

# COBHAM BUS MUSEUM

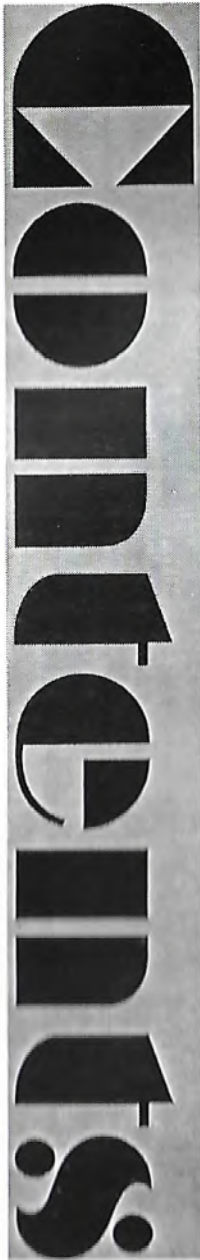
## MAGAZINE



No 34.

Autumn 2001

£2



Page	
3	EDITORIAL
4	CHAIRMAN'S REPORT
7	MEMBERSHIP REPORT
10	A FEW REMINDERS
11	MEMBER'S DAY
12	LETTERS
14	BEFORE COBHAM BUS MUSEUM
16	REVIEWS
18	LONDON BUSES & THE PRE-SELECT GEARBOX
28	FROM THE NEWSLETTER, 25 YEARS AGO
31	VEHICLE REPORTS
32	BLACK CHERRY FAIR 2001
34	THE HIGHLANDER
48	LONDON BUSES IN MINIATURE
50	OPEN DAY COMMITTEE REPORT
51	BEYOND THE GATES
55	CHRISTMAS LUNCH DETAILS
56	SQUIRREL PRESERVATION
57	DTL ENTERPRISES
58	TRANSUCOPIA
59	COMMITTEE DETAILS

Cover: See Highlander feature, page 34.  
One of three 10T10 coaches saw service on  
the 211, T473 is at Haven Green,  
Ealing Broadway on 16th February 1952.  
Photo, Alan B. Cross

## EDITORIAL

As we come to the end, in the context of the magazine, of another year, I take the opportunity to thank all the contributors who have made the magazine what it is. If you wish to contribute, or have opinions on the subjects that should be covered, I would be pleased to hear from you. I announced in the summer issue that this would possibly be the last I would edit. However, in view of the fact that the expected volunteer to take over hasn't come forward, I will continue until someone else wishes to take on this position. I would like to thank the many members who contacted me with their positive comments, but again mention that it is those who contribute who make the magazine what it is.

I ask those of you who have ordered photos from the Ken Mosely Collection to remain patient. They are in progress and you will be contacted when I receive the prints. I will publish the list of slides from the collection once the black and white orders have been sorted.

A lot of thought is going on at the moment in restructuring the management of the Trust. There is much going on behind the scenes and the organisational skills required are beyond simple old spanner rattlers such as myself. Many of those involved in the minutiae of this do not wish to be on the committee but their dedication and work in the background is much appreciated by myself. Their contribution is every bit as important as those of us who are in the public eye are. To achieve all we need to do we need to raise sufficient funds and the many museum events throughout the year have helped towards this. Apart from the main open day, all the other museum events raise a significant amount of money, but to make it work we need volunteers to man the shop, put the cones out, park the buses, give guided tours, provide teas and refreshments, sweep the building and all the other minor jobs that go together to make the day work. In this case, many hands really do make light work.

I am thinking of featuring service vehicles in a near future issue. If anyone has recollections or photographs of their favourite types please drop me a line. As you know many of these were converted buses and many others were so specialist as to be unique to London Transport, an interesting subject I think!

## CHAIRMAN'S REPORT

Peter Plummer

At its most recent committee meeting I explained the necessity to define each committee member's role within the organisation and demonstrate that the most suitable individual should be given the responsibility best suited to their ability. Also, to avoid cases that appear a narrow field of ability exists, a few tasks outside the individual's area have commenced to be allocated firstly to expand the Trustee's knowledge and provide a personal challenge and secondly, to provide the ultimate benefit of another task completed for the Trust.

In addition to this, I have invited each committee member to submit his own report to the magazine editor each quarter, with immediate effect, in order that each Trustee has the opportunity to report on their contribution, demonstrate their value as a committee member and show their leadership ability in their own words.

Subsequent to this, at each Annual General Meeting, each committee member will be invited to make his annual report to the members.

One area was subject to contention, so for the time being and until further notice the chairman will take responsibility for stores stock. A number of other tasks have yet to be assigned.

The officers of the Trust attended the Annual General Meeting of the London Bus Preservation Trust on 13th August. A subsequent meeting with the directors of the LBPT Ltd was held on 3rd September to fine tune the management agreement between the LBPT and the LBPT Ltd and to define the brief to be submitted to the charity lawyer in Leeds whose services will be required to advise on the procedure of re-unification of assets and the LBPT members issue. Both documents were amended and it is my belief that we are ready for a delegation (one principal officer and a representative of the LBPT Ltd) to meet the lawyer in Leeds as an initial approach. Once the brief has been submitted to him and reasonable time allowed to study, our hope is for advice on the next step to bring the matter to conclusion.

Sadly, we were notified that Leah Burrows, widow of late member Peter Burrows, passed away on Sunday 16th September. I wish to pay tribute to Leah for her support of the Trust despite poor health and the disability of partial sight.

Member David Churn spoke to me recently about his concern over the future of T499, the 10T10 in Western Australia. His view was that interest in the vehicle, being alien to Australia, was minimal and that repatriation to the UK would be the vehicles only chance of survival. The committee, cognisant of the existing major projects and expenditure and projected demands in relation to the museum building felt we were unable to take on yet another sizeable project. However, it was felt we had a duty to draw the members attention to the situation and I am sure David Churn would be pleased to hear from anyone who shares his concern.

Recent running days and display days have been successful and profitable though on at least one occasion, volunteer numbers were low which stretched the staff available on the day.

Alvin Hale has now taken over the responsibility of running the museum shop and I thank Chris Plestead for his contribution before tendering his resignation.

As project leader on RT2775, I report long hours and good progress in the last quarter. The last structural pillar work has now been completed, all upper deck covings rivetted in place and a significant amount of panelling up achieved. I wish to acknowledge the assistance of Dave Bray, Nick Abbott, Steve Hook and Richard Hussey whose dedication ensures work goes on well into the evenings. It is intended that the vehicle be moved into the paint bay area by the end of the year for final preparation work for external repaint. Internal refurbishment will commence shortly.

