

COBHAM BUS MUSEUM

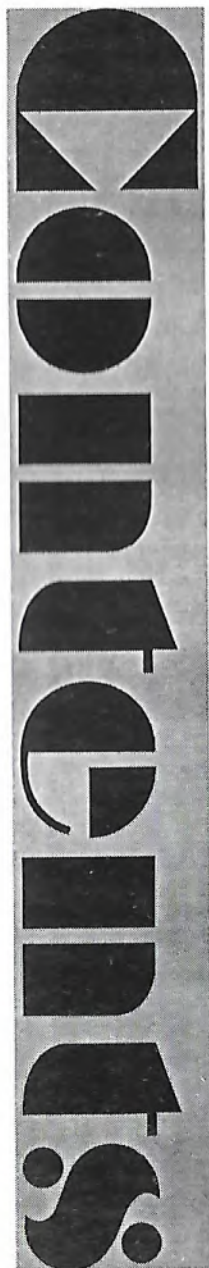
MAGAZINE



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Cover:

RT3070, one of the RTs that toured Europe to publicise the Festival of Britain in 1950. Seen here in the far from exotic location of Yeading, White Hart in 1962 whilst operating from Twickenham Garage Photo CBM.

EDITORIAL

Bill Cottrell

You may have noticed that the Q has, like a ripening tomato, turned from green to red. It was in need of a repaint, and the idea of representing the seven 4Q4s that were at Kingston in 1952 in red livery proved too attractive to resist. There was one 1/4Q4/1 in red livery, Q85, and the temptation was to change to that identity. In the end this was foiled by lack of a '5' transfer, so it remains as Q83. There are a few errors, the most obvious being the retention of the Greenline board brackets. I decided it would be too much of a problem to remove these.

I write this the day after the RML 40 running day, which by most benchmarks, was a success. The day was run in conjunction with the RMOOA who did most of the arrangements except that just four days before the event I was told that 25 buses were expected! This caused me some dismay as the intention was to contain everything at the museum site, but there was no way we could accommodate all these buses. I decided the only option was to ship all the museum and resident vehicles up the road to what has become known as Mike's yard. Without naming individuals, I would like to thank everyone who assisted on the day, shunting buses, cleaning the floor, and all the other jobs necessary to run such an event. The only person I will thank by name is Debbie Morris who manned the tea stall all day unassisted in spite of not feeling 100%. In the event, we had 21 attendee buses, with a few on the road in service, so we just managed to contain everyone comfortably.

In a short service conducted by the Reverend Simon Douglas Lane, the ashes of member Peter Burrows were scattered in the museum grounds. A commemorative plaque will mark the spot.

It is probable that this is the penultimate magazine that I edit. There will be someone out there that can do better than my effort. Although I have tried to improve on the number of 'typos', and grammatical errors appearing in each issue, mistakes are still occurring. So, if you are interested in taking over after the autumn issue, please contact the secretary, address on the committee page.

CHAIRMAN'S REPORT

Peter Plummer

The Annual General Meeting on 23rd June was attended predominantly by volunteer members. My report reflected a year of outstanding progress and positive achievement with many elements already in place to ensure a promising future.

Due to circumstances beyond the Trust's control, the accounts for year ending 31st December 2000 could not be completed in time for approval at the meeting. We are currently going through what can be best described as the 'conversion phase' to meet the changed requirements of the Charity Commission. An auditor with special knowledge of the new procedures has been engaged to help with the format so that we comply with the Statement of Recommended Practice, which will apply to all charities from now on. In consequence, an Extraordinary General Meeting will have to be called later in the year to approve the accounts when they are ready for submission with the Annual Return.

One item for the agenda had been submitted before the meeting. It read 'When next, an officer of the Committee is due for re-election, the nomination forms either be sent to a neutral party or not be opened until the full committee (or quorum) is present.' It is unfortunate that so little thought appeared to have been given to the wording of this before it was submitted. I was puzzled as to why only the principal officers were referred to and the ordinary committee members excluded, when these also are up for election at each AGM. Several members expressed the view that, implicit in the wording was a slur, that the management of the election or the conduct of the officers may not be impartial and was open to question. In the discussion that followed, it became evident that there was little support from the floor for the proposition and David Jones ultimately agreed to withdraw it. A full statement will be contained in the minutes when these are circulated.

In the first steps of a re-shuffle of duties to bring to fruition unfinished projects, Paul Morris has taken on responsibility for completing Plaxton coach P3 to full class VI standard internally, externally and mechanically to enable the vehicle to be used for social outings for members for which it was obtained in 1996.

Its other role of PCV driver training will continue and I would remind members who wish to make use of this facility or drive any of the Trust museum vehicles, to contact *Bill Ackroyd, 1 Hawthorn Road, Send, Ripley, Surrey, GU23 6LH* to make arrangements or contact myself.

Bill is the Trust's appointed person to type train and pass out those candidates who qualify.

Progress on Trust vehicles has been steady. RT 2775 under my leadership has been turned around to bring the offside alongside the staging to repair the last four corroded upper deck pillars, one of which was found to be detached from the lower deck. Metal seat frames perform an incredible part of an RT's structural rigidity and hide this kind of problem from being obvious.

The London Omnibus Traction Society notified us of their wish to make a donation of £250 from the 'Michael Parker Fund' toward the restoration of G 351 and I thank LOTS for their most generous gesture and continued support.

STL-441 bodywork frame repair continues as does preparation work on G 351 before major refaming work on this vehicle commences.

702b Bedford tractor unit is due to receive its repaint at the time of writing and we look forward to seeing this vehicle back into Lincoln green livery after nearly seven years.

A number of trees within our grounds had their roots undermined by high water levels in recent months and became unstable and dangerous. All of these have now been removed by professional tree surgeons.

I was pleased that our youngest committee member Richard Hussey stood for re-election. Richard has shown unselfish devotion to the Trust and his willingness to assist in a wide range of duties has produced a versatile individual of the kind Cobham will need in future years.

Finally, I congratulate our secretary John Bedford for his re-election. I recognise John as an instrumental person in shaping the organisation we have today and the Trust is lucky to have his dedication and enthusiasm within its ranks and I am fortunate to work very closely with him.

**Know this seems really early but first
warning of this important date in the
Cobham social calendar.**

**ANNUAL CHRISTMAS
LUNCH 2001**

Date: Sunday 9 December 2001

**Venue: Silvermere Golf Club
Restaurant (upstairs)**

Time: 12.00 noon,

Lunch starts at 12.30

**Cost: £16 per head,
£8 per child under 12**

**All Cobham Museum members,
friends and family welcome.**

3 course carvery buffet meal including coffee.

Maximum number 110. First come first served.

No seating plan

Must have numbers by end of October 2001

All money to be paid in full by 20 November 2001

Ring Debbie Morris to confirm place/places

Telephone number: 020 8394

REVIEWS

ROUTEMASTER HANDBOOK (Third Edition) Andrew Morgan
Published by Capital Transport at £12.50.

Reviewed by Phill Cruise

This book should be subtitled 'where are they now' as it is a complete illustrated catalogue of all known survivors of this famous class of London buses that are still plying their trade on the streets of the capital. When I saw my first, RM2 on the 91 many years ago when still at junior school I certainly didn't expect that it and many of its brothers would still be around some forty-five years later! Not only are they still around in London, but all over the world too, many in service as well as in preservation as this excellent book will show in print and coloured illustrations in its 136 pages.

When I was in Ottawa a couple of year's back I travelled on one of my old friends from the 11 route and looking through the book found that one of my favourite RMs, former showbus 89, is now sadly in Argentina. It is really incredible just how many survived the cull of the mid to late 80s and the range of liveries carried by the buses remaining would have Mr Durrant rotating madly beneath the soil. Plenty of fascinating information can be gleaned from this book and even those who think LT ended with the RT must enjoy it.

The first part is an alphabetical illustrated listing of the vehicles still in service in the UK with information about the operators. Then we have non-PSV users and preserved buses, followed by operators and others overseas. A complete list of all RM variants still extant at the time of writing is followed by the type classifications, mechanical and body variations with details of registrations. Look out for the book it is a wonderful reference.



RCLs 2243 & 2244 at Aldgate 16th July 1965

SCENE AROUND LITTLEHAMPTON

'A collection of Photographs and Memories' by Ted Gamblin.
Reviewed by Phill Cruise.

This interesting little booklet has been produced by one of our Cobham members to help in the fund-raising activities that are supported by the Littlehampton bus gathering, which is usually on the first Sunday in July. Predominantly featuring the vehicles of Southdown Motor Services Ltd, other operators including LT are featured in the thirty pages, which contain two annotated photos on each. The period is the 1950s and lots of TDs TSs PDs and PSs are illustrated. It took me back to my holidays in the fifties and very early sixties at Bracklesham Bay and Route 53 which was still running at least fairly recently. In those days it had re-bodied TD5s and all Leyland PDs in the proper livery of green and cream. There are some lovely shots of Cubs, Royal Tigers and other long gone vehicles that other Southdown fans will love. Available £5 including postage from Trevor Hockham, Littlehampton Bus Gathering, 38, West Way, Littlehampton, West Sussex.

LONDON'S CLASSIC BUSES IN BLACK AND WHITE

John A Gray, Published by Capital Transport at £14.95.
Reviewed by Phill Cruise.

Capital have followed the successful Classic LT buses in colour by this one in black and white. A retrospective move you might think, but if your memory of the 'good old days' often seems to be in monochrome like mine it is a bonus. Produced to the classic Capital house style, with a glossy laminated hard cover with a tempting photo to entice your eyes inside, there are ninety six pages in an almost square 9"x10" format.

I have the same criticism of this book as the colour version and that is there's not an RF in sight. Adding insult to injury a few Dennis Darts even creep in to the background of the modern shots. The emphasis is purely on the RT and RM family vehicles with the occasional STL in the pictures until the early fifties. Having had my moan, the selection of pictures, which cover the years from 1948 to 2000, should please most people.

It never ceases to amaze that there seems to be an almost inexhaustible supply of fresh photographs to include in books such as this. Some pages have one large illustration with a very informative caption underneath, others have two. For me the success of this sort of book is gauged by the number of 'I can remember being there or seeing that,' thoughts that it can stimulate. This one passes the test. The Capital quality makes the price realistic and the standard of the picture reproduction would be difficult to better. Great nostalgia, you'll want to buy it.

THE MOVING METROPOLIS - A HISTORY OF LONDON'S TRANSPORT SINCE 1800 Edited by Sheila Taylor. Published in association with London's Transport Museum at £30.
Reviewed by Phill Cruise.

This book is what it says on the cover. When you have completed the four hundred pages (including the index) and looked at the 1,200 illustrations you can bore for England on the subject of transport in London. This book is not quite sure if it is a picture book or not, being fairly sparing in the written content, but lavish with the illustrations. The Museum archives have been mercilessly plundered for material and therefore some of the illustrations will be well known. Where the book worked for me was with the early history of London's Transport before the first World War and particularly the Georgian and Victorian eras which are hardly represented at all on my transport book shelves. Every facet of the road and rail systems that came together as the LPTB in 1933 find their way in to the book which is very much a generalised background to what has evolved today. This is not an 'anoraks' volume but will be of interest to the person who is not an expert but wants a general, not too heavy introduction to the whole of the transport infrastructure that has evolved over the past two hundred years in London.

For those of you on the web, check out 'Ian's Bus Stop' for an excellent account of the RF Running Day and the Trust's involvement with the opening of the bus lane on Kingston Bridge.

BOURNEMOUTH TROLLEYBUSES David R.H.Bowler.

Published by Trolleybooks at £27.50.

Reviewed by Phill Cruise.

This is a large, heavy, jumbo of a book with two hundred and sixty four pages between hard covers and 8"x12" in size. There are a few tenuous connections with London Transport to give me the excuse

to review this excellent volume for the magazine. Everyone knows that Bournemouth sent some Sunbeam MS2 trolleys to Ilford in 1940 and this book tells you which ones. But did you know that at least one was repaired at Charlton Works after war damage? I didn't. Also the dates of the vehicles' time at Ilford are given. Most people know that 260 operated in Bournemouth on enthusiasts' tours, but did you know that LUT 61 was tried out in the town in 1933, or that trolleybus drivers from Fulwell were loaned to the town to train their trolleybus drivers?

There are pages of interesting facts documenting the complete life of the system from its experimental beginnings in 1933 to

its sad end in 1969. There are many maps of the growing system and sections on the vehicles, wiring, services and blinds. The

illustrations are plenty

and include some superb colour views.

