, Thomas Tilling extending from the second window through to three and four bays and the bottom windows in red.



John's kits may appear more expensive but bearing in mind he is VAT registered, they are still good value. And at the risk of repeating myself, these kits are a must for your collection.

Address Details  
RTC Models  
24 Rosslyn Crescent  
Harrow  
Middlesex  
HA1 2RZ

Kit no: 203 £32.00 & £1.50 Post & Packing, discount £3.00 to MBF Members.

Orders over £40.00 post free.

Pirate Models  
7 Horsham Lane  
Uppchurch  
Sittingbourne  
Kent  
ME9 7AL

Kit No: 4588 Tilling STL, 4589 General STL, 4590 London Transport £34.95 ea. & £2.00 Post & Packing.

Cheques payable to: John Gay

### **Woking 2001** by Roger Stagg

Its only 4 months away to August Bank Holiday, so lets see some new faces this year and some variety in the vehicles. This is an event for any vehicle in preservation, no matter make, age, or number of decks, and a Glasgow bus is as welcome if not more so than a London one. Before you get booked up for the rally season why not drop me a line now.

I would like to hear from non-bus owning members that they would like to help on the day in some capacity or the other. No forms to fill in this time, just drop a simple line in either the post or e-mail to [rsahome@...co.uk](mailto:rsahome@...co.uk)  
(see committee details for address)

## **Open Day 2001**

ANDY BAXTER  
COBHAM SITE CONTROL



As site controllers on the day Graham Rud-dock and myself were on site at 06.30am. The weather, chilly but dry, the sun trying to shine. Our thoughts 'looking good!'

The run out of buses was carried out in yet another record time, a mere 35mins, this was aided by the preparation carried out on the previous day, ensuring all the buses

started on the button, any that were found flat or suspect were given a run to charge the batteries. Once turned and parked we had to do a minor shunt with three buses in the yard to get them in their correct display positions. By this time the sun was starting to shine and stallholders were already amassing outside the gate, even at this early hour, we then let them in to set up ready for opening time.

This year's theme for the display was Central area double deck-ers with a secondary theme being that all the types on display had an allocation on the 77 route. We had arranged for an RT, RM, DM, M and a brand new PVL to come to Cobham for the display. These arrived well before opening and were suitably positioned and blinded up for the display, all except for the M, which was running on the bus service. But this was to join us later in the day. New for this year was an information board erected in the yard giving information on route 77 and the vehicles on display etc.

Once the gates were open to the visiting public our duties were to check that all was well on site and to cater to the needs of the visitors with regards to answering their questions about, well almost anything bus related really. Graham took up his usual position sitting in the driving seat on the RT chassis, whilst I generally walked around keeping an eye on the display etc., returning to the chassis when summoned to answer any technical questions he was unsure of.



## OPEN DAY 2001.

Grahams vocal chords were put to good use with the improved PA system welcoming and informing visitors with regard to the display and our intended vehicle movements, this being to move one bus at a time from its parked position into the centre of the yard for photographs to be taken. We performed a similar thing with STL 2377 last year and we found that vehicle engine noise and movement creates interest, so this year we had more buses to play with. Once the selected bus was positioned in the yard many photos were taken, but just to keep them interested we altered the ultimate displays to give an alternative destination.

Early afternoon and the M was released from service and took its place in the display line up, followed shortly afterwards by our surprise display bus, this being STL 2377 fully dressed as a 77, with full blinds and stencil plates. Around 2.30pm we were joined on site by the Mayor of Elmbridge and his party, who were met by Roger Stagg and after taking refreshments in RCL 2223 were given a tour of the site prior to Roger giving a speech on behalf of the Trust, the best bit being that this year everyone could hear what was said. We had learned after last year when we launched STL 2377 that an improvement to the PA system was needed with a microphone at the south end of the building and this was modified last year.

Speeches over, Phase two of the display came into action. Our collective thoughts about the Cobham site on open days are that visitors won't come to the site unless there is a reason to come, so we decided to put on a small show including a bus

parade in the afternoon from Cobham to Brooklands and back. So with the words "drivers start your engines" echoing from the PA the buses left Cobham with STL 2377 containing the mayor etc. on board leading. The kerb outside the site was awash with cameras to see the parade leave, suitably recorded for the future on numerous rolls of film.



Photo G. Rixon



Top: RTL1256, RT3491 and RM3 shifting the crowds.  
Lower: The queues were under control all day.





Top: RM1 and T747, in the guise of T1983, move onto the stand.  
 Lower: RM3 passes RML2471, the latest spec, Cummins/Allison modification.