### Special Notice

The future of T499, the 10T10 coach in Western Australia seems now to be uncertain. If any member wishes to make further enquiries,

### please write to

David Churn,  
Albert Road,  
Middle Swan 6506,  
Western Australia

## Duties and Responsibilities of Committee Members

Peter Plummer

- \* Chairman
- \* Responsible for major body rebuild of RT2775
- \* Stores Stock

John Bedford

- \* Secretary

Mike Nash

- \* Treasurer
- \* Membership Secretary

Roger Stagg

- \* Trustee
- \* Major body rebuild of G351 and STL441
- \* Link man, main committee and open day sub-committee

Ian Barrett

- \* Committee Member
- \* Supervising 'O' licence and holder of licence disks.
- \* Inspect and repair bodywork on running Trust vehicles

Richard Hussey

- \* Trustee
- \* Health and Safety
- \* Museum development (in association with David Mulvey)
- \* Formulating keyholder roster for week-end working
- \* Supervision of member's vehicle space

Andy Baxter

- \* Trustee
- \* Engineer in charge of mechanical repairs
- \* Production of rulebook
- \* Principle events co-ordinator

Paul Morris

- \* Trustee
- \* P3 coach, completion of project to class 6 standard
- \* Liaising with Norman Evans and Richard Hussey to address Health and Safety issues in workshop and paint-bay.
- \* Rolling stock inspector
- \* Maintain database for membership records
- \* Joint Type trainer and records,

Bill Cottrell

- \* Trustee
- \* Magazine editor

## MEMBERSHIP REPORT

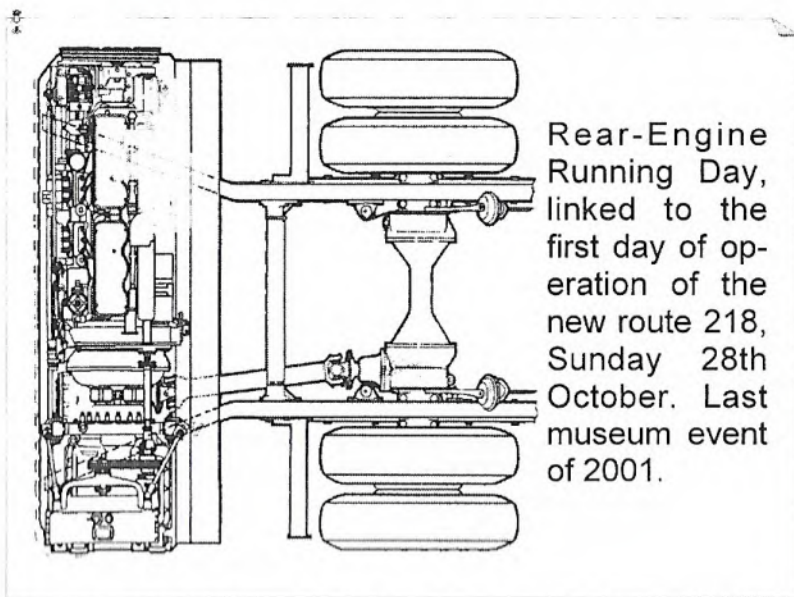
Mike Nash

Well, yet another year is all but done, and I don't know about you, but it seems to have rushed by even quicker than the last. Thus far, 2001 has been another mighty impressive one for Cobham, and less frequent callers must notice change with every visit as the various 'shop floor' teams continue to work wonders. I've had quite enough on my plate this year just trying to keep up with Trust admin at home, and with my own business running permanently at capacity it's been difficult to pay more than fleeting visits to the museum of late, let alone attend rallies which is a bit of a shame given that sometimes I have close to one hundred buses to choose from! Still, I did manage to get to the Warminster Running Day in September and what a terrific event it was with something approaching FIFTY buses in service. Wow! Also, I managed to get across to Malta for a fortnight which was unfortunately almost completely wiped out with pneumonia. No fun when the temperature's a steady 95 I can tell you. But I did get in one day playing buses, albeit in rather bedraggled condition (me, not the buses) and enjoyed 'lively' rides on three SMS's. All I can say is get over there soon. Valletta bus station has to be seen to be believed and furthermore, all the drivers have been fitted with the patented 'Eddie Knorn' micro-chip which means there's a thrill with every bend! Terrific stuff.

On the membership front it continues to be very much business as usual with figures holding steady at around the 600 mark. What is particularly impressive is just how many of you have now signed a Gift Aid Declaration, and additionally how many members include a further sum when renewing, whether paying by cheque or Standing Order. In fact, more than half the membership are now doing this, and whilst you will appreciate that we can't thank everyone individually, rest assured that your donation, whether it be 50p or £5000, is going a long way to making Cobham an even greater place to be. From all of the committee, thank you sincerely.

Whilst mentioning Standing Orders, we do still have a handful of members who continue to pay at the (very) old rate of £12. Therefore, please do check your statements and amend to £15 if this applies to you. As always, if you do not use the S/O method you will receive your membership card with the following Magazine to that in which the renewal form arrives, unless you enclose with your payment a stamped addressed envelope, in which case it will be sent back without delay. Sorry, but we just can't afford to send them all out separately.

On a final note, I'm hoping this issue will reach you just before our Rear-Engine Running Day on Sunday 28<sup>th</sup> October. Always a major day in Cobham's calendar, this year with the news that the archetypal red RF route 218 is to be re-instated from the very day of our event, we hope to have a huge selection of vehicles following the route via Walton, Esher and Kingston so as to compliment the service buses from local operator White Rose, who will be operating the new 218. Short notice I know, but it does look like a day not to be missed, and I suspect as usual that a few special guests of a more vintage nature will be active too!



To conclude, may I welcome the following new members to the Trust. We hope you can visit Cobham soon and perhaps take on an active role :-

895	Anthony Troth-Alexander	Dover	RF183	JA
896	Patrick Jennings	Fareham		
897	Adrian White	Stevenage		
898	Thomas Northover	Windsor		
899	Robert Bos	Holland	BL67	MN
900	James Dwelly	Thames Ditton		
901	David Langley	Basingstoke		
902	Ken Glazier	London W2		
903	Ultan O'Sullivan	USA		MN
904	Nigel Parnell	Chippenham		PP
905	Stephen May	Winchester		RS
906	Dave Aldridge	Chinnor		
907	Ian Sargent	South Harrow		WC
908	John Pace	Bexleyheath		
909	Brian Maynard	Paddock Wood		
910	Martin Bone	Long Ditton	Bedford	PJK
911	Ian Adams	Sunninghill		
912	Kevin Hibbs	Tadworth		
913	Rob Jennings	Windsor		
914	Tony Gower	Buckhurst Hill		
915	Robert Rattee	Croydon		
916	R. Humphrey	Staines		
917	Brian Jones	Cookham		
918	R. Dawson	Bordon		

Recruited by:      JA – Jim Andress    MN – Mike Nash  
 PP – Peter Plummer    RS – Roger Stagg    WC – Bill Cottrell

## A FEW REMINDERS

Mike Nash

Have you ever considered what incredible value your LBPT membership represents? For just £15, although of course, many of our members pledge more, you receive four copies of this very magazine which, lets face it, is hardly the slimmest of its kind! You also gain free admission to the museum throughout the year, including our ever more popular Display Days, the chance to attend social events and outings, and perhaps most importantly the opportunity to get involved with some of the most famous preserved buses in existence. Not a bad deal is it – although as is always the case, the more you can put in, the more you'll get out of it.