Bournemouth was second only to London in

my personal view as an

example of how to present and run a trolleybus

system with well turned out vehicles on intensive

services that visited some sreally interesting

locations. This book

brought back many happy holiday

memories of the sixties and has

vastly increased my knowledge of one of my favourite transport

systems, where the bus played second fiddle to the trolley. Fairly

expensive, yes, but in this book you've just about got the lot. Check it out.



Bournemouth 301 at Christchurch
turntable. Photo CBM

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OPEN DAY REVIEW FOR 2001

Simon Douglas Lane, Chairman, Open Day Sub Committee

As I said in the last issue of the Magazine, I would report back after the Organising Committee had met in May - well we've met and here's the results.

COBHAM AND BROOKLANDS SITES

Many of our few problems this year were caused by people failing to follow instructions given to them to help them! We know that we need to have a person on site at Cobham to control the arrival of stallholders who do not want to read their instruction pack carefully prepared by Ian. Traffic congestion at Brooklands was caused largely by the Sunday Market not having proper signage (unlike us), and so our hard pressed volunteers had to cope with abuse and the odd one/two fingers from the frustrated who found themselves in the wrong event! Our revenue loss at Brooklands was the least ever, and we continue to work on eradicating it as far as we can as the years go by. Roger Stagg's work with the new Brooklands agents was tremendous - thank you!

REVENUE CONTROL AND ADMINISTRATION

Two sites work better than three and the whole operation worked well.

BUS SERVICE

Early problems at Shepherd's Bush did not help, plus operators not working to instruction and five "mechanicals" reducing the buses available, but in general the service worked well on the revamped schedules and to date no complaints about it. Thank you Steve!

STALLS

Increased income this year, though there will be an increase in tariffs next year the first one in four years by then - our graduated tariff structure is fair and seen as such and caters for all the different kinds of stallholder we have - Cobham lead the way on this one!

MEMBERSHIP

A few new members joined but for now we may have reached as many as we can - still the membership is vastly increased from four years ago which leads me onto

VOLUNTEERS

Never enough, but we always hope that we can get by with help from our regular outside groups. But the message for 2002 is please answer the call when it comes!

SHOP

Takings slightly down because of problems with model availability. We are doing all we can to ensure that we have the models we want in the numbers we need.

PUBLICITY

Again a huge amount of work done by Graham Smith, as the internal organisation within Ian Allan puts a considerable load on the client (us!). But again effort produced the Ticket to Ride and again my thanks to Graham.

FINANCES

The Treasurer seemed pleased and we seem to be heading for a provisional net profit of about £15,000, all going towards the work of the Trust in restoring and preserving our London based transport heritage. Thank you to everybody who contributed to the success of the day.

CONCLUSIONS

We never rest on any laurels we think we may have, and are always doing what we can to improve the event to make the start to the Rally Season even better than ever. My thanks to the Open Day Sub Committee for another year's hard work and we are ready for 7th April 2002. We even had a few letters saying thank you, and none of complaint, and that was a first!

COMMITTEE FOR OPEN DAY 2002

Simon Douglas Lane - Chairman
Debbie Morris -Revenue Control and Administration: Membership.
Chris Plested- Shop
Steve Fennell - Bus Service
Graham Smith- Publicity
Roger Stagg- Brooklands Site Control
Andy Baxter- Cobham Site Control
Keith Rose - Volunteers
Ian Robertson - Stallholders
Mike Nash- Finance and Link with Main Committee.

Another view of RTL139 in service



Bruce Swain took this shot of RT4724 and RTL139 at Turnpike Lane Station in 1961.

For Sale: Vauxhall Cavalier Hatchback 1600L, colour red, 'C' registration VGC. only 2 owners, £250.00 contact Tony Lewis 01372 373527

HEALTH & SAFETY AT COBHAM

Norman Evans
Health & Safety Group

As members visiting the museum may have noticed, work has been steadily progressing on improvements to some of the Health and Safety aspects of the buildings and surrounds at Cobham.

The initial work has been concentrated on the museum's Health and Safety risks to the public together with some fire safety improvements.

Members may not be aware that some Health and Safety measures are in place and have been in operation for some time. For example, on days when the museum is open to the public a site inspection is carried out prior opening to ensure that the safety of the public is protected. This takes the form of a walk around the site checking that control measures designed to reduce identified Health & Safety risks are properly in place and that any unusual hazards are identified. Any identified hazards are dealt with before the Site Manager / Controller allows the museum to open.

Volunteers helping at the museum should be vigilant before the museum is open or when on duty at the gate to ensure that members of the public do not enter the site before the agreed opening time. If you see someone you do not recognise or you see someone trying to enter the museum, challenge him or her politely to determine if they are visitors or members. Don't simply ask if they are members, a visitor may answer such a question with "Yes" if they think doing so will save them the entrance fee! If they are visitors then kindly point out that the museum is not yet open and ask them to wait until the opening time. For the same reason it is vitally important that the gates remain closed until the museum is open. When members arrive at the museum before opening time please ensure that the gate is closed immediately after their vehicle has entered the site (even if the gate is already open when member arrives). Delaying gate closure until after the member has parked risks visitors driving into the site behind the member. Remember that the Health & Safety inspection procedures may not have taken place at that time so we cannot ensure that the site is safe for visitors.

Vehicle movements may also be occurring in the garage and rear yard. Serious injury could result if the public are allowed to roam the site during this time.

Now some words on what the group has been doing.

Fire extinguishers have been better marked with bright yellow and red paintwork and the instructions on the use of each type together with any restrictions in their use have been greatly improved.

The gravel surface just inside the main public access gate was identified as providing a risk of tripping to visitors and some surplus gravel from the car park side of the building has been barrowed round by some hard working volunteers and the surface levels substantially improved. This has also helped to reduce the amount of mud taken into the shop during wet days by covering some of the bare patches where the grass had failed. The concrete block in the centre of the gate, a left over from a previous gate bolt long since removed, has also been reduced by the application of some hard work with a bolster and chisel!

The danger to the public of the unfenced gully / brook on the car-park side of the museum was identified as a particular risk and, as a temporary measure, a fence has been provided and is erected during days when the public have access to the site and when the site is unattended. It is important that the fence is replaced if any member needs to access the area behind the fence. If the access means that the fence needs to remain down for a period, however short, at times when the public have access to the site, some control measure will need to be put in place to prevent inquisitive members of the public falling into the ditch. The simplest measure is to enlist the help of a volunteer to stand by the opening in the fence to stop unauthorised people entering. Further fencing is to be provided to protect the scrap vehicle chassis parked alongside the car park. At present, this area is being marked with high visibility barrier tape until a more permanent solution can be applied.

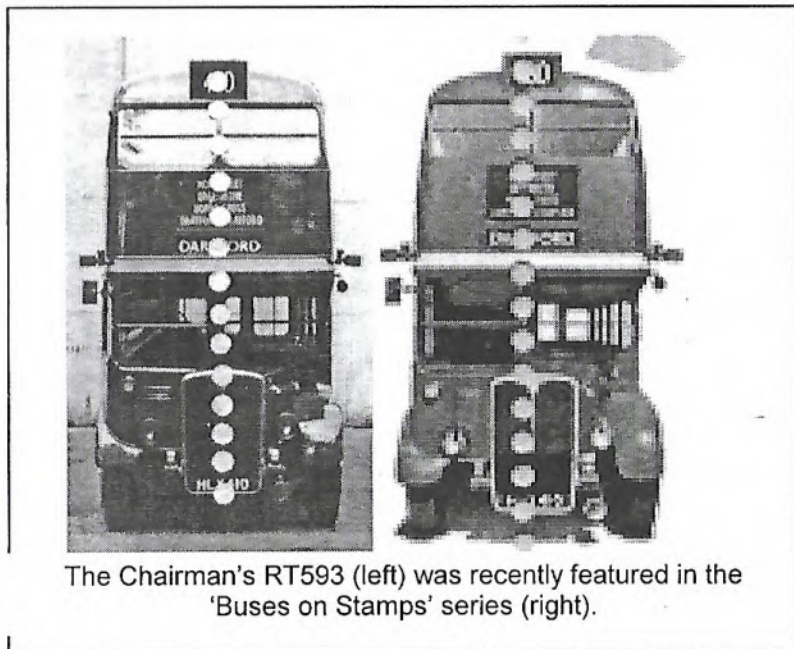
The pond area has also been temporarily fenced to prevent accidents. This feature considerably improves the aspect of the museum grounds and a more decorative permanent fence will need to be provided as the work progresses.

Marking of the floor alongside the garage access door track has been carried out to improve its visibility and so reduce the trip hazard.

This is especially important since the exhibits of buses near the doors often distract visitors while they are walking in the area. This lining will need to be replaced with more permanent line paint and will be carried out when the garage itself is marked with bus parking lanes and walkways. If any members reading this have any contacts with line painting contractors we would be very pleased to hear from them, especially if they can get the contractor to donate the painting to the Trust.

The work of the group covers all aspects of Health & Safety and the areas restricted to members-only have not escaped assessment. In particular, the steel staircase to the mezzanine floor is to be treated to reduce the risk of slipping and the outward opening doors of the members' toilets are to be redesigned to reduce the risk of injury to passing members. Until this work is carried out, members are asked to take care when leaving the toilet cubicles – shout a warning if necessary!

Remember that the Health and Safety of you, other Trust members and visitors to our site must be protected. This is not just the responsibility of the Health & Safety group but is the responsibility of us all.



The Chairman's RT593 (left) was recently featured in the 'Buses on Stamps' series (right).

LETTERS

From Mr. J. Neale,
Re Cobham RT Display Chassis.

Dear Sir,

I am sorry it has taken me so long to write, but I have only just had a chance to get the photos copied of KGU142. You may remember I spoke to you about the chassis at Cobham open day. The details I have for it from my Burwell and District records are:

Chassis no. 09612894

Park Royal body no L1210

First Registered June 1949

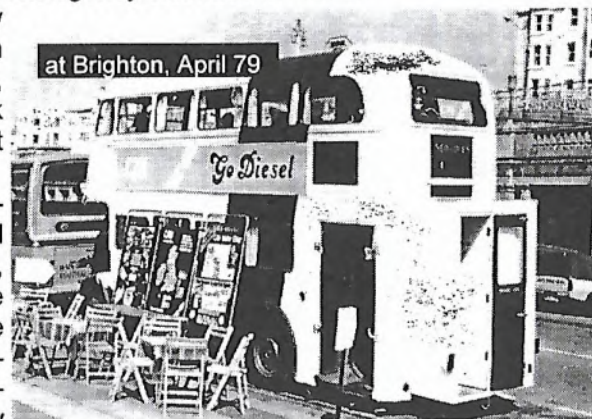
Acquired by B&D 9th July 1970 from PVS at Silver End (Peter Newman before Ensign), returned to PVS to have air operated rear doors and emergency exit fitted in 12/70.

Sold 16 May 1975 to Ensign Bus Sales, painted dark blue for export by

Omnibus Promotions, deal fell through, sold to Moodie of Haslemere who had it fitted out as mobile hospitality unit with outside toilet built on the back

accessed through the emergency door, with additional emergency door behind.

I last saw it on a farm between Hertford and Hatfield where I presume it caught fire and subsequently came to Cobham. Hope this is of interest to you and can improve the history available on an interesting display.



Dodgy Experience

From Ian Gaffney

Dear Mr. Cottrell,

As I write this I am looking at the two columns of figures you have so carefully compiled, comparing this year's Open Day attendees against last year's. Cobham Open Day last year was the first proper bus rally that I had attended with my ex-Royal Mail Dodge minibus and was very pleased that you felt it worthy of listing alongside all the heavy-weight PSVs. Like most of us, I view Cobham as a must and am still smarting from the incompetence of a ham-fisted mechanic who ensured that my Dodge was not listed this year. It grieves me to see a 'O' against Dodge in your column as I did set out to support (in a small way!) the rally.

It must be a story told many times, trouble after a garage works on a carefully home maintained vehicle. The minibus was left for the MOT and the mechanic, in my absence, decided to adjust(?) the near-side front wheel bearings. Full of anticipation for the Open Day, I set off back to London on the Saturday evening. Only eighteen miles into the new MOT the newly adjusted wheel bearings seized solid. Fortunately I was able to avert a sharp cross-country left turn. Roadside examination showed the stub-axle nut had been severely over-tightened, the castellations were beyond the split-pin! Inevitably, the taper-rollers had overheated and melted, failing completely.