Top: RT1347, licensed as a class 6, on display at Brooklands.  
 Lower: GS42 joins GS76 which has recently changed hands.





Top. Comparing Southampton and East Kent Regents.  
Lower. Southdown line-up.

Top: Colin Billington's attractive Southern National Dennis Mace.  
Lower: Fraser Clayton's RTW and coach, both dressed for route 76.





Top: Heads turn to look at RT3425 on service.  
Lower. Reading vehicles also supported an attractive line-up.

Top. STL2377 heads the parade of route 77 buses.  
Lower. T792 attracts deserved attention at Brooklands.





Top. RM81 languishes at Canico de Baixa, Madeira on 8<sup>th</sup> July 2001.  
 Photo. Victor Spink  
 Lower. ST922 shows the scale of the Brooklands banking.

Once returned and re-parked we had a blind twiddling session and finished up with a PVL on the 77, a DM on the 77A, an RM on the 77B and an RT on the 77C. Quite a sight.

With closing time rapidly approaching stallholders were starting to pack away their wares and beginning to load their vehicles. Once the building was clear of stallholders came the task of putting the buses away, and this was done in another record time even with slight bouts of drizzle, all being done by about 6.45. Last year it was 7.05, it was at about this time that the rain finally came down, but we didn't care, the day was done. We had had a day full of glorious sunny weather, all we could have ever hoped for considering the weather of the previous week.

Our thanks go to all the owners of the buses brought for display, especially London Central for providing the new PVL, Paul Trophy for sorting out and installing the blinds for the display buses. Rod Lucas for doing an excellent job with the PA system. Roger for making the blind panels for STL2377, All the volunteers who helped us both during setting up and on the day, and finally thank-you Graham for your assistance over the past few months with the preparation and for putting up with me.



P.S. Did anyone notice the deliberate mistake with the blinds on RT 2293 in the display line up?



## They Need Us - We Need Them

Graham Smith

First, a disclaimer: No, I'm not receiving any "back-hander" for writing this!

You may have seen the announcement that Ian Allan Publishing has acquired the monthly magazine *Bus & Coach Preservation* from Kelsey Publishing and, as a result, has decided to cease publication of its own *Preserved Bus* title. The last editions of both magazines in their current form were dated April 2001 and the first edition (dated June 2001) of the expanded, all-colour *B&CP* is due to be published on 4<sup>th</sup> May.

It is claimed that "the preservation movement will benefit from one substantial publication rather than two magazines locked in competition covering, in some cases, the same vehicles and events."

I am sure none of us would doubt this claim. Certainly, I look forward with interest to reading the new magazine and wish the old faces comprising *B&CP*'s new editorial team – in strict alphabetical order, they are Philip Lamb, Nick Larkin and Stephen Morris – the very best in their new enterprise. Together they provide a wealth of experience, enthusiasm and informed comment that would be difficult to beat...and they're not bad photographers either!

Without doubt, we are experiencing the most successful times ever at Cobham. Who can have failed to enjoy our 2001 Annual Open Day or can dispute it was our best? Open Days don't happen, though, by chance; only well organised, time-consuming efforts by a highly motivated team of volunteers ensure their success....helped this year, of course, by some half-decent weather.

I don't know who first said "Success breeds success" but, from experience, it's certainly true. We enjoy a good, no, much better than that, an excellent relationship with the key players involved in the enthusiast magazines – for just one example, look at the splendid contributions provided by Gavin Booth and Stephen Morris in the "Head to Head" (restyled "Nose to Nose" for 2001!) road tests each year in our *Ticket to Ride* programme.

We rely on their magazines (and I include *Buses* and *Classic Bus*, as well as *Bus & Coach Preservation*) to continue to report positively about our events and activities, and to provide as much publicity as possible about us to their readerships. After all, a significant part of our potential market, both nationally and internationally, reads one or more of these titles.

Of course, no-one owes us a living but we can all do our bit towards making our living at Cobham just that little bit more secure and enjoyable if we engage in some reciprocal support for these magazines.

To put it in plain English, next time you are in WH Smith's or your local stockist, please BUY rather than just browse through the collection of excellent bus periodicals on display. You know it makes sense! Good luck to *Bus & Coach Preservation* on its re-launch and to continuing success at *Buses* and *Classic Bus*!

## Death by Degradation for RM81 and RM1271

Requiem for a pair of RMs  
Victor Spink

If members go on holiday to the garden island of Madeira, which is a few hundred miles off the Africa coast in the Atlantic on the same latitude as Casablanca, you will see a sight that might ruin your visit.