However, please be reminded that to gain free entry on Display Days you are required to present your membership card. No card, no excuses! Members who pay their subs by Standing Order should receive their membership cards with the magazine which just precedes the renewal date whereas those who renew by cheque receive their card with the following magazine. If you want your card sooner simply enclose a stamped addressed envelope. As regards our Open Day, which requires a massive amount of organisation and some 100 staff, you can even enjoy free admission to this if you volunteer yourself for a couple of hours assistance when Keith Rose sends out his request form. It's much more fun to be part of it all and who knows, you might make a new friend or two along the way as well as helping take the strain.

Lastly, talking of volunteers, our super efficient Shop Manager, Alvin Hale is looking to recruit some lively additional sales staff. So if you feel you've got what it takes, and better still if you have some retail experience then Alvin would really appreciate hearing from you either by 'phone (01252 310962 – sensible hours please) or by writing to:

15 The Fairway, Farnham, Surrey GU9 9BB.  
Go on – give it a go!

## MEMBER'S DAY

Roger Stagg

Member's Day 2002 will be held on Sunday 10th March. To ensure a better day for those attending, the format will be changed acting on the benefit of the experience of the past two years. For those of you who are not regular visitors, the Officers and Committee Members will be present and will be visually identified. All will be ready and willing to meet you and introduce you to any aspects of the Museum that you may have been unaware of.

Those of you whom will wish to make this a 'hands on' day - bring your overalls. A number of specific tasks on all fronts, mechanical, bodywork, and general will be available in order that you can become part of our ongoing restoration and maintenance programme. Specific skills are not required, if you need training this will be given by some of the Trust's regular, highly experienced volunteers. Why not try your hand?

For those who wish to do something but are not keen on working on the vehicles themselves, it is well worth bearing in mind that there is always a whole range of jobs to be done to keep the Museum and it's grounds clean and tidy. Members who wish just to visit the Museum for the day are of course also welcome and it goes without saying that the shop will be open with a wide range of bus related merchandise.

See you on the 10th March.

### RT1431

In the last issue, it was hinted that there would be news of this vehicle and now it can be confirmed that it has been bought by Keith Rose, who has now cornered the market in Craven RTs. The bus drove back from Southport without any problems. In the five years since I last saw the bus, the paint has suffered and the run back left the following escort car covered in red snowflakes.

## LETTERS

From John Hickey

Dear Mr Cottrell

I was somewhat saddened to have noticed and to have read in 'Cobham Bus Magazine' that 083 has been repainted red, although it looks very smart.

I have very nostalgic memories of a number of 404's that that ran through East Horsley village during World War 2 when I was a young schoolboy. This was on route 418 which, during the war, ran from Kingston to Guildford via West Ewell, Epsom, Ashted, Leatherhead, Great Bookham, Effingham and East and West Horsley. This was an extension of the 418, which replaced the 432 during those years.

At the time I didn't know about the fleet numbers and only made a note of the registration numbers which were BXD528, 531, 532, 535, 544, 550, 553, 568, 569 plus CGJ166. I don't know if any of these were based at Kingston but I recall that some were from Leatherhead and some from Guildford. I recall that BXD 553 had a "Bisto" advertisement on the back, 568 had "KLG Spark Plugs" and 569 "Aspro". 568 also had all but the rear seats facing each other, like an underground train.

In January 1946 the 418 was cut back to Great Bookham (Crown) and operated by double deckers and the 432 was re-introduced between Great Bookham and Guildford. All the above 404s disappeared on that date and the route was operated by two different 404's based at Guildford-BXD 548 and BXD 562. These two buses remained permanent fixtures up to about 1952. 404s also operated on routes 436 and 438 from Guildford to Woking and along with a double decker on route 415 from Guildford to Ripley all started from Ward Street, off North Street, in Guildford.

Hermitage Road,  
St. John's.,  
Woking,  
Surrey GU21 1XQ

From Ron Chalk

Dear Bill,

I was interested to read the ideas of David Thrower in the Spring Magazine, particularly his proposal for reconstruction of new bodies on old chassis.

One very obvious candidate for this is the Leyland Cub, there being only one fully restored example of this vehicle. It is small, relatively simple in construction and detailed plans of the body still exist.

As far as a chassis is concerned, I suspect there is still a Cub (or two) rotting away in some farmyard or field somewhere. Otherwise the KPO3 was used for other commercial vehicles (eg Lorry and Fire Engine) so this could possibly provide a source. I would be very interested to work with others in exploring this idea and looking at the means to finance any viable project.

Woods

Embley Lane,  
ROMSEY,  
SO51 6DN

Eds Note.

There are a few Cubs that survived as well as C94 now with the LT Museum and were acquired by the late Prince Marshall. These were sold on in pairs, in the theory that one could be made out of two, but all the ones I saw were rotten in the same place, ie at the back.



C4, the only Short's bodied survivor, is the most likely contender for completion, having changed hands not that long ago.

The photo here shows the bus when it lived in a back garden at Meopham.

## BEFORE COBHAM BUS MUSEUM – W45

'W' for Weybridge, 45 was the number of the outstation

The only surviving hangar of three built in Redhill Road purely for experimental work in connection with the 1939/45 war. The building being of typical iron structure to take asbestos sheet for cladding. but to cater and allow for bomb blast., bricks were used instead. This accounts for the type of walls.

On entering the building from the balcony end. the whole length of the right hand side had an additional low brick building attached. This served the purpose of boiler house, inspection office, canteen. surgery and normalising and de-greasing area.

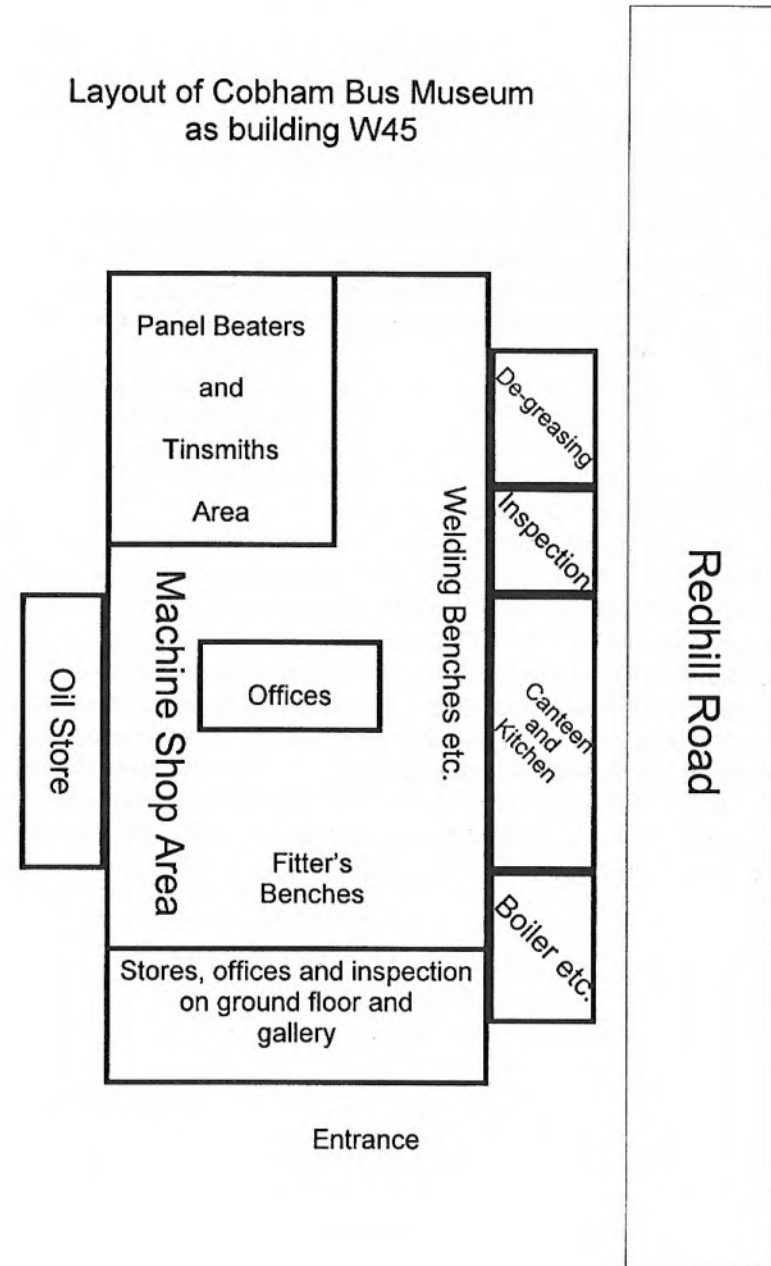
All conceivable types of experiments took place, needless to say that not all were successful.