I had thought that taper-roller bearings were a common and easily understood engineering arrangement but this appalling example of ignorance - by an MOT qualified mechanic - seems to give the message that we should take nothing for granted when we allow others to make even minor adjustments to our vehicles. We can't assume they know their way around older vehicles. I dread to think had this failure occurred on a heavier bus.

I was miffed that I'd had to leave the Dodge behind but the open day was brilliant and helped compensate for the considerable hassle of the previous day - AND there is always next year!

Lawn Terrace, Blackheath,
London SE3 9LP.

From Colin Read

Dear Bill,

I wonder if you or one of your fellow preservationists would be good enough to explain (through the pages of the Cobham Magazine) precisely how the air-operated preselector gearbox (as fitted to the RT family for example) actually works.

I am aware of the operations from the driver's side, ie pre-selecting and the engaging the gears with the use of the gear-change pedal, but beyond that it has always been a bit of a mystery to me.

I look forward, as always, to receiving the next issue.

Tidenham Gardens,

Park Hill,

Croydon CR0 5UT

See below and the article by Andy Baxter in this issue. Please read carefully as there will be a written test afterwards - Bill

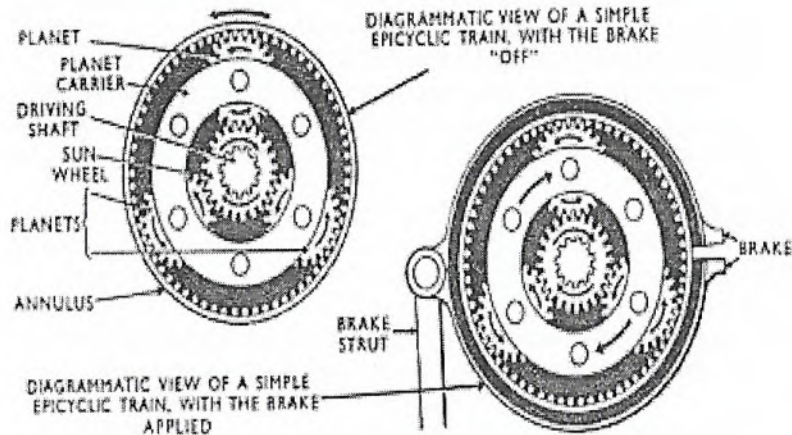
OPERATION OF PRE-SELECT GEARBOX

This applies to the air operated version as fitted to the RT and RF. It is easiest to separate in your mind the action of the foot (operating pedal) and the hand (selection). When charged with air, the piston on the gearbox is pressured down. By holding the pedal down, the air to the gearbox is interrupted and an internal spring returns the piston to the up position. The piston is attached by a lever to the bus-bar so that when the piston is down, the bus-bar is up, and vice-versa. This is all that the foot does.

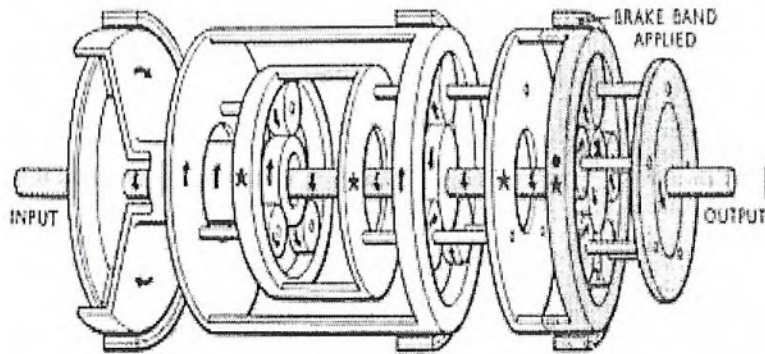
The selector lever can be moved to any position, but nothing happens to the engaging of the gear until the operating pedal is depressed. For this reason, you cannot be sure what gear the bus has been left in, so **it is essential that when starting, neutral is selected and the pedal held down until the flag goes up.** By moving the selector, via the linkage, the strut that operates the gear is held against the bus-bar. When the pedal is depressed, the air is expelled by the spring pushing the piston up, the bus-bar is forced down and a spring aligns the strut with a 'v' in the bus-bar. At the same time, the previous gear strut drops out of alignment. When the pedal is released, the piston goes down, the bus-bar goes up, and the strut clamps a brake band stopping the drum revolving. How this affects the gears is explained in the following pages.

OPERATION OF THE PRE-SELECT GEARBOX

Compiled by Andy Baxter



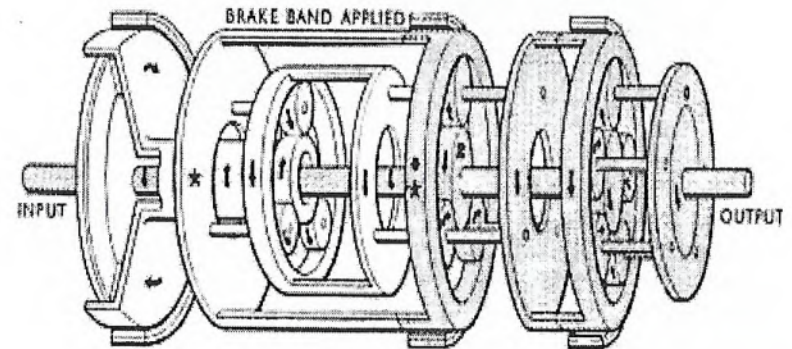
First Gear



With the annulus locked by the brake band and no. 1 sunwheel rotating, the planet wheels attempt to spin but are prevented by the locked annulus. By using the internal teeth of the annulus they can spin only by rolling and thus the planet spindles cause rotation of the planet carrier, which forms part of the output shaft,

this now rotates in the same direction as the input shaft. The speed of the output shaft in relation to the input is governed by the designed ratio e.g. 4.28:1. which means that the input shaft revolves 4.28 times for each revolution of the input shaft. The figure also shows what is taking place in the other gear train when the no. 1 brake band is applied.

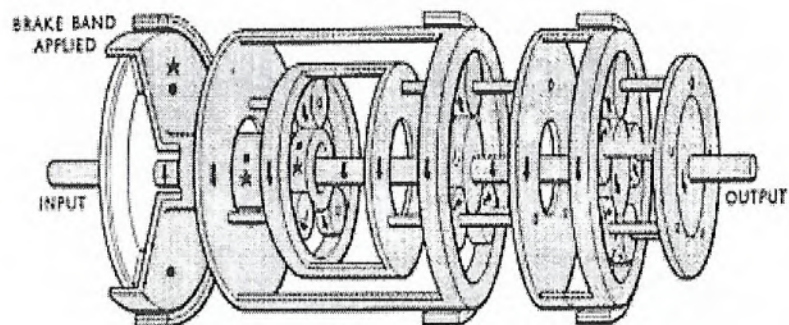
Second Gear



In this case the second gear is applied after the brake band for the first gear has been released as shown below. When the second brake band is applied for the following happens:-

- the first gear annulus is released
- the second gear annulus is stopped
- the sunwheel for no.2 gear is rotating
- the three planet wheels of no.2 gear are rotating in the opposite direction to that of the input shaft as the annulus is stopped, but with the sunwheel revolving, the planet wheel carrier revolves as the planet wheel carries, which is directly connected to the annulus of the first gear, revolves, it causes the no.1 gear annulus to revolve as the first gear annulus and first gear sunwheel are already revolving in the same direction, this added rotation causes no. 1 gear planet wheels to rotate more quickly, this in turn causes the output shaft to rotate at a greater speed than in first gear.

Third Gear



★ NO ROTATION ◻ ITEMS TRANSMITTING TORQUE ◆ REACTION MEMBER

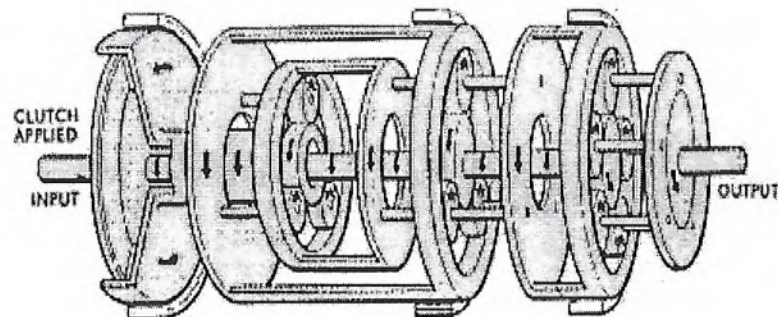
Third gear is obtained from the added motion which the third gear train passes to second gear and on to first gear. Summarising: second gear is used to speed up first gear for second gear range. Third gear is used to speed up second gear which in turn will further speed up first gear for third gear range.

When third gear is selected a brake band stops the third gear drum to which is attached the third gear sunwheel.

The planet wheels of third gear are connected to the annulus of second gear and the second gear planet wheels are connected to the third gear annulus as well as to first gear annulus. Rotation of sunwheel no. 2 will cause second gear planet wheels to rotate about their own axis. They in their turn will cause the second gear annulus to rotate, which in its turn will cause third gear planet wheels to roll round the stationary third gear sunwheel. This will cause the third gear annulus to rotate, causing second gear planet wheels to roll round second gear annulus.

The combined movements of the third and second gear annulus will cause the second gear planet wheels to move faster, thus the first gear annulus will revolve faster which in its turn increases the speed of the output shaft.

Fourth Gear



★ NO ROTATION ◻ ITEMS TRANSMITTING TORQUE ◆ REACTION MEMBER

The fourth gear is not engaged by applying a brake band but by means of a clutch which connects the sunwheel of the third gear train to the input shaft and thus locks all the running gears together, which then revolve with the main shaft. It should be noted that there is no rotation of any of the planet wheels around their pins. This arrangement gives a 'straight through' drive in top gear.



Craven RT1431 is seen here at Gretna Green on 20th February 1966 on its way home from A1 Ardrossan when bought by the London Omnibus Traction Society. News of this bus next issue?

INSURING YOUR PRESERVED BUS

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Magazine.

I was cooking dinner one evening when the phone in the kitchen rang. It was a cold call from a low-cost car insurance company guaranteeing to reduce my premiums. Luckily the salad was prepared, the water to cook the pasta was about to boil, the wine uncorked to breathe and I had already washed and chopped the bacon, peppers, tomatoes, garlic and basil for the sauce. Let's have some fun. Tip pasta into boiling water.

So we went through the sell and the advantages of changing, would I like a quotation? Pour olive oil into the heated frying pan. Yes please. I started to fry the bacon. Full name, age, occupation, address, previous claims. In went the peppers, tomato stock and herbs. Motoring convictions, three points? no problem just provide details. Keep stirring the sauce. Now what is the car? Check the pasta, al dente, switch off and drain. Lotus Excel. Ah sorry, we don't cover sports cars. What a surprise, goodbye. Serve dinner.

What if I had said an AEC Routemaster? A bus is much bigger and liable to cost an underwriter a lot more than a car, should a claim be made. The market is also much smaller, there are estimated to be about 4000 preserved buses in the UK, think of the millions of relatively standard cars on our roads. Trying to get insurance for any non-standard vehicle can be a nightmare, fortunately there are a number of insurers who understand our needs.

We contacted companies in the Routemaster Association list of suppliers to see what is on offer. There is very little similarity between the policies on offer, so if you are about to insure a preserved bus for the first time, or renew an existing policy, read on, it could save you future grief, and possibly money.

Before insuring your bus you need to ask yourself several important questions, the answers to which should form the basis of your approach to the insurance companies. We suggest that your list of questions should be something like this:

1. What is the bus going to be used for?
Most policies for preserved buses cover what is called "Social, Domestic and Pleasure". Visiting friends, travelling to a rally or event, or taking part in a road run are usually permitted. Travelling to work is not.
2. How many passengers are you likely to carry?
Some underwriters restrict the number of passengers you can carry, sometimes to 12 plus driver, or 20 plus driver. Others are only limited by the capacity of the vehicle. The term passengers does not necessarily mean the general public. Shop around to find the best for your needs.
3. Will you want to carry the public?
Some insurers do not cover carrying the public on free services, and would expect you to take out proper commercial insurance to do so. However there are specialists who can provide cover for a limited number of days per year. Normally they expect to be told in writing beforehand. We do not believe that there is a legal definition as to what constitutes a free bus service. If there are any lawyers who can refute this please let us know. The concession allowing category B (private car) licence holders to drive buses over 30 years old, limits passengers carried to no more than 8 and not for hire or reward. So any free bus service must be that, without hire or reward in cash or in kind. Donation tins placed at the entrance or exit could be construed as a reward, as could a trip that starts inside an enclosure to which the public has had to pay to gain access. If you are in doubt contact your insurer, don't be left without cover.