I have to say now that I am more inclined to the older type of bus, and as a youth in the early 50s would peer into Merton garage next to the River Wandle to spot any LTs that might be stationed right at the back of that building, beside the Daimler and Guy utilities which would spoil the view of my intended pre-war quarry, or some droopy cab window RTs. I was sad to see those ancient LT buses in decrepitude then, and those old feelings welled up in me again on the January of this year.

I was desperately sad to see a pair of Routemasters in a degraded state in full view of everyday passers by and open to the skies. I was on one of those organised holiday coach tour things with my wife when I first spotted them and recognised them instantly from afar. It was only when we drove past and a number of fellow passengers piped up 'Look, two old London buses' did I see that they were in a state of deterioration.



Hiring a car later in the week I went back for a closer look. The two RMs are in a natural amphitheatre on a south facing hillside parked on waterlogged ground next to the coast road behind a wire



fence adjacent to the new hotel area of Canico de Baixa on the southern coast on the eastern side of Madeira, Funchal.

Scaling the fence, which has been broken down by vandals I was able to go round to have a peek while getting my feet, wet sloshing about in two inches of water. These buses (which I suspect have been mentioned in these pages before) have been heavily modified to open top, with a side door to allow passengers in and out on the driver's side for the city pavements. Both saloons are in degradation and despair with seat upholstery missing or thrown about. The passenger doors are open and some windows are smashed. Both drivers' cabs appear to be secure. Curiously all of the posters outside exclaiming various delights of the island are in English. The small brass plates are in place on the exterior of the drivers cabs as follows: RM81 rm5/11:14/5, RM1271 rm5/8:8/5:rm5/8. I would have stayed longer but I was trespassing and was getting the evil eye from one or two of the locals and as my Portuguese is non-existent I was disinclined to argue considering the mood I was in.

Routemasters are not my favourite bus, but even I know that years down the line they will be valuable and much sought after. Not being able to rot in private seems to me to be the final humiliation for what were very fine vehicles. Better the cutters torch rather than suffer the indignity of a slow public decay through vandalism and the mild wet weather.

*Eds. note.*

It's a shame RM81 ended like this as it was the Battersea garage pet when I was the foreman there. I think we inherited it from Muswell Hill already 'done up' and a group of drivers took it to rallies and kept it going.

## Daydreaming? - Or Possible Projects?

David Thrower

We all have the chance to daydream occasionally as to the restoration projects we would like to see over the next decade or two. But increasingly, what was yesterday's daydream can become today's reality, as witnessed by the very successful restoration of STL2377 and other major ongoing London bus projects such as RT1 and the recently launched appeal for G351. So visiting the excellent recent Open Day, and conversing with several leading members set me thinking of some possible future candidates for restoration projects. I came up with five contenders, comprising two possible repatriations, one restoration and two reconstructions of new bodies on original chassis.

The repatriations were the remarkable 10T10 survivor from Australia (if its owner was prepared to sell) and the rumoured Q100 still existing in Cyprus, about which other members probably know more than I. Either or both vehicles would help to swell the ranks of two extremely popular pre-war LT designs, though shipping costs would undoubtedly be very substantial.

The restoration project would be of a pre-London Transport TD double-decker, using one or both of the derelict ex-LT vehicles at St. Helens Transport Museum, if they were prepared to sell (one bus is currently a cut-down single-decker, the other an engine-less and cab-less double-decker).

The first of the two reconstructions (and I apologise to Bill Cottrell for not yet having thought of this when we met recently at Brooklands) is the construction of a replica body, either a 6Q6 single-decker or a Q-type double-decker, mounted on a fully-reconditioned chassis, using the one now rusting at Cobham. The other reconstruction is not actually my idea at all, but that of Roger Stagg and others at Cobham and is the construction of a replica General STL body to fit an available STL chassis.

Any of these projects, let alone all of them, probably will leave the reader with their eyes rolling upwards. But think, if any bus preservation project anywhere in the world of such magnitude was to have even a chance of success, it would be a London



project, through the Trust, and almost certainly for an inter-war era vehicle. There are several surviving buses from the Dennis-and-earlier era, and an armada from the RT-and-later era, but extremely little from the 1927-1938 period, as we all know, for reasons we are all familiar with.

Would renovating a chassis prove insuperable? Probably not. Would building a replica body be difficult? Probably, but it might be no worse than what is being done with RT1, and has just been done with STL2377. Making new body parts is probably no worse than trying to restore rotten old ones. Would importing a bus be impossible? RT1, the King Alfred vehicle and the Norwich Bristol have been successfully re-imported. Would each of these projects cost a fortune? Probably, but £5 per month from 100 contributors, through standing orders, spread over 10 years, would raise £60,000, and these could probably be enhanced further through funding from other sources.