Sir George Edwards at that time 'Mr.' was Manager of the Experimental Department of Vickers Armstrong. Their design team included the well-known figure of Barnes Wallace, whose work most of us are familiar with. To name one, the 'Dambuster Bomb', the original experiment of this took place on Silvermere Lake behind the hangar. It consisted of various size balls made of different materials catapulted from a large board and if possible retrieved by rowing boat.

Other experiments were the 'Grand Slam' and 'Tall Boy' bombs for penetration of 'U' boat pens, for Air Sea Rescue, a large boat attached to the underside of Warwicks, the magnetic ring. attached to Warwicks and powered by a V8 Ford car engine for blowing up mines and barrage balloon cutters fitted to the leading wing edge of Wellingtons and Warwicks.

A complete fighter aircraft and four prototype bombers known as the 'Windsor' were built. These flew from Wisley Airfield just down the A3 road.

Layout of Cobham Bus Museum  
as building W45





## REVIEWS

### THE SHELTER OF THE TUBES John Gregg

Published by Capital Transport at £16.95.

Reviewed by Phill Cruise.

My knowledge of the use of the tube as a way of avoiding the dangers of the Luftwaffe was gleaned from a 1947 London Transport publication called 'London Transport Carried On', that was inherited from my grandfather who worked on the underground.

When I saw this new book about the use of the tube during the war I decided to buy it to flesh out my very scanty knowledge. What I hadn't expected was to find that I would get completely engrossed in the thing and sit down for the best part of an evening to read it from cover to cover.

A 'classic' Capital offering to their usual high standards of presentation, it is a hard back book with glossy covers and ninety six pages with many monochrome photographs. It has a nearly square format of 9 by 10 inches.

Chapters include information on shelterer's news sheets, tickets, refreshment trains and sadly the loss of life that occurred when even the deep level tubes were penetrated by Nazi bombs. Each chapter has notes to identify the original source material. There's nothing here really for the bus enthusiast, but for the armchair LT historian there is a wealth of fascinating facts and for older readers probably plenty of memories.

### THE DIRECTORY OF BRITISH TRAM DEPOTS

Keith Turner, Shirley Smith and Paul Smith.

Published by Oxford Publishing Co. at £30.

Reviewed by Phill Cruise.

A large 9"x 11" hardback book with a glossy dust jacket and a little over 160 pages, this does not come cheaply. It is said that every known British tramway depot has been included, complete with an outline history of the structure, grid reference, relevant dates, ultimate fate if known and an Ordnance Survey map section.

My knowledge is limited to the electric depots in London and one fact missing from these, at least, is the ultimate fate of the building. You are told when it ceased to be a tram depot, to be a trolleybus depot or bus garage, but after that as far as most are concerned the story ends. It would have been useful to know if the building still exists, as presumably those with sufficient interest in the subject might want to see it for themselves, in the same way that rail buffs like to look up old motive power sheds and railway alignments. There are few photographs, which can make the work a little dry and perhaps put off the less dedicated reader. For the lover of old maps and serious transport history the book will probably be a hit. There is certainly evidence of solid research behind its production and it is going to be the standard reference work for years to come. I must wonder though if the main body of 'enthusiasts' will buy enough copies to make the publishers happy.

### BUSES YEARBOOK 2002 Edited by Stewart J Brown

Published by Ian Allan at £13.99.

Reviewed by Phill Cruise.

With its ancestry going back to Buses Annual the latest edition of this well loved tome has plenty for the London enthusiast. Michael H.C. Baker has a chapter on 'Growing up in Croydon' in the days of trams trolleys and pre-war buses. Peter Rowlands writes about 'Change at Putney Bridge'. (Very close to home and packed with personal memories), 20 Years of Stagecoach half-cabs includes plenty of Routemasters, including 'real' London ones. Gavin Booth's article, 'Heroes and Villains' includes those in London management and there are various photos including Donald's 'BEA', so the 2002 yearbook is definitely one for Londoners.

There are 128 pages all told, with other excellent items on such diverse topics as buses in Skye and the BBC, (Bath Bus Company that is).

Great stuff and sure to be a popular buy.

## LONDON BUSES & THE PRE-SELECT GEARBOX

Alan Bond

Speaking to a number of people both at Cobham and elsewhere I have become aware that there is some confusion regarding the original specification of STL 441 and I thought that a little information explaining the origin and development of the epicyclic pre-selector gearbox and its use in London buses would not come amiss. So, here goes.

The epicyclic or planetary gearbox is almost as old as the motor car itself and the most famous user of the system has to be the model T Ford, several million of which were constructed over many years. Henry Ford was famous, of course, for his sales patter which went 'you can have any colour you like as long as it's black', but until the advent of the Ford Model A it was also a case of 'you can have any transmission you like as long as it's epicyclic'. The gearbox in the model T was operated solely by foot pedal and there were only three speeds and reverse incorporated in the transmission. With brakes being what they were at the dawn of motoring it was common practice for the seasoned model T driver to use reverse gear to supplement the brakes and with both brake and reverse gear pedals on the floor there was at least a chance of stopping the thing.

The Wilson gearbox was a development of this system under new patents and was much more sophisticated in that it offered the pre-selective system for the first time and in 1930 was considered quite revolutionary. It was first used by Armstrong Siddeley as an alternative to their normal transmission but in that application the box was used on its own without either a clutch or a fluid coupling. Lanchester also took up the baton and began to run with it as did Talbot, Riley and MG later. By about 1935 you could have a pre-selector gearbox in just about any but the cheapest of motor cars. The pre-selector gearbox in most cases was usually manufactured by ENV but this was not developed to a size suitable for use in heavy commercial vehicles and remained primarily a car gearbox. The most famous user of the ENV box was the ERA and it was fitted to every car ever made by this manufacturer, whose engines were based on the Riley 1100cc engine.