4. Who is going to drive your bus?
Policies vary, some allow for any driver, over 25 and under 70 years of age, driving with the owner's prior permission. Others restrict the number of drivers and they must be agreed in writing with the insurer.
5. Do you have a PCV entitlement to drive?
This is not necessarily required, but without one you are limited by law to the number of passengers you can carry. Check your policy.
6. Do you own more than one preserved bus?
If so, then shop around because there are policies that will cover all your buses, and you can make a substantial saving. Bear in mind that you may be restricted to the number of other drivers.
7. How much is your bus worth?
Some policies have agreed values, others a maximum value. Check that you are getting the right cover for your vehicle.
8. Is the bus stored on a secure site?
Most of us keep our vehicles away from our homes, insurers want to be satisfied that the risk of theft or malicious damage to your bus is minimised. You'll need to give details of where it is kept and any security measures in place.
9. Does the insurer also offer breakdown cover?
Some insurers offer separate policies to cover for breakdown call-outs. It's worth asking for a quote.
10. How many miles does your bus travel per year?
Most policies limit the number of miles travelled each year, which contributes to lower premiums.

Make a list of your answers, and contact each insurer to see who best meets your needs.

Insurers in our list of suppliers are:

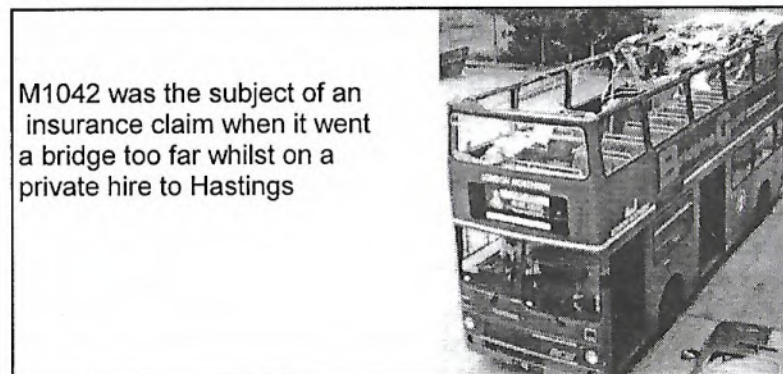
Abblit Insurance Management	01245 350550
Aon Risk Services	01384 455011
Adams Tingle	01536 486700
Footman James	0121 561 4196

Bus preservationists are generally regarded as low-risk, and insurance premiums are low as a result. However, that status has been earned by a responsible attitude on our part, it could change through one reckless act.

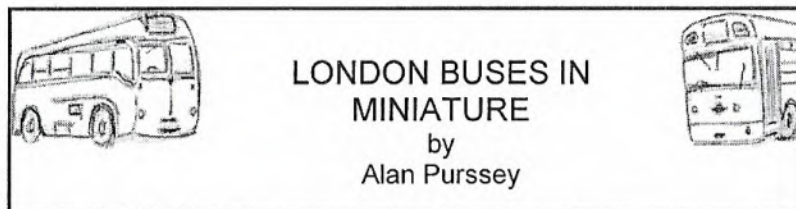
For our Association events, we insist that buses offered for service must be insured for the use to which it is to be put, that it has a current class VI Freedom From Defect (MOT) certificate and that the driver(s) hold PCV entitlement. For display vehicles we insist that they carry third party public liability. It is the minimum that the public or responsible preservationists expect.

Remember that the information in this article is a guide and that you should always contact your insurers if you have any questions relating to the cover provided and your obligations under the terms of the policy. If you do not and have an accident you may find you are not insured.

Apologies to those of you who cold-call selling insurance. And don't drink red wine before driving.



M1042 was the subject of an insurance claim when it went a bridge too far whilst on a private hire to Hastings



LATEST RELEASES

STL FROM E.F.E.

Model no, 27801 STL Finished in central red depicting STL1833 registered DLU199 in the pre war livery on route 90 to Kew Gardens Station. The model carries adverts for Whitbread Pale Ale and Andrews Liver Salts.

Model no, 27802 STL Finished in the distinctive Green Line Livery depicting STL2367 registered FXT85 is featured on loan for special duties on Derby day, working route 406F to Epsom race course, this model displays the reduced blind displays which typify this period in London.

A later model will be released without the roof number box.

I feel sure these models are going to be very popular for E.F.E. and it is rumoured that a double deck Q is planned for future release. Not necessary from E.F.E.?

MODEL BUS COMPANY DECALS

M.B.C. Latest releases LT trolleybus logos red/blue/gold standard size for fronts +Rears 6MM. Wide strip of four cat no; 40132a £2.00

LT trolleybus Logos red/blue/gold smaller size for nearside adjacent to platform 4.5mm. wide two cat no; 40132b £1.00

GREENLINE

Set of Greenline fleetnames + roundels (x5) for Romford etc, STL; s and Daimler utilities gold / outlined blackcat no; 40134 £2.00

Small underlined Greenline (5mm) in green for fronts of early T type coaches etc. pirate kits strip of three cat no; 40135a £1.20

Small non- underlined Greenline (5 mm.) in green for fronts of early T type coaches etc. strip of four cat no; 40135b £1.20

LT Body markings

LT Leyland badges for fronts of radiators strip of three cat no; 41126 0.80

LT AEC badges green 4mm. Strip or six cat no; 41127 £ 1.20

I thought the badges on the front of EFE. STLs excellent and therefore I can recommend the badges from MBC, for those small but important finishing touches to your models.

Do not be put off by the minuscule nature of the decal. Firstly cut one of the decals from the sheet using a safety razor blade. Then with a cocktail stick apply a small drop of water to the radiator; gently soak the decal in water for a few seconds, gently tease the decal from the backing paper with the cocktail stick onto the radiator. When you are satisfied with its position use a piece of kitchen towel to gently soak up the surplus water and allow to dry then apply a drop of varnish

RTC

Earlier this year RTC. launched their latest kit. The subject chosen was the LT AEC. Renown. LT class LT3 kit number 203. As promised, the two other variants have now been released, LT5 and LT5/1, both based on the same body style, but featuring differing destination layouts. As depicted in the earlier instruction sheet LT5, termed the Camelback, has the raised destination box above the drivers cab, plus the option of fitting an additional route board with a lamp above the front destination box..LT5/1 has the slim destination box above the driver's cab with the additional roof mounted route box, plus destination box on the rear.

For a double decker, like the General STL, this is one of the easiest kits to build, due largely to its simple layout. It has a straight enclosed staircase and the sides are square and is highly recommended for the first time or inexperienced modeller. David Eden of RTC. tells me that he hopes to have destination screens for all the LT Kits in the future, I will let you know of availability dates. I cannot rate these kits high enough, for me they are the best yet!

May we see in the future an open staircase version? from the first batch of LT; S open staircases are hard to cast ,but both Varney and pirate have done it before.

RTC Guarantee.

Should you receive any damaged parts, or damage any part in the making of a kit, then return the part with a S.A.E. for a free replacement.

MABEX PRODUCTS

Mabex are now offering in the majority of cases the same day receipt/ despatch postal service. They have produced a new catalogue for 2001 and are pleased to announce a few new items to their range, plus a reduction in prices of many of their lines. Mabex will be closed for business the last three weeks in August for annual holidays.

ADVERTS

They carry a large range of adverts suitable for EFE/OOC plus RTC and PIRATE MODELS, in 4mm scale for fronts, back, and sides of buses. They also carry historic adverts suitable for trams and buses for the 30;s 40;s and 50;s periods.

Mabex also offer a 10- day exchange guarantee. This works well and allows customers who are not familiar with their ranges to see them at home and to return them if unsuitable. All they ask is for you to supply a stamped addressed envelope for exchange items.

ADDRESS DETAILS

RTC Models
Rosslyn Crescent
Harrow
Middlesex HA1 2RZ
MBF members deduct £3 per kit (remember to include membership details)
Colour catalogue £1.50 and large S.A.E.

Kit no. 203(LT3), 204(LT5),
206(LT5/1) at £32 each plus
£1.50 p&p. Orders over £40
post free.

Mabex products
P. O. Box 52
Tunbridge Wells
TN4 9ZS
£1.40 for catalogue

MBC Decals
Bondi Pras Sands,
Penzance
TR20 9TQ
Colour decal catalogue £3,
orders below £5 add 0.40 p&p.



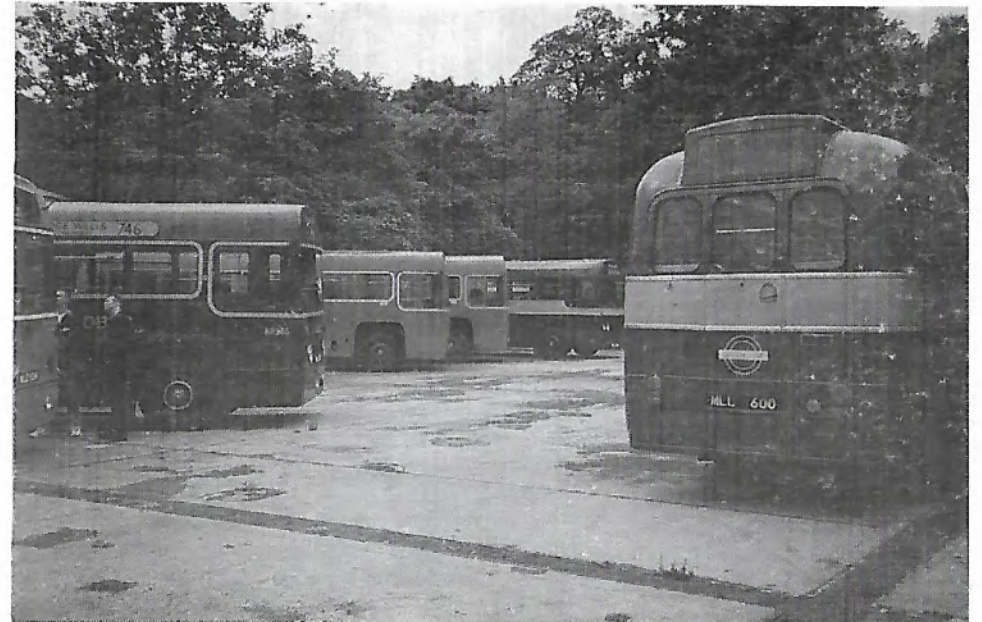
Top. 'Lost in France'. John Black recently found RT1954 lurking in a hyper-market car park near Lille.
Lower. RFWs 6 and 14 both attended the RF40 event.



Top. 'Room with a view' RT2043 at Troisvierges Station viewed from the hotel.
Lower. RT2043 with preserved 1947 Ford V8 tower wagon.
Photos. Graham Smith

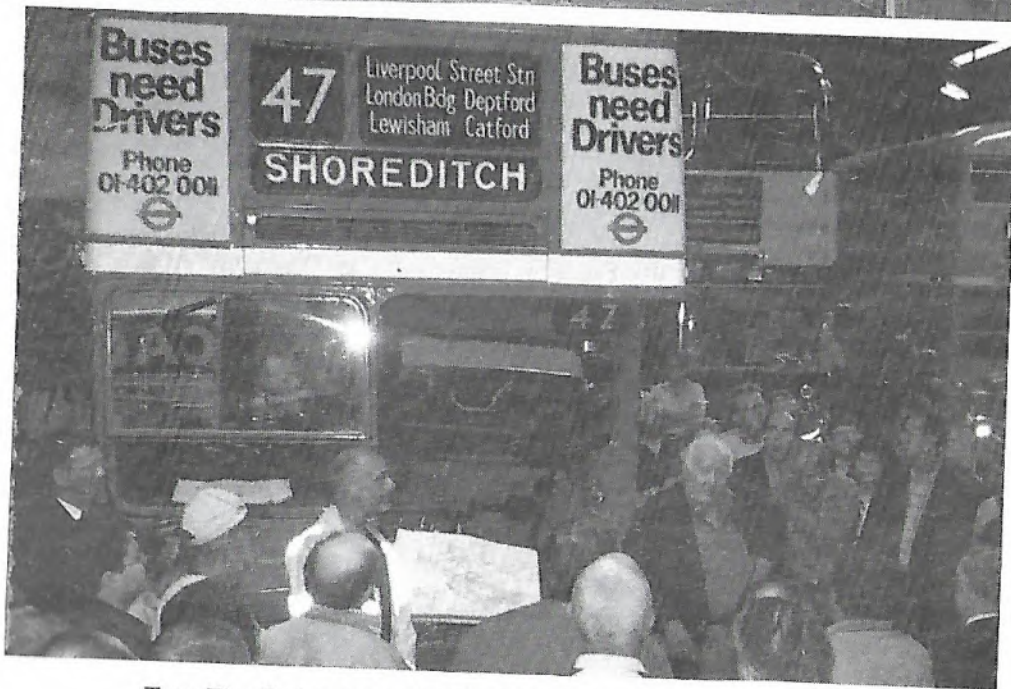
Top. An RT returns to Passereld Bridge after 51 years, with RT2043 and RM1180 in the footsteps of RTs 1692, 1702, 3070 and 3114.
Lower. John Bedford, Louis, Roger Stagg and Bill Ackroyd resting between duties in Luxembourg City.
Photos Graham Smith

RF50 held on 28th May 2001.