Five projects are probably out of the question, but taking on two might be achievable. And if you still think this is pie-in-the-sky, remember that the AI Trust- (for steam locomotive 60163) started with a blank piece of floor and nothing else. All the above five projects would have quite a head start over that. What do other members think?

And yes, before you ask, I have just sent my £10 to Roger for the Guy!

*Editor.* Food for thought from David, although the use of the spare Q chassis for a double decker would not be practical due to difference in wheelbase. To my knowledge, Q100 and the rest of the yard in Cyprus was bulldozed flat. On the repatriation front, I still wonder whether the 5Q5 (Q112) still exists at El Che in Southern Spain. Or what about the ST in Israel? Did the STD in Novisad survive the recent war? I remember many years ago Prince Marshall was hoping to build LT19 from scratch on a Renown chassis ex-Birmingham. Now there's a thought - a Bluebird LT!

I look forward to hear of any other ideas on this.





### Buses on Service - Open Day

AEC	RT3425		Blue Triangle open top
	RT3491		Greene-Lane
	RT3775		Blue Triangle
	RME1		
	RM1		
	RM3		
	ER880		
	RMC1485		
	RM1527		
	RM2078		
	RML2349		
	RML2471		Cummins 'C', Allison
	RML2697		
	RML2734		
	RP90		
Leyland	RTL1256		
	T1		
	T66		
	T747	as T1983	Sullivan, Gold Livery
	T803		Open Top
	LS98		
	National 2	HHH372V	Mike Nash
	PD3	HJA965E	Trent
	PS2	CHG545	Rexquote, ex Burnley
MCW	M57		White Rose
		F97UJN	3 axle Metroliner ex HK
Dennis	Dart	Y184RCR	Blue Triangle
	Trident	V909FEC	Blue Triangle

### Buses At Brooklands

AEC	T	31	
	T	792	
	BEA	MLL740	
	RF	168	
	RF	213	
	RF	319	
	RF	332w	Tow bus
	RF	366	
	RF	406	
	RF	421	
	RF	489	
	RF	530	
	RF	633	
	RF	672	
	RT	113	
	RT	227	
	RT	593	
	RT	604	
	RT	1347	
	RT	1499	
	RT	1702	
	RT	2083	
	RM	8	
	RM	40	
	RM	531	
	RM	597	



	RM	737	
	RM	835	Clydeside
	RM	1224	Stagecoach
	RM	1368	
	RMC	1476	
	RM	1804	
	RM	1859	
	RM	2037	
	RM	2116	
	Reliance	277DKT	Maidstone and Dist
	Reliance	CRD152C	Reading
	Reliance	P3	London Country
	Renown	DBC190C	Leicester
	Regent V	KOW909F	Southampton
	Regent V	GJG757D	East Kent
	Mercury	TXV909	Tower Wagon
Bedford		JMJ636V	White Bus
Bristol	RE	OWC636V	Bluebus
	RE	ECG112K	Provincial
	RE	ORP273F	United Counties
	RE	PPM210G	Brighton
	RE	NYG802M	
	RE	KRD258F	Reading
	RE	TIL6727	Vectis
		357MHU	
		280KTA	
Caetano		S612KUT	Sunbury Coaches

Dennis	Dart	K856LMK	Stagecoach East Sussex
	Dart	H119THE	White Rose
	Dart	M518VJO	Metrobus
	Dart	H577MOC	
	Dart	N421PWW	Stagecoach Hampshire
	Dart	R720DJN	Thamesway
	Dart	R317NGM	Thamesdown
	Dart	Y359LCK	Red Rose
	Dart	N406LDF	Stagecoach Swindon
	Javelin	V761HHE	Richardson Travel
	Lancet	MJ4549	
	Loline	SOU465	Aldershot
	Mace	BTA57	Southern National
	Trident	W436XKX	Arriva Southend
	DLA	263	
	D	142	Cobham
		DML380	First Orpington
Guy	GS1		
	GS2		
	GS13		
	GS34		Cobham
	GS42		
	GS62		
	GS76		
Iveco		Y40SBC	Sunbury Coaches
		Y236HEY	Redwing