ERAs came in three different engine sizes i.e. 1100cc, 1500cc & 2000cc and all were supercharged by a Rootes type blower.

All of the original 17 A, B & C type ERA cars still exist, all but one are still raced and all still run with their original type gearboxes. Nowadays the 1100cc version is totally extinct and they come only in 1500cc or 2000cc form, and the more respectable 2 litre cars produce considerably more power than they did in pre-war days. To be pedantic, there are actually 18 ERAs running these days, one more than was originally built, but that is another story!

In its earliest applications the pre-selector gearbox was used without any kind of clutch and the first speed band substituted for this piece of equipment. Many racing cars, besides the ERA, were fitted with the ENV box and in all cases the box was used on its own. Now, those who contend that the epicyclic gearbox cannot transmit large volumes of power would do well to ponder the fact that one of these boxes was fitted to a 2.9 litre Maserati SCM at the special request of the late, great Tazio Nuvolari. He drove a pre-selector Riley in the Ulster TT and was very impressed with the system. His standing in the motor racing community in 1934 was such that Maserati were more than happy to accede to his request. At the time the car was producing something in the order of 220 bhp but it was later fitted with a larger engine which was reputed by 1936 to have an output of some 380 bhp and a top speed of around 170 mph. The car was, unfortunately, not a contender in the Grand Prix stakes as the sport was by then being dominated by the two German teams of Mercedes and Auto Union.

In post war days the A type Connaught formula two car used a pre-selector gearbox, again by ENV, and the later 2.5 litre formula one B type used the same. The B type Connaught is quoted as giving 290 bhp so our little epicyclic gearbox would be working quite hard in this application too. The famous Talbot Lago 4.1/4 litre Grand Prix car of 1948 - 51 also had a pre-selector gearbox, but this was of the rather more robust and heavier Wilson type and was coupled to a single plate clutch which transmitted about 325 bhp at first but this was later increased to close on 400.

By this time, if anybody still doubts the capability of epicyclic transmissions to transmit high power we only have to look at some of the later piston aero engines.

Most aero engines with propellers have some form of reduction gearing and this is done to keep the propeller tip speed within acceptable limits otherwise they reach and even exceed the speed of sound. Most earlier geared aero engines had straight spur gear for this purpose but as power outputs grew and propellers increased in diameter and the number of blades increased to three, four and even five in order to make use of the extra power, so weaknesses in the reduction gearing became apparent and failures became rather too frequent an occurrence for comfort. The epicyclic system was seen as a solution to the problem and its use became almost universal for really high power aero engines and it became an essential for the contra-rotating propellers in some of the early turbo prop engines like the Armstrong Siddeley Double Mamba which powered the Fairey Gannet, a not altogether surprising development bearing in mind that company's early involvement with the pre-selector gearbox. These epicyclic reduction gear trains were, strictly speaking, not quite like your RT gearbox in that they had no brake bands because no gear changing was involved. They did, however use much smaller and lighter components than the usual bevel gears and in this respect they offered a useful weight saving, something which is of the utmost importance in aviation.

To return to the main thread of our narrative it is clear that with the early promise shown it is easy to see why the LGOC were more than mildly interested when Daimler announced that they were going to market the new form of gearbox coupled to a Vulcan/Sinclair (actually the Gennan Fottinger design) fluid coupling. The ease of driving compared with the standard spur gearbox was emphasised but even more important was the potential saving on maintenance costs compared with the normal type of transmission. Remember too, that the earlier buses of the LGOC up to the NS type had used the chain gearbox which had engagement of the gears by dog clutches. This box was rather more expensive to manufacture than the straight spur gearbox but it paid dividends in terms of gearbox life. Its disadvantage lay in the fact that it could only transmit as much power as the chains would take, so more power meant stronger chains which meant a heavier gearbox and more expense.

The AEC D119 gearbox with sliding mesh engagement was a step backwards in some ways but it had the advantage that it was light, cheap to produce and could withstand considerably higher power outputs and higher engine speeds.

The disadvantage was that it made hard work of driving in London traffic and unless drivers were very careful, gearbox life was considerably reduced and few of these boxes could be relied upon to last much more than the year between vehicle overhauls. The D124 box with constant mesh engagement of third gear alleviated the problem somewhat but did not go far enough to offer significant savings.

In 1930 the LGOC ordered three Daimler CH6 chassis with the new transmission and they were sent to Chiswick to be fitted with bodies identical to those on the standard ST type buses then entering service. All engines were of the Daimler 5.76 litre sleeve valve variety and this in itself has a parallel in aero engine history in that many of the later large capacity, high power aero engines like the Bristol Centaurus and the Napier Sabre had sleeve valves. The idiosyncratic O.V.S. Bulleid also used then in the ill-fated, but imaginative, Leader class of the Southern Railway at around the time of nationalisation. Apparently Bulleid was impressed with the sleeve valve system in the Napier Sabre engine of the Hawker Typhoons that his son was flying at the latter end of the war.

The three DSTs, as they were classified by the LGOC, left Chiswick in January 1931 and were allocated to HD where the transmission was accepted by drivers as manna from heaven. The company too, were enthusiastic as gearbox life was extended by as much as 400% and the potential savings for the whole fleet were colossal and this was before improvements born of operating experience were incorporated in the design.

With £ signs floating before their eyes the LGOC management went ahead and ordered three more sets of the new transmission and these were fitted to ST746 and LTs439 & 443. These had a different type of selector to replace that mounted on the steering column of the Daimlers and the altered system was, in layout, very like that used in the later Leyland Pneumocyclic system. Later in 1931 a further 20 LT type buses were fitted with the pre-selector system. Thus far all the vehicles so fitted had petrol engines of either 5.76 litres (DST 1-3), 6.1 litres (ST 746) or 7.4 litres (the rest). In February 1932 the pre-selector fitted LT 590 had its body removed at Chiswick and was sent to AEC where an oil engine of the A161 AEC/Ricardo type was fitted and this became the very first oil engined pre-selector bus in London. In August 1932 two AEC Regals ordered by the LGOC under the

joint agreement were delivered to Thomas Tilling as Ts307 & 308 and these, too, were fitted with the Daimler gearbox, bringing the total in use up to 23. It seems that an extra gearbox and flywheel were ordered as a spare set at this time for them were eventually 24 of these Daimler built boxes in circulation and all were concentrated in the LT class. No further ST class buses ever ran with pre-selector boxes and their use in Regals of the T class did not resume until the advent of the 9T9 in 1936. Because the bodies on the pre-selector chassis had different floor traps, the twenty four sets of fluid transmission were designed to be easily transferred from chassis to chassis so as to follow where the bodies went. Thus a bus that went in for overhaul with a crash gearbox could come out with fluid transmission and vice versa and the bonnet numbers of the pre-selector buses were constantly changing. Eventually, by 1940, the early pre-selector transmission sets were in LT271, 401, 451, 469, 470, 571, 573, 580, 582, 588, 591, 592, 593, 649, 651, 652, 658, 659, 662, 786, 798, 827, 909 & 914 and there they stayed until withdrawal. All 24 retained their 7.4 litre petrol engines until they were withdrawn and all remained at Plumstead, which was famous for its petrol pre-selector fleet.