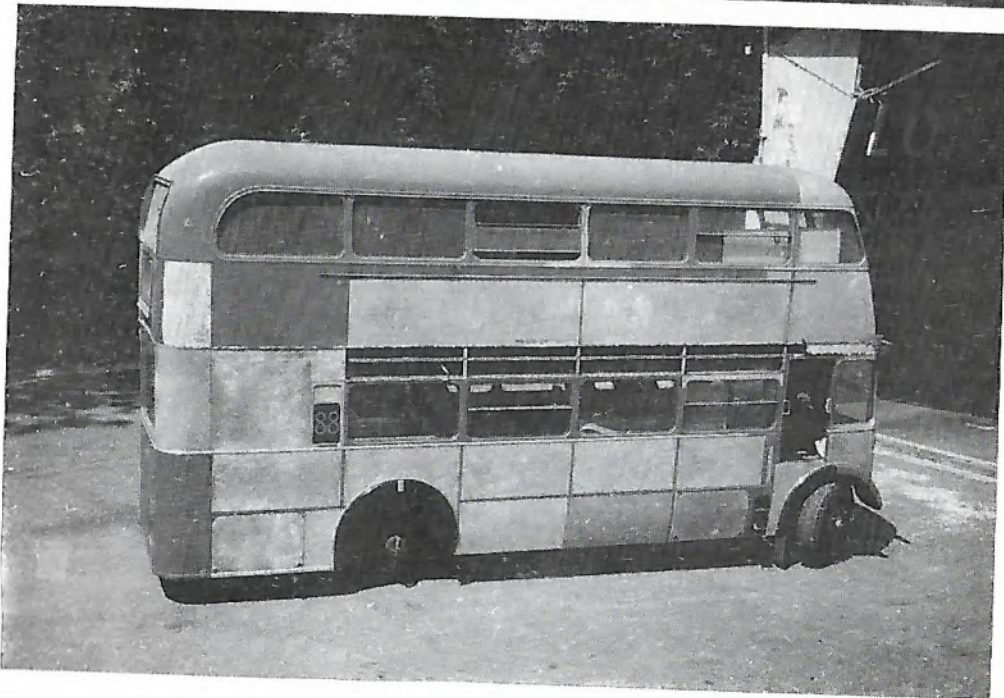
Top. RF486 on route 219 meets RF168 on the 715 meet up as planned at Esher, *The Bear*.
Lower. Modified RF213 picks up at Redhill Road.
Photos Graham Smith

Top. RFs 168, 517 and 444 showing off the specially made blinds at Depot 46. Photo Graham Smith.
Lower. A selection of the 29 RFs attending on the day.



Top. The first extended RM, ER880 from London United.
Lower. Colin Curtis gives his well attended discourse on the development of the RML.

Top. RML2758 previously out of service for a long time as a training bus alongside 2309 winner of the best RML..
Lower. This trio of RMs are flying the flag for the departed Reading Mainline.



.RT2775 was turned round recently. The new panelling hides the amount of structural work carried out. The offside is about to receive similar treatment.

If anyone should have any queries regarding model kits building, painting, or availability I will endeavour to answer your questions. Perhaps you have a favourite model? London of course any suggestions that can be passed on to RTC, they do listen. The Leyland CR cub was requested by a number of modellers, enough to get it re-made despite the fact that one had been produced by GS models some years ago. Models suggested so far are for 9T9 Greenline coach, RTC1 Greenline double deck , + a double deck Q.

CONTACT ME AlanPurssey@ .co. uk

TRUST VEHICLE UPDATE

Now RTL139 has been relegated from PSV duties, replaced by RM3, the opportunity has been taken to cure an oil leak from the rear crankshaft oil seal. To this end, the engine has been removed and stripped down. As expected, the interior of the engine has a lot of sludge deposits. The cylinder bores are in good condition, needing only a light honing; some of the crankshaft bearings are slightly worn, so we are looking to replace these. Also, we will renew the piston rings and we are also trying to source these. There is a slight complication in that these are 'Alfin' pistons and have a thicker top ring. We will be fitting overhauled cylinder heads, which we have in stock. Whilst awaiting parts, there is much work to do in cleaning and inspecting parts removed.

P3 has gone to the premises of Don Allmey to have the work done to bring it up to class 6 standards.

GS34 has passed its MOT in time for the GS running day after the intermittently leaking brake servo was changed.

The overhauled fuel pump for T504 has a serious internal fuel leak and will have to come off for rectification.

The overhauled fuel pump for STL2377 is waiting to be fitted.

ST922s engine is being stripped to investigate a loud tapping noise. The exhaust will be changed when this is sorted.

SMS369 charging problems are still being investigated, whilst a charging system has been commissioned on D142. The fitment of a temporary orange warning lamp to warn of a slow vehicle is being considered.

THE GRAND DUCHY of LUXEMBOURG by RT – A Recreation Abroad

Graham Smith

English is a funny old language, isn't it? For example, take the word "Recreation". Chambers lists no fewer than seven definitions, including "The pleasurable occupation of leisure time" [1] and "The act of creating anew" [2] although, admittedly, the pronunciations are different. Recently, a number of us had the opportunity, nay privilege, to combine these two definitions. Coincidentally, a further definition – "A source of amusement" [3] – was to be a welcome and ever-present feature, as well.

The inspiration for the recreation (definition [1]) came from the Stagg household. The plan was to travel to Luxembourg in Roger's superb RT2043 in order to attend an event on 5th May celebrating 75 years of urban buses in the capital. The recreation (definition [2]) was to re-enact a famous scene from 1950 when four brand new RTs (1692, 1702, 3070 & 3114) toured eight countries in mainland Europe to publicise the Festival of Britain. They had been photographed on the Passerelle Bridge in Luxembourg City, proudly displaying their "Festival of Britain 1951" blinds, a scene recorded on page 151 of Ken Blacker's excellent book "RT, The Story of a London Bus". The list of the trip participants (from Cobham, John Bedford, Dawn and Roger Stagg, Mary and Bill Ackroyd, Paula and Ian Barratt, and Liz and myself, as well as three other couples known to Dawn and Roger) virtually guaranteed that recreation (definition [3]) would never be far away.

The hardest bit was the early start; "We leave Offham 5.30am sharp on Thursday 3rd May" stated the joining instructions and we did. It must have seemed a surreal sight, a red London bus on route 75 with blinds set for "Troisvierges, Rue Josy Conrad" (more of this anon), travelling through rural Kent at such an early hour. Formalities at Dover were straightforward, despite two officials directing the bus towards a Customs shed used for carrying out detailed searches. It soon became clear they had done this only to alarm one of their female colleagues – the sole employee on duty there – to see her reaction when confronted by a double-decker bus. Fortunately it was laughs all round – and no strip searches!

We enjoyed a surprisingly edible breakfast on board the cross-Channel ferry. A few of us had an unexpected bonus when a till – or was it the operator? – malfunctioned. We were waved through, without charge. Thanks, P&O, for this welcome customer initiative.

Arriving at Calais at 9am (10am mainland Europe time), RT2043, with GB plate firmly in place, set wheel on foreign soil for the first time in its 50 year life. A fuelling stop was the first priority and one was found just off the main autoroute, with diesel prices appreciably lower than in the UK. No truckers protesting here, although a driver of a local bus seemed incensed the RT was using a bus-lane.

Traffic was fairly heavy on the autoroute through France and Belgium but 2043 and its trio of drivers coped extremely well. On board, the scariest place was in the upstairs front seats as the overbridges were considerably lower than their UK motorway counterparts. Roger's researches had shown adequate design clearance but, even so, upper deck passengers could not help but wince instinctively when passing underneath.

Although RT seats were not designed for long distance travel, they seemed surprisingly comfortable. But then, for those of us who regard it as the best double-decker ever built, we could almost put up with perching on seat frames for the joy of riding on an RT. Other advantages of double-deck travel are the chances to "stretch your legs" while travelling and to move between decks to join in (or escape from) other conversations, as the mood takes you.

At around 6pm we reached our destination, a delightful small town in rural, northern Luxembourg called Troisvierges. "Rue Josy Conrad" was where Dawn and Roger's friends, Louis and Marti, live. For them, the chance to see 2043 parked outside their house was a dream come true.

Roger then drove down to the town's Hotel du Chemin de Fer where most of us were staying. The hotel's owner leapt out to photograph the RT and its passengers, such was his astonishment at seeing a London bus outside. Later that evening we all enjoyed a superb meal at the Hotel, before retiring to bed via the bar, tired but happy.

The next day, Friday, was "RT-free" for the Hotel group as we took in the sights of northern Luxembourg, courtesy of two of Louis's friends who drove us around in their cars.

Highly recommended is a visit to Clervaux with its Castle, Abbey and Toy and Model Museum. One of our party, who shall be nameless, in case he sets the Finchley gang on to the author, joked about making enquiries to join the Abbey. Joke? Who said it was a joke? Proposers and seconders were quicker in coming forward than for any LBPT committee nominations!

A splendid barbecue hosted by Louis and Marti in their back garden rounded off the day. It was a pity the weather was so unseasonably cold, not that this failed to blunt the progressively more, shall we say, mischievous nature of the conversation which had developed among the group. "Bonding" is, I think, an apt description.

Saturday was definitely an RT day, with an 8 o'clock start for the 50 mile journey to Luxembourg City and the "75 years" celebrations. Our rendezvous with the organisers was just off the Rue de Bouillon, to the south-west of the city centre, on a site shared by the City's modern bus depot and the equally modern (it opened in 1991) Tram Museum. Many Cobham members would kill to have anything approaching a museum of this standard and quality.

A recreation of the City's original motor bus route, from the bus depot via the Railway Station to the Hamm Centre in the northern suburbs, was the agenda for the day. RT2043 and RM1180, a long-term resident of Luxembourg, were the double-deck contingent, supported by a variety of visiting single-deckers from Holland and Germany, as well as some older Luxembourg buses in their distinctive dark blue and cream livery. The route was scheduled to run at quarter-hour intervals from 10am to 6pm. So it was that RT2043 – blinded for route 133, destination "London Bridge" and crewed by Drivers Stagg and Ackroyd and Conductor Smith, complete with bell-punch and ticket-rack, ably assisted by Louis as the translating service for fascinated and bemused Luxembourgers unable to understand the conductor's attempts at describing the route – took up its duty on the City's roads. We operated four round trips and carried around 150 people in total, much to their obvious delight. Many had never seen a double-decker before, so a ride on the upper deck just had to be experienced. Boarding and alighting from an open platform on the "wrong side" made for an interesting experience, also. On the last run back to the depot, we collected the rest of our group who had spent the day (and, rumour had it, the bus crew's money) in the City's shopping centre.

We then had time to look at the exhibits in the Tram Museum. These included two tramcars in running order dating from the 1930s (Roger was invited to drive one of them), a 1947 Ford tower wagon, two single-deck City of Luxembourg buses dating from the late 1950s (one a Jonkheere-bodied AEC) and a classic 1935 Parisian open-backed Renault TN4F. In addition, the Museum boasts a wonderful collection of 22 models built by craftsmen in the maintenance and repair shops to a scale of 1:8 and spanning the City's public service vehicles from horse-drawn tram through to a 1972 Mercedes-Benz bus. These exhibits are complemented by a vast array of photographs and other artefacts recording Luxembourg's transport history. Next time you are passing through Luxembourg, don't! Instead, stop and visit this transport feast; you won't be disappointed and, by the way, entrance is free.