Leyland	Atlantean	SCD731N	Southdown
	Atlantean	AN121	
	Cheetah	EYA923	
	Comet	MYA590	Scarlet Coaches
	Leopard	BCJ710B	Jones
	Leopard	KUF199fF	Southdown
	Lynx	G201EOG	West Midland
	LS	24	
	LS	30	TV Training
	LS	103	
	SNB	250	
	SNB	251	
	SNB	257	
	SNB	312	
	National	JBN947N	
	National	KPA372P	
	Olympian	L1	
	PD3	972KUF	Southdown
	PD3	FCD307D	Southdown
	PD3	BUF277C	Southdown
	PD3	JLA72D	Service Vehicle 1416LD
	Tiger	FV9044	Blackpool
	Tiger	CBZ2894	Spearings
	TD	95	Cobham
	RTL	139	
	RTL	453	
	RTW	29	
	RTW	185	

	T	302	Imperial
	T	415	IUI2140 Nu-Venture
	T	829	
	T	1008	Blue Triangle
	Titan	YJB68T	Goldline
		NDZ3022	East Kent
MCW	Metrobus	M2	Sullivan Bus
	Metrobus	M67	
	Metrobus	M394	
	Metrobus	M758	Abbey Cars
	Metrobus	M1369	Bryans
	Metrobus	M1379	VLT88 Leaside Travel
	Metrobus	E466SON	Reading
	Metrobus	WRD162T	Reading
	Metrobus	F99XOF	West Midland
	Metrobus	K481EVX	Tri-axle ex Hong Kong
Mercedes	814	V687EJE	Feux
		F633XMS	
Optare	Solo	X384VVY	Thames Travel
	Solo	X231MBJ	Ipswich
		K805DCF	Newbury and District
Scania	N113	W19CKY	Weavaway
		OSJ1X	Autocar
		P25RFS	Firstbus
Volvo	B10M	L974UWY	North Devon
	B10M	K121URP	Northampton
	B10M	G53RGC	TM Travel



	AV	39	
	VPL	149	
	VPL	168	
		P824SGP	Metrobus
		X7OCT	Delaine
		S684AAE	First Bristol
Buses on Display at Cobham			
	STL	2377	
	RT	2293	
	RM	291	
	DM	1052	
	PVL	200	
	RCL	2233	Hospitality Bus

The above list was compiled in my spare time and it is possible that I may have missed a few buses. My impression on the day was that we had about twenty buses fewer than last year, but now I have added the figures and it is almost the same with 27 on service both years and 146 this year compared with 139 last on general display.



Comparison of vehicles on Service and Display 2000/2001		
RT	9	12
RF	9	11
RM	11	26
Other AEC	12	12
Austin	1	0
Bedford	3	1
BMMO	1	0
Bristol	20	9
Caetano	0	1
DAF	1	0
Daimler	2	1
Dennis	15	19
Dodge	1	0
Guy	4	7
Iveco	0	2
Jonckheere	1	0
Leyland National	13	11
Other Leyland	34	32
MAN	1	0
MCW	7	12
Mercedes	1	2
Optare	2	3
Scania	1	3
Setra	1	0
Volvo	9	10
Misc	7	0
Total	166	173



## Before They Were Famous

Bill Cottrell

As members may remember, we were bequeathed the photo collection of the late Ken Mosely. This has been collated onto a database, and going through this, I realised that he had taken quite a few photos of vehicles in service that are now preserved. I thought it would appeal to members to see pictures of their buses in service so the idea of a 'Before They Were Famous' feature was born. But then, I thought, if I was going to get postcard prints for the magazine done, bus owners might like to order a larger size of their own vehicle for their own collection. Using the list of member's vehicles printed in the Open day programme, the following pictures are in the collection:

Ref	Bus	Route	Date	Location
1226	GS36	490	01/09/69	Northfleet Garage
1227	GS36	U/L	06/10/69	Northfleet Garage
1240	GS62	Private	25/05/69	Reigate Garage
1283	LN8		07/04/73	Nottingham
1322	LNC27	721	24/12/73	Aldgate
1367	LS5	S2	24/11/73	Clapton
1713	MBS444	M1	09/04/74	Morden
1792	MS4	S2	19/11/73	Lower Clapton Road
1793	MS4	S2	24/11/73	Urswick Road, Clapton
1794	MS4	S2	08/05/74	Fairfield Road, Bow
1912	RCL2233	405	17/01/73	Purley
2070	RF146	708	12/02/72	Pimlico
2071	RF146	322	26/08/72	Hemel Hempstead
2072	RF146	319	25/06/72	Garston
2073	RF146	319	25/06/73	Abbots Langley