Included at the end of this article is a full list of these early pre-selectors and the dates that they carried this form of transmission. The symbol \* indicates that the chassis was fitted with a pre-selector gearbox from new. In this list LT1355 -1374 were fitted with A165 8.8 litre oil engines from new and they were the first production batch of oil engined pre-selector buses to be built for use in London and probably in the whole of Britain. The petrol pre-selector LTs were never converted to oil engines and they all finished their days in more or less original condition, in complete contrast to the equivalent STLs which were nearly all converted to oil engines, of which more later.

All these gearboxes were of Daimler manufacture and were classified D128 by AEC. They had the gear train carried in a supporting frame which slid in and out of the gearbox casing and they were somewhat heavier than the later AEC built D132 box of which none were ever fitted to the Renowns of the LT class. The gear selector lever was, however, changed to one of AEC design which looked like a normal gear lever but with a mushroom shaped knob to distinguish it from the conventional transmission and this remained the standard until the advent of the RT type.

STL 50 was the selected vehicle and it appeared in April 1933. Because of the extra weight of the transmission, the weight was just within the limits laid down by the Metropolitan Police but the margin for error was so small that it was decided to wait until a revised design of body went into production before embarking on a large scale production run of pre-selector STLs. This chassis reverted to the earlier cast aluminium selector pedestal of the earlier LTs and in fact, may even have been taken from one of those vehicles at overhaul. All first production batch of 50 pre-selector STLs carried 6.1 litre petrol engines and were mechanically very similar to STL 50. This batch had been ordered by the LGOC but were delivered to the LPTB after June 1933. Enthusiasm for the pre-selector was by now reaching fever pitch and the vast majority of STLs were delivered with this form of transmission and table two shows the disposition for the STL class as newly delivered (or acquired second hand). Out of a production run of 2679, 2329 carried pre-selector transmission from new. Three of these were converted to an experimental synchromesh gearbox mounted in the same place as the pre-selector gearbox would be and later they received D124 crash gearboxes and were missed out of the oil engine conversion programme along with all the other early crash gearbox STLs.

Among the acquired vehicles was one pre-selector AEC Regent and this was the only AEC with this form of transmission which the LPTB received from an independent operator.

The fluid flywheel came in for its share of criticism on the grounds that the constant slip increased fuel consumption and efforts were made to operate without it. Various STLs were delivered and operated without fluid flywheels from time to time but eventually defeat was conceded and the fluid coupling became the norm rather than the exception. In terms of cost it was probably more economical to use the fluid flywheel and accept the marginally higher fuel consumption rather than spend more on gearbox and other transmission repairs. Certainly the lack of a fluid coupling made the take up of the drive rather jerky and caused extra strain on the rest of the transmission. It seems that the flywheel experiment occupied the years from 1931 to 1934 and it would also appear that some pre-selector LTs also operated without fluid flywheels at first. From 1935 the pre-selector gearbox with fluid flywheel had come to be accepted as the standard transmission for a London bus and manual gearboxes rapidly became the minority in the fleet.

In pre-war days the 9T9, 10T10, Q, TF & LTC classes were all pre-selectors, apart from the prototype Q1. The Q type is another exception to the AEC rule and used the D129 (Daimler built) or D133 (AEC built) box which rotated in the opposite direction from normal and, to boot, had a conventional spherical gear selector knob, pretty obviously because all except the prototype had pre-selector gearboxes and confusion should not, in this case, have arisen. Some Qs had vacuum assistance of the operating pedal but it was not reliable enough and was soon discarded. All the other members of this group of vehicles had mechanical operation of the gearchange with the notable exception of the TF which had the D132 gearbox with an air cylinder to assist the pedal. This worked the opposite way round from that on the RT with the release of air pressure allowing the bus bar spring to engage the gears. This meant that if a gear was left engaged and the air pressure leaked off it was impossible to disengage that gear until the air pressure had built up and this would have led to some very tricky situations as drivers built up air pressure in the mornings. An updated, air operated system was chosen for the new RT when it finally appeared in 1938 and the rest, as they say, is history. These days the pre-selector bus is considered very much a museum piece but the Wilson gearbox is very much in evidence in modern buses and the design soldiers on up and down the country thus proving the soundness of the original design and I just bet old Henry Ford has a big smile on his face, wherever he may be!

### Air Operated Preselect Gearbox Problems

The most common problem with vehicles in preservation is air leaking past the piston seal. This shows up as lack of gears even after low air warning the flag goes up and the flag quickly dropping when the operating pedal is released. This can be confirmed by checking if air is escaping through the dipstick hole on top of the gearbox. It usually shows up if the bus hasn't been used for a while, especially in cold weather as the temperature affects the pliability of the seal. It can usually be overcome in the short term by building the air pressure to its maximum, to provide for a good reserve of air, and repeatedly pumping the operating pedal. You can tell when the problem has been resolved because you will be able to hear a 'clunk' as the gearbox operates.

### STL Chassis Specifications When New

Bonnet No	Engine	Gearbox	Axle
1- 49	6.1 litre petrol (A140)	Crash (D124)	6.25
50	6.1 litre petrol (A140)	Pre-select (D128)	6.25
51 - 130	6.1 litre petrol (A140)	Crash (D124)	6.25
153 - 202	6.1 litre petrol (A140)	Crash (D124)	6.25
203 - 252	6.1 litre petrol (A140)	Pre-select (D128)	6.25
253 - 291*	7.4 litre petrol (A145)	Pre-select (D128)	5.75
292 - 341	7.4 litre petrol (A145)	Crash (D124)	5.75
342 - 352	7.7 litre oil (A171)	Pre-select (D128)	5.75
353 - 402	7.4 litre petrol (A145)	Crash (D124)	5.75
403 - 405	7.4 litre petrol (A145)	Pre-select (D129)	5.75
406 - 552	7.4 litre petrol (A145)	Pre-select (D132)	5.75
553 - 557	6.1 litre petrol (A140)	Crash (D124)	6.25
558	6.1 litre petrol (A140)	Pre-select (D128)	6.25
559 - 608	6.1 litre petrol (A140)	Pre-select (D132)	5.75
609 - 1043	7.7 litre oil (A171)	Crash (D124)	5.75
1044 - 1055	8.8 litre oil (A165)	Pre-select (D128)	5.75
1056 - 2515	7.7 litre oil (A171)	Pre-select (D132)	5.75
2516 - 2647	7.7 litre oil (A173)	Pre-select (D132)	5.75
2648 - 2701	7.7 litre oil (A173)	Crash (D124)	5.75

\* STL 253, 263 & 290 fitted with experimental synchromesh gearboxes and later with D124 crash gearboxes,

No crash gearbox/petrol chassis were ever converted to oil as buses.

All A145 engines were second-hand ex LT class vehicles (total 339)

All petrol engined pre-selector chassis' except STL 50 & 558 were converted to A173 oil (total 236)

All A171 engines were converted to A173, (indirect to direct injection).