Talking of transport feast, this was next on our schedule. Along with all of the day's other participants, we sat down to enjoy a splendid dinner (and copious quantities of wine and lager) in the comfortable confines of the Museum's main hall, courtesy of the event's organisers. The evening ended with a presentation ceremony, with trophies being awarded for various categories such as "Oldest Vehicle" and "Furthest Distance Travelled". It seemed our hosts had, generously, contrived matters to ensure "no-one went home empty-handed". Surprisingly, we were beaten to the "Furthest Distance Travelled" award by a German group. The organisers had stopped short of inventing categories such as "Oldest Passenger to Survive the Journey" or "Prize for Bus Registered LUC291". In fact, Roger received the cup for "Most Passengers Carried to Attend", or something like that. At around midnight, we returned by coach to Troisvierges, tired and contented, but mindful of the early start needed the following morning.

Sunday breakfast at 7 o'clock – what sort of holiday was this? No bus this time but, for a change, we had a train to catch. More precisely, it was the 07.45hrs departure from the station opposite our hotel. Having hastily rescued one of our number whose alarm clock had failed to function, we were all present and correct on the platform in time to board the electric multiple unit for the hour-long journey to Luxembourg City. Of course, the train left on time and, of course, it arrived on time – this, despite the driver having a passing resemblance to John Prescott.

On arrival, a few of us went by car (Thanks, Louis!) to the bus depot where RT2043 had rested overnight. Our mission was to prepare for the recreation of the famous 1950 scene referred to earlier. A quick hose-down (of the bus) and doffing of uniforms (by the crew), and we returned to the City Station to pick up the rest of our group. Our rendezvous was outside the British Embassy, situated just to the north of the Passerelle Bridge, where the local police met us. At some stage since 1950, the Bridge had been widened and, instead of being two-way, the traffic flow was now northbound only...but the 1950 scene showed the RTs parked in the southbound direction. No problem! The comprehensive planning had enlisted the co-operation of the police who'd undertaken to stop the traffic in the relevant lane at half past nine, for five minutes only, to enable the RT and RM1180 to be correctly positioned – southbound – and photographed. Two police bikes were despatched and the scene recreated, 51 years on. Ken Blacker's RT "bible" records that, prior to setting out from London, the two Park Royal vehicles (RT1692 & 1702) had had their livery modified by the application of cream upper deck window surrounds to match the two Weymann vehicles which had been delivered in this livery. Coincidentally, RT2043 had entered LT service in January 1951, the same month as RT1692 & 1702 had begun their "normal" LT duties. Also, 2043 sports this upper deck cream relief livery, although it had been delivered without this feature.

After the photo-call, we returned to the Museum.....for a second breakfast! We were honoured that the British Ambassador to Luxembourg, Mr David Herbert, was able to join us there. And, no, the breakfast did not include Ferrero Rocher chocolates. Mr Herbert took a great interest in the weekend's events. He was most enthusiastic about the Grand Duchy and obviously enjoys living there. It is an amazingly wealthy country, one of the world's major banking centres and, also, the third biggest producer of iron and steel. On a recent visit back to the UK, Mr Herbert, who hails from Sutton, told us he had visited Croydon and had almost been run over by a tram! Now, there's fame and there's fame... . Almost reluctantly we left the Tram Museum to head northwards back to Troisvierges, calling *en route* at a well-stocked hypermarket to buy reminders of our visit to Luxembourg (translation = cheap booze).

Returning to the Hotel du Chemin de Fer, we stashed our supplies away....and met up in the hotel bar for yet more convivial (sounds far better than "abusive") conversation. Somehow the afternoon merged into the evening and we kept our rendezvous with the rest of our party for dinner at the town's Irish Bar. It was nothing like it may sound to you! The restaurant was beautifully appointed, the food was absolutely superb, prices were very reasonable and the lobsters swimming in the tank were able to breathe sighs of relief that their lives had been spared for at least one more evening.

Stumbling back to our hotel we realised our very enjoyable few days away were now rapidly drawing to a close. After breakfast and settling our accounts we awaited the by now familiar sight and sound of RT2043. Punctually (of course) it arrived, with its ultimate blind now showing "London". Rather more luggage was loaded aboard than had come on the outbound journey and "team photos" were taken as a final record of our stay in Troisvierges.

We called to say our farewells to Louis and his family, and then headed for the Belgian border and our route back to Calais. Needless to say, the sun, which had been somewhat absent the previous days, shone throughout our return journey. Despite an unplanned detour through the less than delightful suburbs of Ostend (road-signs in Belgium can be as misleading as they are in the UK), we arrived at Calais ferry terminal in time for the 19.15hrs crossing. "Jobsworth" on the quayside said the bus was too high to go on the ferry (shades of Evadne and the Isle of Wight ferry in 1999) but he was persuaded otherwise. Whether he thought the narrative "Double Decker (8.10m)" printed on the ferry ticket referred to the bus's height rather than its length is impossible to know but a 26 foot tall RT would be a formidable sight – in any country! Suffice to say, we were allowed aboard and 2043's roof survived unscathed.

Arrival at Dover produced another quip to try and show the human side of HM Customs. In carrying out the headcount to reconcile the 15 passports he'd been given, the official ventured upstairs to enquire whether "Cliff Richard was still here". We were most surprised he failed to notice the 20 illegal immigrants clinging to the underside of the bus!

Parked in Dover Docks was a respectable-looking open-top Bristol VR. Closer inspection showed it had a parking ticket and had been "clamped". Abandoned or what? Goodness knows whether it's still there – perhaps by now it's found its way to Depot 46?

Bidding farewell to Mary and Bill Ackroyd, who'd driven by car to Dover, we then went the short distance to Dover railway station, to enable John Bedford to catch his train to London. Thanks, John, for putting up with us all and, indeed, for giving as good as you got! Next time, I will remember to wear a tie when conducting.

The blind showed "London" but, for some reason, the bus turned short at Offham (no roadside inspectors around these days, so what can you expect?!). The journey ended as it had begun, in semi-darkness in this attractive village in Kent. Slowly, we transferred our luggage from the RT to our cars and said our good-byes. Without doubt, all three meanings of the word "recreation" defined earlier had been successfully achieved.

There's a long list of people to thank for making our five days away such an enjoyable experience. First of all, of course, to Roger and Dawn for making all the arrangements and for providing such a splendid vehicle in which to travel; to Louis and Marti and their family and friends in Troisvierges for their generosity and for making us so welcome; to Georges Feltz and his colleagues at the Tram Museum and bus depot for organising the "75 years" event and for showing us their enviable facilities and exhibits; to Roger (again!), Bill and Ian for sharing the driving; to all on board 2043 for being such good company throughout the trip; and, finally, to all the good people of Luxembourg whom we met, for their friendliness and their interest in a Red London Bus.

What next? Well, 2002 is the fiftieth anniversary of the 12,000 miles Goodwill Visit by two RTs and an RTL to the USA and Canada.....now, that would be a recreation to beat all recreations! At Cobham, in RT2775, we have the only surviving bus which made that trip, all it needs are a crew and passengers with six months to spare and....a lottery win to pay for it all. Easy!

COLLECTING THE PAST for the Benefit of Future Generations

Graham Smith

"Just what can I do with all this bus stuff?" is a question which, I suspect, is being asked quite often as people clear out their lofts or, perhaps, sort through the possessions of dearly departed loved ones.

So, how should we, as Trust members, answer if such a question is posed?

I suppose the easiest, if rather selfish, response would be "I'll have it". But this would be, surely, only an interim solution – *Anno Domini* gets us all sooner or later! A more enlightened response, I suggest, would be to say "See if Cobham would like it". Note I have not just said "Send it to Cobham" regardless, as there may be valid reasons (e.g. lack of space, duplication, not relevant etc.) for not wishing to add it to the Museum's archive stock, either at present or ever.

I envisage procedures being in place to refer any such enquiry to a responsible, but small, group of appointed members (I hesitate to call it a "sub-committee" to calm those rising hackles) tasked with responding both promptly and positively – i.e. thanking the potential donor and suggesting other possible recipients if LBPT were not interested – and with considering any associated implications, such as how to store, display and whether to make copies of particular items, plus any citations that may be requested or considered appropriate. In effect, the main committee carries this out at present on an *ad hoc* basis and, of course, it would be for them to decide whether to delegate to a sub-group. The type of "bus stuff" coming to our attention may be quite wide-ranging. Perhaps I can illustrate further by describing three situations in which I have been involved personally during the past year:

1. MEMORIES FROM THE 1920's

Seeing our 1925 Dennis D142 on display at the Byfleet Parish Day last summer reminded local resident, Mr Maurice Goddard, of riding on similar buses back in the 1920's. At that time, he was a young boy living with his family in the Addiscombe area. He came and shared his memories of those days with me.

Mr Goddard remembered travelling in all weathers on open-top double-deckers on journeys to and from John Ruskin School in nearby Croydon. In particular, he recalled buses on routes 12, 75 and 134, and the fierce competition existing at that time between rival operators such as *General*, *Edward Paul* and *Thomas Tilling*. On visiting the Museum some weeks later, Mr Goddard was interested to see the route 12 blinds displayed by our STL441 and *Tilling* ST922.

For health reasons, Mr Goddard's father was advised by his doctor to vacate his office job and to work "in the fresh air". He became a bus driver for the *London General Omnibus Company* (LGOC) and drove Dennises and other similar vehicles. With not even a windscreen for protection against the elements, there would have been no shortage of fresh air! Mr Goddard Senior transferred to the new Elmers End Garage, described at the time as a "showpiece", on its opening in March 1929. Mr Goddard recalls his mother was always concerned to ensure his father's turnout was immaculate, even when he was on very early or late shifts and had to travel to and from the Garage by bicycle.

Mr Goddard has, also, obtained further memories of those times from his elder brother who remembered the smartness of the *General* buses and staff, and especially of their father changing into his white coat and cap cover in the summer months. Also, he recalled the sloppiness and even dangerous driving of the "pirate" buses. In Central London he remembered the *Chocolate Express* and the yellow and green-liveried buses of *Edward Birch*. On three occasions he came across their father on duty – at the *Black Horse* terminus in Addiscombe on route 178 to Croydon, on route 197 between Norwood Junction and Croydon and on route 169 outside Australia House in the Strand.

Tragically, Mr Goddard Senior and four other family members were killed by enemy action in Wimbledon, on 13th October 1940. The Croydon Roll of Honour recorded his death and, rather bizarrely, four entries later, recorded the death, also, of Mr Maurice Goddard, "in enemy action in the Middle East". Fortunately this was a classic case of misreporting. Mr Goddard believes this was due to his family moving away from Addiscombe to be near his mother who had been seriously injured in the air-raid which had claimed his father's life and had been evacuated to Botley Park War Hospital, now St. Peters Hospital, in Chertsey.

Mr Goddard has kindly donated to the Museum seven of his father's Safe Driving Diplomas. These were awarded by the London "Safety First" Council and cover his father's period of service both with the LGOC and its successor, the *London Passenger Transport Board*. By an amazing coincidence, the first of these diplomas is dated 1925, the year D142 first entered service.

We are arranging to display copies of these diplomas (the originals are stored securely) together with this interesting narrative on a display board in the Museum.

We are indebted to Mr Goddard for his generosity and for sharing his and his brother's memories of those times with us.

2. 1952 GOODWILL VISIT TO THE USA & CANADA

An advertisement in a recent edition of TLB, the excellent monthly journal produced by the London Omnibus Traction Society, sought "a good home for an extensive collection of general material relating to the 1952 Goodwill Visit to the USA & Canada of RTs 2775/6 and RTL1307".

On seeing this, I wrote immediately to the advertiser, a Mr Peter Dann of Uckfield, asking if he might consider our Museum as a worthy home for the material and mentioned that the only survivor of the trip, RT2775, was an LBPT vehicle currently undergoing an extensive programme of restoration at Cobham. I assured him the material would be kept safely and securely and, indeed, envisaged that various items could be mounted in display cases alongside the RT for future generations to enjoy.

Mr Dann rang the very next day to tell me the collection was ours. He'd been in touch with its owner, Mrs Audrey Dennis, who was the widow of one of the LT staff who'd taken part in the epic trip. Her husband, Albert, had died four years ago. Mrs Dennis had been delighted to hear of our interest and, apparently, had had no hesitation in agreeing to donate the entire collection to Cobham.