Ref	Bus	Route	Date	Location
2122	RF168	725	01/11/70	Bromley
2187	RF202	706	19/08/69	Hemel Hempstead
2234	RF226	426	28/03/72	Crawley
2235	RF226	422	12/06/74	Leatherhead
2236	RF226	481	12/06/74	Epsom
2301	RF26	355	30/06/72	Watling Street
2302	RF26	712	27/01/73	Buckingham Palace Road
2303	RF26	355	08/05/73	St. Albans
2415	RF326	251	09/08/69	Mill Hill
2416	RF326	251	30/05/72	Edgware
2417	RF326	223	23/06/73	Heathrow
2456	RF354	251	08/05/73	Stanmore
2470	RF366	206	10/05/68	Fulwell
2471	RF366	218	23/10/72	Hinchley Wood
2472	RF366	219	18/12/72	Kingston
2473	RF368	254	12/08/72	Loughton
2474	RF368	254	12/08/72	Loughton
2475	RF368	254	12/08/72	Loughton
2476	RF368	254	12/08/72	Loughton
2524	RF406	236	27/12/69	Hackney Wick
2525	RF406	204	20/02/72	Uxbridge
2526	RF406	204	10/06/72	Uxbridge
2546	RF421	136	28/09/70	Harrow
2547	RF421	136	28/09/70	Harrow



Ref	Bus	Route	Date	Location
2548	RF421	264	18/12/72	Kingston
2557	RF429	136	28/09/70	Harrow
2558	RF429	218	23/10/72	Portsmouth Road
2559	RF429	218	31/01/73	Kingston
2575	RF444	218	23/10/72	Shepperton
2576	RF444	218	23/10/72	Hersham
2582	RF453	218	23/10/72	Surbiton
2583	RF453	202	20/11/73	Twickenham
2586	RF457	80a	31/01/73	Sutton
2606	RF48	706	03/01/70	Bushey
2607	RF48	706	31/01/72	Stanmore
2608	RF48	706	06/02/72	Buckingham Palace Road
2609	RF48	450	23/12/72	Dartford
2610	RF48	450	23/12/72	Swanscombe
2615	RF486	215	21/05/72	Kingston
2616	RF486	201	18/12/72	Kingston
2617	RF486	201	18/12/72	Kingston
2640	RF503	254	12/08/72	Loughton
2641	RF503	254	12/08/72	Loughton
2642	RF504	251	11/06/72	Edgware
2643	RF504	251	10/08/72	Mill Hill
2648	RF507	234a	17/01/73	Reedham
2649	RF507	234a	13/04/74	Wallington
2650	RF508	237	10/06/72	Hounslow

Ref	Bus	Route	Date	Location
2651	RF508	237	23/10/72	Shepperton
2657	RF511	202	10/06/72	Hounslow
2658	RF512	251	09/08/69	Mill Hill
2659	RF512	251	09/08/69	Totteridge Lane
2660	RF512	251	06/06/70	Mill Hill
2661	RF512	251	20/07/71	Canon's Park
2662	RF512	251	16/04/72	Totteridge Lane
2666	RF518	254	09/02/69	Loughton
2667	RF518	254	12/08/72	Loughton
2668	RF518	254	12/08/72	Debden
2669	RF518	Private	03/09/72	Catford
2697	RF534	219	18/12/72	Kingston
2811	RF603	210	16/02/69	Muswell Hill Garage
2812	RF603	210	15/05/71	Highgate Hill
2813	RF603	212	21/10/72	Staples Corner
2873	RF626	Ecrol	10/06/72	Langley
2892	RF633	U/L	04/03/67	Hertford Garage
2910	RF643	425	28/12/69	Guildford
2988	RF673	389	20/05/72	Ware
2989	RF673	336	08/05/73	Watford
2990	RF673	336	08/05/73	Watford
2991	RF673	335	04/02/74	Chesham
2998	RF679	427	?	Addlestone
2999	RF679	x	x	Blue Saloon, Guildford