ST, T & LT Fitted with Pre-selector Gearboxes  
 (\* denotes fitted from new)

ST 746*	6/31 - 6/32	LT 569*	7/31 - 6/33
			6/35 - 8/36
T 307*	8/32 - 5/34	LT 570*	7/31 - 1/35
T 308*	8/32 - 9/34		3/36 - 5/37
		LT 571*	7/33 - w
LT 271	6/37 - w.	LT 573	2/35 - w
LT 290	2/34 - 5/35	LT 575	6/33 - 6/34
LT 294	2/34 - 3/35	LT 576	12/33 - 3/36
LT 333	8/34 - 9/35	LT 577	6/33 - 6/34
LT 336	4/35 - 6/36	LT 580	4/36 - w
LT 339	7/34 - 8/35	LT 582	6/33 - 6/34
LT 353	8/33 - 7/34		10/37 - w
LT 355	8/33 - 7/34	LT 583*	7/31 - 3/36
LT 401	9/37 - w.	LT 584*	7/31 - 6/37
LT 439*	7/31 - 7/34	LT 585*	7/31 - 4/36
LT 448*	7/31 - 2/35	LT 586*	7/31 - 10/36
LT 451	1/37 - w	LT 587*	7/31 - 3/35
LT 454	10/35 - 1/37	LT 588*	7/31 - 2/35
LT 458	9/34 - 10/35		4/36 - w
LT 459	10/34 - 11/35	LT 589*	7/31 - 9/35
LT 469	11/37 - w	LT 590*	8/31 - 2/32
LT 470	10/37 - w	LT 591*	8/31 - w
LT 478	7/36 - 9/37	LT 582*	9/31 - 8/33
LT 482	12/35 - 2/37		8/34 - w
LT 484	11/35 - 2/37	LT 593	3/35 - w
LT 490	5/33 - 5/34	LT 596	7/33 - 7/34
LT 492	10/34 - 11/35	LT 649	4/35 - w
LT 497	5/34 - 6/35	LT 651	7/34 - w
LT 524	1/35 - 3/36	LT 652	8/35 - w
LT 527	6/34 - 7/35	LT 654	3/35 - 7/37
LT 549*	7/31 - 12/33	LT 655	7/34 - 11/36
LT 550*	7/31 - 7/33	LT 658	9/35 - w
LT 551*	7/31 - 6/33	LT 659	11/36 - w
LT 552*	7/31 - 6/33	LT 662	9/35 - w
LT 556*	7/31 - 6/33	LT 673*	1/32 - 2/33
LT 566*	7/31 - 6/33	LT 745	7/36 - 10/37
LT 567*	7/31 - 5/33	LT 786	2/37 - w
LT 568*	7/31 - 12/33	LT 798	2/37 - w

LT 827	1/37 - w	LT1327*	5/32 - 8/33
LT 909	3/40 - w	LT1328*	5/32 - 11/33
LT 914	7/37 - w	LT1329*	5/32 - 7/33
LT 951	8/33 - 7/34		
LT 964	7/33 - w	LT1330*, 1332* - 1335*, 1337* -	
LT 968	7/33 - 7/34	1342*, 1344* - 1354*	
LT1235	8/34 - w	all 6/32 - w.	
LT1236	1/34 - w	LT1331* & 1336* 5/32 - w.	
LT1237	7/34 - w	LT1343*, 1355* - 1367*	
LT1238	1/34 w	all 7/32 - w	
LT1325*	5/32 - 11/33	LT1369* - 1374* all 9/32 - w.	
LT1326*	5/32 - 7/33		

## LONDON TRANSPORT

already operating over

**500**

WILSON GEARED A.E.C. BUSES



London Transport have now in service upwards of 500 double-decked buses fitted with Wilson Self-Changing Gears and Daimler Fluid Flywheel, convincing proof of the efficiency of this system of transmission under what must surely be the severest of all traffic conditions.

The A.E.C. Fluid Transmission incorporates the

**WILSON**  
**PRE-SELECTIVE GEARBOX**

The Self-Changing Gear Trading Co., Ltd., 23, Queen Anne's Gate, S.W.1.

## FROM THE NEWSLETTER - 25 YEARS AGO

Bill Cottrell

This was a very busy time in the history of the Trust. There was much activity in the buying and selling of buses, but the most exciting event was the visit by Alan Allmey and Tim Nicholson to view Q112 in southern Spain.

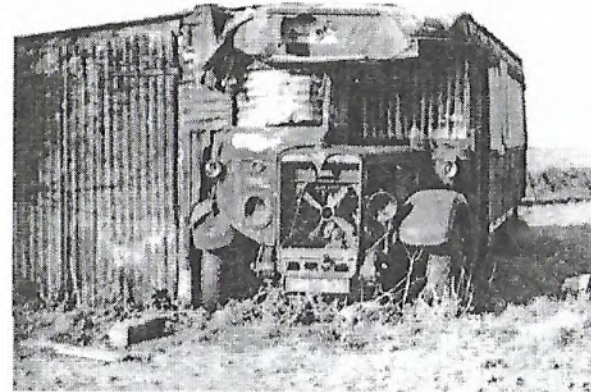
January 1976.

Q112 was remarkably intact although naturally the wood fillets have rotted in many places and the external panels are held on more by luck than woodscrews. We were very hospitably received by the owner, Senor Sorna and his staff and were able to examine Q112 on two occasions in its walled compound. The imminent demise of General Franco meant that Senor Sorna did not have much time to consider our proposition on Q112, his first bus, the foundation on which his success was built with lots of hard work and long hours so that he retains immense feeling for the vehicle. But he did agree that we should keep in touch and when he made his decision, he would let us know.

Arrangements for the transfer of G351 into LBPG ownership were concluded with John Lines at the end of November 1975, the vehicle remaining at Cobham. G351 has since received some minor body attention, replacing various rotten window fillets along with partial repaint of the external red areas, with transfers, to freshen the appearance.

In mid-December five RFs were acquired from the London Borough of Waltham Forest, these being former central area doorless variety - RFs 433, 435, 451, 474 and 332. RF474 was sold to Booth's of Rotherham on 16th January and RF222 acquired in exchange. RF433 is being repainted to original condition whilst 435 and 451 are for resale. RF41 was acquired by D. Allmey in mid-January. RF136 was acquired from LBPG by G. Panter for preservation; RF19 was sold to Llewellyn Glands Ltd. on 9th January for use as a flywheel gland test rig. RF600 has been acquired from D. Allmey by G. Batten and is being repainted into central livery. T31 is being reframed at Stoke and is expected back at LPC Coachworks during February.

T252 at South Petherton has been acquired on behalf of the LBPG and its remains should be at Cobham shortly.



T252 in use as a hay store at South Petherton

Reliance of Newbury, who operated STLs in the 1950s, were in touch in November regarding various old spares which they had for disposal.

March 1976.

Movements since January.

C94 is about to commence the restoration process with replacement of various wood and panels prior to repainting. Mechanical work is already in hand at Cobham. RT1379, GS34, RF213 and RF226 have been acquired. Doorless RF433 ex Waltham Forest is now repainted in LT livery. T792 was filming 'Get Some In' for Thames Television in East Grinstead on 3rd March. MXX428 is sold to Hartington School, Bedford. MLL969 is being trimmed down and tarted up as the LBPG official tow truck. RF222 was sold to Graham Burgess for Do Gooders of Brighton. Friends Roadshow RTL in for major mechanical work at Cobham has now set sail for Paris. It is hoped they will be back in the UK and thus do a performance at the Open Day on April 4th. Alan Pearce's RLH29 is now installed at Cobham ex-Richmond. RLH41, formerly with Tom Green, Cincinnati, is now with Les Gutman, Somerset Inn, Shaker Heights, Ohio.