At my invitation, Mr Dann came along to our recent *RF50* event and he, kindly, brought the collection with him. Temporarily, and with the committee's permission, I am looking after the items. I have not yet had the opportunity to study the collection in detail but the following summary will give some idea of its content:

- Over 500 photographs, with RT2775, the crew bus, featuring prominently

- 11 30"x20" scrap-book pages of contemporary press cuttings
- An Emmett-drawn "Buses from Britain" leaflet, produced by the British Travel Association ("BTA"), the sponsors of the Tour
- A BTA-produced map of the "Coast to Coast Goodwill Tour"
- A State of New York Driver's Manual (apparently, the participants had to take a driving test there!)
- A dinner menu dated 11 March 1952 from the Cunard R.M.S. "Parthia", the vessel used for the crossing from Liverpool to New York
- A 16-page booklet recording the Tour and produced by Self-Changing Gears Ltd of Coventry

Of especial interest is the actual diary notebook in which Mr Dennis, who was an LT Electrician based at Gillingham Street garage, recorded all sorts of information about the Tour. This includes various occasions when the buses's roofs were damaged, facts which were probably never recorded in any official versions! The notebook is particularly detailed for the three months leading up to the start of the Tour. For example, the first entry dated Saturday 15 Dec 1951 reads "District Engineer Mr Cadwallender called at home to instruct me to report to Chiswick on Monday morning for an interview regarding a proposed visit to USA. He wished me good luck and was very pleased about it".

On the Trust's behalf I have written to thank Mrs Dennis for her generosity, enclosing a copy of our Guide Book (which, of course, features RT2775) and expressing the hope that she may be able to visit as our Special Guest of Honour for the "launch" of the completed restoration of 2775. Mrs Dennis has written to say she looks forward to "seeing her in all her glory" and to hearing further from me. Next year sees the 50th anniversary of the Tour and it would be fitting if such an event could be arranged, perhaps to mark the completion of the bus's exterior even if the full restoration is not yet complete. Naturally, I have kept our Chairman briefed on this subject as he and his team have more than a passing interest in 2775's restoration. As yet, there are no plans for triple-shifting though! By the way, Dave Kreisler recalls having met Albert Dennis at Chiswick on at least one occasion. Peter Dann's visit to Cobham has rekindled his interest in London buses. He and I met up again on GS Running Day. By coincidence, for the first 18 years of his life he'd lived in Eastcote, a "Metroland" suburb now famous, not least, for containing the Allmeys and Smith residences.

Also, I realised I knew Peter's aunt, Katherine, as we had served together on the governing body of a local primary school in Eastcote. Katherine is, currently, the Mayor of Hillingdon. Cries of "Small World" abound.

3. ENGINEER'S TOOLS

In tending the Museum's e-mail address (cobhambusmuseum@aol.com – for those who may not know it), I receive a wide variety of messages. Some are straightforward (enquiring about events, directions, memorabilia etc.); some are rather technical (which I forward, rapidly, to more knowledgeable members); a few are, frankly, bizarre (and, I suppose, ought to be referred to a psychotherapist but, in fact, I just delete them – let me know if you'd like them instead!); and others fall into none of these categories.

A recent message came from a Mr Nick Smith on behalf of his sister in-law whose husband had been a London Transport (latterly Arriva) mechanic. He had worked at Leatherhead and Crawley garages and had passed away last year, whilst working on a bus at Crawley. Arriva had returned his extensive collection of bus mechanic's tools (some 7 or 8 large tool-boxes) that he had acquired during his 41 years of service and his widow was keen to know of possible charitable outlets to dispose of the items.

Mr Smith had suggested Cobham to her, having recalled that, in the past, her husband had mentioned the Museum to him and wondered if we might be interested in the tools. After consultation with your Editor, I confirmed our interest.

I then spoke to the lady, Mrs Sheila Ballinger, and she was interested in coming along to see the Museum. I invited her to GS Running Day and she brought three of the boxes in her car. The contents were viewed with great interest by some of my, shall we say, more technically-minded colleagues. Sheila was delighted by the interest shown and with the "bus garage" ambience of the Museum, and had no hesitation in letting us have the entire collection. She was keen for the tools to be used rather than kept locked away and we were happy to assure her on this. She felt sure that John, her husband, would have approved of her decision.

I should like to record the Trust's sincere thanks to Sheila Ballinger for donating John's collection to Cobham Bus Museum; to Nick Smith for contacting us (and who may join as a member); and to Peter Starks for collecting the remaining tool-boxes from Mrs Ballinger.

I hope members will be interested in hearing of the above examples. If anyone has any particular comments or knows of any London bus-related items seeking a good home, I would be pleased to hear from them.

Another contact made via Graham's e-mail address was Eric Schnidrig who has contributed this interesting account of his involvement with RT1849. We have supplied Eric with an RT screen and various pieces of advice-Bill C

FOR THE LOVE OF THE DOUBLE-DECKER BRITISH BUS

Eric Schnidrig

When I was a child of six years, my parents took my brothers and sisters on a vacation to Vancouver, British Columbia, Canada. In Stanley Park, a large central park in the city, there stood a grand sight...a huge red bus with a yellow strip around its middle. At first I was frightened, but my Mother gave me reassurance it was nothing to be afraid of. It was a cold gray day and this majestic vehicle stood out like a beacon on the shore of the marine-blue Vancouver bay. The next day we ventured to Victoria, the capital of BC and more of these vehicles appeared, much to the delight of my brother and I. We attempted to take a ride on one, yet we didn't have the courage to step up to the challenge of mounting such a beast. We were little and we were frightened. Little did I know that I would some day own one of the very same buses that journeyed the streets of Victoria and London. Thirty-eight years latter it was fate that drew RT1849 and I together.

I was traveling down Highway 37 in central Washington State. A recent death in the family resulted in me being in the right spot at the right time. My Wife Sandra suddenly asked, "Eric, isn't that one of those buses you've been looking for"? I slammed on the brakes and sure enough there it was, a 1952 Regent Three sitting at a roadside orchard with chickens and turkeys all about.

After some intense time and work, I was able to purchase the non-functioning RT and here began the saga of RT1849 and her rebirth from the frigid winters and scorching summers of Washington's high desert plains.

As I understand and will probably be corrected on, RT 1849 also known as KYY704 began her life as a New London Transport in the early 1950's. It was withdrawn in June of 1971 and sold to Vancouver Island Coach Lines Limited (Gray Line), and passed on to Gray Line of Victoria Limited in September of 1979. On or about March of 1992 it was purchase by Mr. Dale Boyd, 7780 Blewit bypass, Peshastin, WA, USA. Mr. Boyd purchased the vehicle for a tour service in the town of Leavenworth WA, 2 miles to the north. The tour business failed due to city ordinances prohibiting advertising on the outside of vehicles. Leavenworth is a beautiful place that is touted as the "Alps of Washington". All Buildings have Bavarian facades and maintained in impeccable condition. Boyd parked RT1849 on his farm and eventually sold it to Mr. Mike Smallwood.

Mr. Smallwood has a thriving business selling fruits and vegetables from a rather large "fruit stand" on HYW 97. The reason he purchase the RT was to promote an antique store he had as an additional profit center for his business. The antique store failed and the bus sat for 8 years, alone... with the exception of the chickens, turkeys, and other domesticated animals Smallwood had in a pen three feet from the bus. Sort of a children's petting zoo, but it turned out to be more of a squatting zoo for the animals... in the bus. (Yuck!) This is where I came in. He wanted to keep it, his Wife didn't and I did... Sold! My Spouse thought I was crazy, but I assured her that everything would be just fine. Now, I am 315 miles from my home and own a 50-year-old bus that has not run in eight years. The option was quite simple, tow it, and that is what I did.

The tow truck driver was dispatched from my hometown and he diligently "shooed" the roosting chickens from the vehicle and proceeded with the journey. Unfortunately, the bus's drivers lower front windshield frame and hinges fell off during the tow. This has lead to considerable heartache for me. The reason being, RT windshield frames are not readily available. Items for these buses are not like searching parts for a 1910 Ford Model T, of which many were made.



I have found that searching for RT parts, can be compared to reconstructing a dinosaur skeleton which my have expired 200 million years ago, well maybe not that extreme, yet close to it. However, RT1849 arrived at my shop to a curious welcoming committee. Now, even more people think I have lost my wits. Not to worry I am still somewhat sane, but I question, will it start? Being a Certified Master Mechanic in four fields, the question of whether or not it would start was moot. The real question; what will the costs become to make it fully operational? Some fear set in, yet I was confident this majestic vehicle would start, run, and be completely drive-able. I was appeased when I had to crawl under her to reinstall the drive shaft from the tow. Grease and chicken feathers, everywhere! This is a mechanics dream, sans the feathers. Why? Heavy lubrication is a sign of a well-maintained vehicle and I was not disappointed. Tight drivetrain, perfect belts, clear antifreeze, and a diesel engine with black oil in it are a sure sign that the maintenance department in Victoria BC was keeping up with their duties. However, a few maintenance items where in order... fresh oil, a new fuel tank, new batteries, and a lot of troubleshooting.

You see riding a Double Decker is a completely different scenario than actually operating one. Especially when one doesn't have the slightest idea of what the switches and controls really do. If the reader has every delved into the computer games such as Myst and/or Riven. You soon realize every effort is a chance at success grandeur or dire failure. Beyond this, sooner or later comes the final act of appeasement or disparity, but first you must make the attempt. I instructed a fellow employee to jump in the cab and start doing something... anything. "Just start fiddling and something is bound to happen", is another one of my professional credos. (Professional Note; it is always wise to have a fire extinguisher close by, when fiddling or tinkering.) At first nothing was working. I went nuts over the lack of electrical power in the front of the bus...new batteries, yet nothing up front. I searched and searched for the problem. Then I went back to the battery box and followed the cables with a mirror. Interestingly there was a hidden master switch beneath the R/R lower bench seat. I hit the switch and the whole thing came alive. Lights on, heaters blowing and it scared heck out of me. After I figured out that AEC decided that switch relationship = down is on and up is off, I was excited. Next... Lift - off!



I instructed the employee to get back in the cab and start doing things to light-the-fire. I was at the ready with my fire extinguisher and we were counting down. He discovered that a certain switch made the starter engage then immediately disengage. After we "tinkered" ... I use the term lightly, because you don't tinker with a 7.5 ton vehicle. (Fiddling is OK, but tinkering?) All of a sudden, she started to crank over and very slowly. Using my diesel knowledge I purged the fuel system of air and old fuel, then I recharged the new batteries, hit her with some Ether and Rattle-Rattle-Rattle she started to fire. At first it sounded like a cylinder had no compression, maybe a valve was stuck or a mouse had found its way into the intake system. I was concerned, but then "She lit-up" and blew the biggest cloud of blue smoke I have ever seen since I worked in the Fording Coal Mine of Southeast BC. The misfire quickly went away (poor mouse) and ran like a diesel engine should run. The new "Driver" was like a kid in a candy store, and high fives from all the other employees were the icing on the cake.



RT1849 is now drive-able. Although, I do have some technical problems that need resolving, the painting project is underway. I will send pictures when it is painted, yet I am still looking for the lower front drivers windscreen frame with hinges, and a manual would put me in British Double Decker Bus, Heaven.

I thank all the people that have been helping me with my restoration project, including Bill Cottrell, Glyn Mathews, Roger Hardy, Bob Martin, Roger Stagg, Paul Trembley, Duncan Roberts, David Ballantine, Brian Coney, the Cobham Bus Museum, the BBANA group, and all the other good people, worldwide, that have helped me enormously.

Thank you, so very much for your time, effort, and email.

Eric Schnidrig Schnidrig@...com

Gresham, Oregon, USA.

ADVERTISEMENTS and STL2377

Bill Cottrell

As has been reported in previous magazines, we have attempted to gain sponsorship for advertising on STL2377. The thought was that companies with products around in 1939, and still in existence today, would be approached to recreate period adverts. To date, we have had no luck. We had an outright refusal from the Daily Telegraph, and no response at all from Heinz, Aspro, and Hovis. The bus looks incomplete without adverts, so what are the options. The only real option is to get the adverts done ourselves. There are hundreds of period black and white photos, especially as we are not now constrained by a current product line. However, we are left with the problem is finding the correct colours. The most likely source of this information is from period packaging and advertisements in magazines. There are a couple of museums specialising in packaging, plus recreated shops in places like this Black Country museum are also a source. We cannot rely on colours used on modern EFE models as they admit that cost rather than accuracy is the main factor in their choice.