Ref	Bus	Route	Date	Location
3299	RM1001	221	21/07/72	Edgware
3381	RM1363	77c	16/03/74	Vauxhall
3427	RM1645	174	26/06/73	Romford
3428	RM1645	174	26/06/73	Romford
3605	RM408	26	19/01/74	Golders Green Road
3686	RM737	38	17/09/72	Hyde Park Cnr.
3803	RMC1469	716	26/02/72	Golders Green
3804	RMC1469	358	26/08/72	Borehamwood
3805	RMC1469	358	26/08/72	Borehamwood
3821	RMC1477	718	31/08/70	Buckingham Palace Rd
3822	RMC1477	370	08/08/72	Upminster
3823	RMC1477	370	08/08/72	Grays
3964	RMC4	341	23/05/71	St. Albans
3965	RMC4	341	31/01/72	St. Albans
3966	RMC4	341b	29/04/72	St. Albans
3967	RMC4	341	05/10/72	St. Albans
3968	RMC4	341b	05/10/72	St. Albans
3969	RMC4	340	03/08/73	Hatfield Garage
4372	RP21	705	15/10/72	Buckingham Palace Rd
4377	RP25	721	06/02/72	Whitechapel
4556	RP90	715	17/09/72	Marble Arch
4557	RP90	715	23/10/72	Esher
4558	RP90	715	01/02/73	Hertford
4568	RT1018	330	16/05/70	St Albans

Ref	Bus	Route	Date	Location
4569	RT1018	330	16/05/70	St Albans
4570	RT1018	706	29/05/72	Tring
4571	RT1024	280	31/01/73	Sutton
4622	RT1312	23	06/02/72	Aldgate
4643	RT1499	x	02/05/72	Brighton
4644	RT1499	x	21/05/72	St Pancras
4681	RT1702	x	06/05/73	Brighton
4692	RT1777	27	12/02/72	Hammersmith
4694	RT1784	x	31/03/73	Park Lane
4740	RT2043	84	29/03/69	South Mimms
4763	RT2177	185	09/05/73	Catford
4824	RT2556	86	26/06/73	Romford
4825	RT2556	86	26/06/73	Romford
4883	RT2794	77	31/05/73	Aldwych
4918	RT2905	144	09/05/73	Wood Green
5002	RT3154	x	09/09/73	Lesney, Hackney Wick
5012	RT3175	358	02/10/71	Shenley
5013	RT3175	358	02/10/71	London Colney
5014	RT3175	x	02/11/71	St Albans
5042	RT3254	321	01/08/69	Harpenden
5043	RT3254	321	14/01/72	Chiswell Green
5044	RT3254	321	20/02/72	Uxbridge
5106	RT3496	x	21/05/72	St Pancras
5454	RT604	358	29/03/69	Shenley



Ref	Bus	Route	Date	Location
5455	RT604	339	02/11/71	Stevenage
5456	RT604	341	24/02/73	Harlow
5535	RTL1050	x	02/05/71	Brighton
5603	RTL453	x	21/05/72	Brighton
5604	RTL453	x	21/05/72	Brighton
6196	SMS97	186	11/06/72	Edgware
6197	SMS97	142	11/03/73	Bushey
6450	XF1	67	22/12/68	Stamford Hill
6451	XF1	67	22/12/68	Clapton Pond
6452	XF1	424	02/08/69	Horley
6453	XF1	424	02/08/69	Horley
6454	XF1	424	02/08/69	Reigate
6455	XF1	424	06/10/71	Reigate
6456	XF1	424	06/10/71	Felbridge
6457	XF1	424	06/10/71	Horley

..and that's just the black and white photos! I will list the slides in the next issue. If any members wish to order copies of the above contact Bill Cottrell by letter or e-mail. Normal commercial prices will apply. The data base lists the collection giving location, route, and vehicle so if you are interested in any vehicle, route or location, I can find if we have it in stock very easily. Enquiries from non-members also welcome.

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. See magazine article for more details

### Saturday, 23rd June

AGM see separate paper for details

### Sunday 1st July

GS Day at Cobham.  
GS1, 2, 32, 34 and 62 in attendance.  
Free service to Effingham and Stoke D'Abernon,

### Sunday 22nd July

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

### Sunday 5th August

London Bus Nostalgia Day

**Monday 27th August** Woking Classic Car Event, loads of services linked to the museum

### Sunday 16th September

Family Day

### Sunday 28th October,

Rear-engine Running Day



Hertford and Ware Classic Bus Running Day **Sunday 3rd June**  
Former London Transport routes  
around Hertford and Stevenage

Dorking Running Day  
**Sunday 2nd September**  
Former LT and LCBS routes.