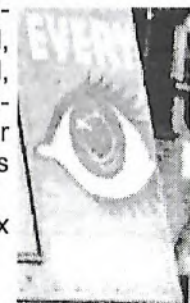
If we chose relatively simple adverts, for example, lettering in one colour on a background of another, they should be fairly inexpensive to reproduce. The adverts on Rogers Stagg's RT were painted on recently, the signwriter charging £85 a day. Roger did the background colour himself, so he got the rear Bisto and side Hovis done for only two days work by the signwriter.

For the front of the STL either side of the blindbox, I would



personally favour Picture Post. Although a little bit complicated, these are so typical of the period, appearing on many buses. Examples of this advert currently appear on the front of the G351, so this could be used as a pattern.

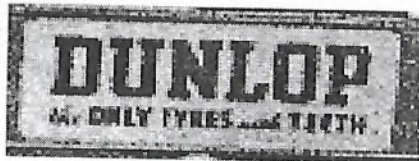
These adverts measure 20ins x 30ins.



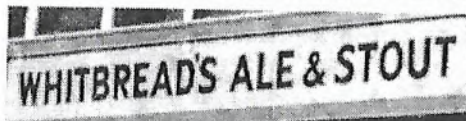


For the rear, below the window, there are a few options. There were many variations of Aspro, a blue background with, I believe, pink writing. (ie the colour of the packaging).

Dunlop is another contender, black writing on a muddy yellow background, with Gillette another fairly simple example. Bisto and OXO require more work due the more complicated graphics These adverts measure 50ins x 20ins..



Now we come to the main feature, the side adverts, measuring 17ft 4ins x 20ins,. The Daily Telegraph was fairly simple. Whitbreads, as featured on the EFE STL model is also only two



colours but we need to confirm the correct colours. There were many variations of Schweppes, with slightly more complicated artwork. However, Hovis was simple and appeared on many buses as is Saxa Salt and Swan Vestas matches. The advert that really appeals to my sense of irony is 'For your throats sake, smoke Craven A'.

Could we get away with that one today? Finally, Black and White whisky, another straightforward example, appeared in many versions. Has anyone any



opinions on this? If there is an advert that particularly brings memories, perhaps you would care to contribute to it or sponsor it in its entirety.. I look forward to hearing from you.

BEYOND THE GATES

John Hinson

I apologise for the recent absence of this column. Our vehicles (like so many others) had been inaccessible for the early part of the year owing to the Foot & Mouth Disease restrictions, but although the disease is (at the time of writing) by no means eradicated, the blanket restrictions on public access to farmland were lifted in June. With freedom, at last, we have been able to get to some rallies, and our first was North Weald.

Here, we reunited with many people we hadn't seen for a seemingly long while, and saw many old and new friends in the form of the buses themselves. On the London front, there was a good range of red RFs (but no green ones!) all looking in fine fettle. One that I cannot remember seeing since 1985 was RF503. I remember it was stored at the old AEC factory in Southall, we saw it there when we collected RF453 from LT. At that time, I was told, the owner was working in Hong Kong. I guess it is in new hands now, and it is nice to see it presented with the later grey band around the windows to contrast with the more popular cream examples.

Nearby was RF457, I was amused to see a note in the window reading:

CHILDREN LEFT UNATTENDED AND RUNNING WILL BE TOWED AWAY AND DISPOSED OF AT THEIR OWNER'S EXPENSE

Now that *is* my type of humour.

Peter Sapte was present with his open-top RM1403, but for a "first" brother David apparently arrived by aeroplane at the rally. Now about your lack of admission ticket, David . . .

Another Routemaster that caught my eye was Tony Potter & Brian Lewer's RM16, looking very fresh indeed and greatly enhanced by a nice set of sign-written posters.

It is interesting to see the newer vehicles joining the rally scene, I noted two ex-LT Leyland Nationals looking very smart, 24 and 103.

I also saw something even more modern, Olympian L55 (C55CHM) is a new addition to the preserved ranks.

And one other vehicle caught my eye, not a London Bus but a small vehicle belonging to a Cobham member. I finally saw in the flesh that lovely Royal Mail postbus SOP 405S, pictured in an earlier episode of this column.

Later in the same month we attended the Aston Manor Road Transport Museum's Open Day and Rally. We have only attended this day once before, but were very surprised to find it quite a low-key event compared with that previous time. Preserved Bus magazine suggested that, with the exception of Cobham's own spring event, vehicle and public attendances are down this year and that would certainly seem to apply at Aston. They deserve better, for it is a lovely museum, housed inside an old tram shed, and the rally takes place in an adjoining car park with a free bus service linking to Aston Hall where exhibits smaller than buses are displayed. Sadly we saw just five cars on display there.

Visiting vehicles naturally had a local flavour and it is nice to see vehicles that you don't see at London events. London was represented just by our RF433, and old friend in the form of Robin Huckle's Green Line RT3254 (which we thoroughly enjoyed a ride on later in the day) and the museum's own RM506 on which a very high quality restoration appears to be nearing completion. Whilst London enthusiasts might find this disappointing, from the owner's point of view small quantities cause much more interest to be taken in your vehicle, indeed we were, unknowingly, being tailed round the back streets of Birmingham by an ex-London resident who could not believe his eyes to see a red RF with blinds showing for his old home route. We met several interesting people over the course of the day that enjoyed the opportunity to look over and chat about RFs.

When I mentioned in an earlier issue seeing a preserved Thames Trader service lorry at the Canvey Island museum last year, Peter Starks wrote to say that a Thames Trader might still be found at Lille Bridge depot. When Peter saw it around 18 months ago, it appeared to be very much still in original condition, and was possibly an emergency power vehicle. Does anyone know if it is still there, or have any additional information?

RF644 is a vehicle that has had a chequered career, but it is pleasing to hear from Tom Cunnington that it is now owned by himself, Vince Gould and Richard Shirley, and that restoration is progressing.

Tom also reports that much work has been done on Jim Macnamara's RF136 following very serious vandalism last year. Every pane of glass on the vehicle has had to be replaced. Such drastic damage could well have seen the end of the vehicle, but as we all know 136 is a rather special vehicle having been the prototype for the 1960's Green Line modernisation.

It is understood that after having worked commercially for Nostalgibus for several years, the coach will now return to preserved status and it will be nice to see this special vehicle at rallies once again.

That's all for this time, as usual all snippets for this column are welcomed, at:

The Shambles, Graham Road, Wealdstone, Middx. HA3 5RE
Email: shambles@ .com



RTs1842 & 1849. The latter has been acquired for preservation by Eric Schnidrig. Story on page 45.

RED RF BLINDS (I.E. BLINDS FOR RED RF's)

Members will be interested to know that arrangements have been made for a 50th Anniversary set of blinds to be made reproducing those specially designed for the Central Area RFs when they first entered service between late 1952 and early 1953.

The blinds cover the original 13 routes to which the RFs were allocated as follows:-

- 200 W. Wimbledon, Copse Hill, to Wimbledon BR Station,
- 202 New Cross LT Station to Rotherhithe, Canal Bridge,
- 208 Bromley by Bow, 7 Stars, to Clapton Pond,
- 208A Clapton Pond to Maryland BR Station,
- 210 Finsbury Park, Wells Terrace, to Golders Green LT Station.
- 212 Finsbury Park, Wells Terrace, to Muswell Hill,
- 213 Kingston LT Bus Station to Belmont Station
- 227 Crystal Palace Parade to Chislehurst, General Gordon,
- 228 Chislehurst, General Gordon, to Eltham, Well Hall BR Station,
- 233 Northumberland Park LT Station to Finsbury Park, Wells Terrace,
- 234A Hackbridge, Elm Road, to Purley, Old Lodge Lane,
- 237 Hounslow LT Gar. to Chertsey Station,
- 241 Welling BR Station, to Sidcup LT Garage,

Except for the 200, 202 and 212, which had a single "Lazy" blind, all the others had a separate panel for each direction of travel, with the destination at the top and with the order of the two via points reversed.

Each set of blinds will comprise two complete blinds, each having 23 route panels plus a private panel and a black panel, giving a total of 25 panels per blind, therefore 50 panels in total.

The price per set, of two blinds, has been set at £125-00, with production due to start this autumn with supply planned to be in time for Cobham Open Day in April 2002.

To allow the materials to be purchased in good time, please send your order to me, together with your cheque payable to "The RT/RF Register", to arrive by September 30th, 2001

Jim Andress.

My postal address is:- Woodbury, Bath Road,
Chippenham, Wilts., SN14 0AD

DTL ENTERPRISES LIMITED

8 Dover Close, Winklebury, Basingstoke, Hants,
RG23 8EG Answerphone: 01256-413242

Facsimile: 01256-413242

Mobile: 07860-618776

c-mail: dtlenterprises@ntlworld.co.in

Registered in England No.3135827

Registered Office: As above

"New member David Langley, has produced a number of First Day Covers featuring buses preserved at Cobham with the Royal Mail Double-Decker stamps issued on 15 May. The covers available feature D142, ST922, STL 2377, RT593, RTL139 and RT3491 and are available with the strip of 5 stamps or the minisheet price £6.75, UK postage paid, Overseas add £1.00. Several postmarks are available. Please make cheques payable to DTL Enterprises Limited, 8 Dover Close, Winklebury, Hants, RG23 SEG. They were produced in limited numbers, and a donation will be made to the trust for each cover sold. A colour illustrated catalogue of the full range of over 50 covers is available by sending an SAE".



CLASSIC BRITISH
DOUBLE DECKERS

"1952 AEC RT"

PRESERVED AT THE
COBHAM BUS MUSEUM

DTL ENTERPRISES LIMITED,
8 DOVER CLOSE, WINKLEBURY, BASINGSTOKE, HANTS, RG23 8EG

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, Hampton
Way, East Grinstead. RH19 4SG Single
programme £4 All three programmes £10*

Monday 27th August
Woking Classic Car Event, loads of ser-
vices linked to the museum

Sunday 16th September
Family Day

Sunday 28th October,
Rear-engine Running Day
Volunteers wanted for marshalling

Sunday 9th December,
Cobham Christmas Dinner,
See page 56
for details

Sunday 7th April 2002,
Open Day

London Running Events

NEWS FROM THE COBHAM SHOP

Calling all Die-cast Model Collectors

We currently have in stock two publications that are excellent reference works for collectors of model buses. Both are published by Northcord Transport and are written by Vic Davey and Danny C.Y. Chan.

THE COMPLETE WORLD OF LITTLE BUSES,
Volume 1: Britain and Hong Kong (258 pages).

This publication catalogues in full colour a whole history of toy and model buses of many sizes and is presented in English with a translation into Chinese. Normally retailing at £30.00, the book is on special offer to LBPT members while stocks last at £21.50 (plus £1.50 postage & packaging for mail order customers).

THE COMPLETE WORLD OF EXCLUSIVE FIRST EDITIONS
(178 pages)

Also in full colour this book is a must for EFE addicts. The text is in both English and Chinese and the book covers the birth of EFE, the first models, design and production and much more through to the Real Ones upon which the models are based, followed by a catalogue of the finished models. For LBPT members and only while stocks last this publication, normally selling at £25.95, is on offer at the give-away price of only £19.50 (plus £1.50 postage & packaging for mail order customers).

If you are an avid collector of EFE die-cast models you are probably aware that the Cobham Shop stocks London Transport, London Country and Greenline related models. The recent restructuring of EFE resulted in revised release dates and in the case of the new STL casting, limited availability for stockists. All the stock with which we were supplied sold very quickly and unfortunately in the case of the Greenline version, the advance orders exceeded our allocation.

Forthcoming models may be reserved for members, please contact Alvin at the shop for details.

For Book and Mail-order enquiries please contact:

Alvin Hale, The Fairway, Farnham, Surrey, GU9 9BB or tele-
phone your order on 01252 962

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EFE	26202	Guy Arab Colchester	£13.50
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Corgi	43712	LT Q1 rt 607	£17.50
Corgi	43919	Southampton Utility	£14.00

SAE for lists or enquiries on 0208-679-5428,

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If you wish to contact any member of the committee, please do so by letter. Urgent telephone communications 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>

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RT4783 on route 704 at Victoria on 29th August 1966