Amersham Running Day  
**Sunday 7th October**

*For more details of the above, send a large sae to, Country Bus Rallies, 19 Hampton Way, East Grinstead. RH19 4SG Single programme £4 All three programmes £10*

Southsea Spectacular!  
**Sunday 10th June**  
Trip in RM3,  
Apply:  
Dr. G. Ruddock,  
Gordondale Road,  
Wimbledon Park,  
London SW19 8EN Fare £10.00

London Transport Acton Open Day  
**Saturday/Sunday 14th/15th July**

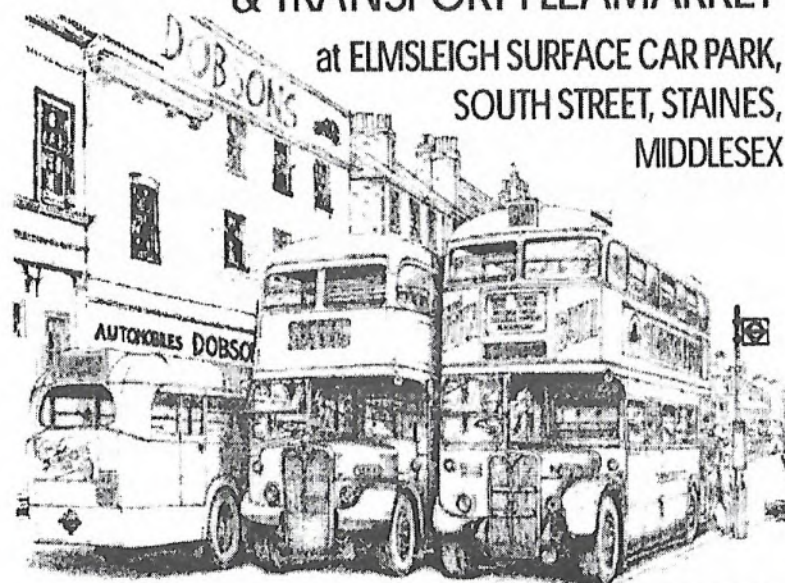
Staines, Bus of Yesteryear  
**Sunday 12th August**  
For details see full page advertisement

**OTHER EVENTS 2001**

# BUS of YESTERYEAR

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Vigo Village,  
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EFE	16117	Halifax PDI	£13.50
EFE	16119	Leyland PD1 Seaview	£14.00
EFE	16405	Anniversary RT rt 29	£17.50
EFE	26201	Guy Arab Coventry	£13.50
EFE	26202	Guy Arab Colchester	£13.50
EFE	26306	Guy Arab Southdown	£17.50
EFE	26401	Daimler Midland Red	£17.50
Corgi	41901	Southdown PD3 rt 45	£17.50
Corgi	41902	Southdown PD3 rt 31	£17.50
Corgi	41909	Southdown PD3 rt 139	£17.50
Corgi	42001	Southdown PD3 o/top	£17.50
Corgi	43708	LT Q1 Route 603	£17.50
Corgi	43712	LT Q1 rt 607	£17.50
Corgi	43919	Southampton Utility	£14.00

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Mike Nash, Stroudwater Park, St. Georges  
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## COMMITTEE

Ian Barrett, Boxhill Way, Strood Green,  
Betchworth, Surrey. RH3 7HY

Andy Baxter, Caithness Road, Mitcham,  
Surrey CR4 2EY

Bill Cottrell, Shaftesbury Avenue,  
South Harrow, Middlesex HA2 0AW

Richard Hussey, Hillcross Avenue,  
Morden, Surrey SM4 4EX

Paul Morris, Groveside Close, Carshalton,  
Surrey. SM5 2EQ

Roger Stagg, Teston Road,  
Offham, Kent ME19 5NE

## CONTACTING THE COMMITTEE

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

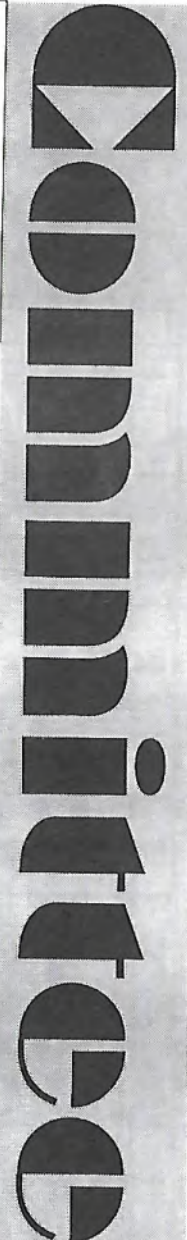
Items for the magazine to Bill Cottrell (editor) details  
above or e-mail [bill@freeserve.co.uk](mailto:bill@freeserve.co.uk)

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

**Next copy date July 10th 2001.**

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

Registered as a charity no 293319



Back cover. This unidentified RT was found by Roy Adams  
on the road south from Boulogne, France.

Top. T31 at Chiswick Works, surviving on training duties.

Photo. Michael Room

Lower. G351 at Bolney on the Brighton Road 30 years ago.

Photo. Michael H. C. Baker