September 1976

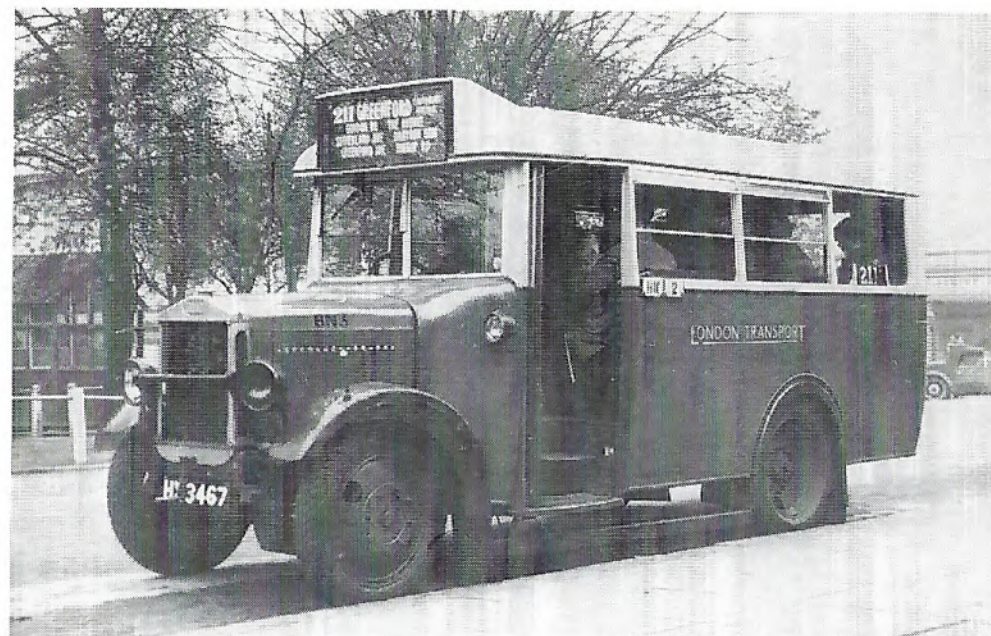
Members vehicles seem to have been in the showbiz limelight of late, current stars being GS34 in Plumrose Commercial, RF226 in Timex ad, RF136 in Spar ad, RM3 in Sweeney film (second booking). GS34 and RF226 did five days work between them for a West German Television documentary on education, STL441 eas on a promotion for Dutch restaurateurs, ST922 on a Lesney promotion at Harrods, Ted Brakells open-top RTL1050 and the Dennis did round Britain marathons for Sunblest and Black Cat respectively. ST922 appeared at the Royal Tournament and last but not least, C94, having had a partial reframe, with panels hastily replaced, was adorned by Shepperton Studios with roof rack, wooden seats and a South American accent and set off under its own steam for Chobham Common tank testing ground, where it was filled with a variety of livestock (pig, goat, chickens) for its comeback in a 'Samba' chocolate commercial.

There seems to have been some very brisk dealings with vehicles of late, and some have been scrapped at Cobham in order to satisfy the ever increasing demand for spares. These are to date RF398, RT3417, RT1935, RF563, RF436, RT2654, and RF598. Three RFs were sold to Gorray, 319, 329, 408, while their two RTs, 3359 and 2507, went to Ted Brakell who has also bought RF213 and RT1379 from the Group. RF454 was sold to Staines Congregational Church, RF468 to Mr. Jones at High Wycombe, RF559 to Nautical Training College at Addiscombe, RFs 226 and 433 are held for preservation, RF255 is a temporary seat store and RF340 is for sale. Also in stock are RLH32, RT1320 and RTL43. GS73 is available with MOT.

Amongst the multitude of repairs and replacements have been the supply of an engine to an RF stranded in France, a spring for Capitol Radio's RT, and a gearbox fitted in situ to an RF stuck embarrassingly on a petrol station forecourt in Sittingbourne. RT3569 was collected from Bexley Heath garage and driven to Harwich for a Danish gentleman who is bound for Katmandu.

A 1935 AEC Regent 1 was donated to the Group by Douglas Corporation and was towed back from Liverpool docks. It was in use as a ladies mobile toilet (no evidence remains of this) and is complete with the exception of seats! The engine has been started since its arrival at Cobham, but it appears to have a gearbox problem which will warrant further investigation.

TD95 has passed into Group ownership.



The first 211s, ex Royal Highlander 14 seater Bean BN3 at Ealing Broadway. Two of these small capacity buses worked the 211 until 1936. Photo: J.Higham Copyright:A.Cross



One of the two Dennis Darts specially designed with narrow bodies for working the 211. DA41 at the Ealing Broadway terminus. Photo:J.Higham Copyright:A.Cross





The 11T11s operated route 211 for ten years up to 1949. T285 at Ealing Broadway Station. Photo: B. Bunker Collection



The first series 1TD1s briefly worked the 211 during 1952. TD29 at Haven Green. Photo: A. Cross



The first Leylands appeared on route 211 in December 1948. Mann Egerton bodied TD 52 at Ruislip. Photo: A. Cross



Early postwar AEC Regal 14T12s worked the 211s during the mid 1950's. T767 at Haven Green terminus. Photo: A. Cross



RFs came to the 211 in November 1958. RF340 photographed at the Greenford terminus in Windmill Lane. Photo:G.Mead



Double deck operation came in 1964 when the Greenford to Ruislip section was reclaimed from route 97. RT817 in Ruislip Road approaching Greenford Broadway. Photo:C.Stannard

## VEHICLE REPORTS

### STL Advertisements

There has been a fair response to the report last issue on the fitment of period advertising to STL2377. We can now proceed with this at minimal cost to the Trust. The adverts currently favoured are as follows: -

- \* Front, Picture Post/Every Wednesday.
- \* Nearside, Crosse and Blackwell Branston Pickle, red text on yellow background.
- \* Offside, Hovis, white text on brown background.
- \* Rear side of blind box, John Bull, black text on white background.
- \* Rear lower, Dunlop, black text on yellow background.

The above have been transposed onto a model STL and the combinations of colour are quite attractive. We hope to get this underway next spring as the environment at Cobham means that painting is not possible during the winter months.

The body of the Guy was dropped successfully back onto its chassis in early October so that structural work can soon commence.

Painting of topcoat is well underway on the Bedford canteen tractor unit.

Welding and cleaning is in progress on the Ford van 1096F.

ST922 has had the dynamo drive rebuilt to repair a worn keyway. After being side tracked by an intermittent magneto fault, the engine was successfully started. The next step will be fitting the new exhaust.

All the parts for the engine rebuild on RTL139 has now been sourced and there will be a major effort to get this rebuilt, fitted and back in service before the end of the month.

## BLACK CHERRY FAIR 2001.

Victor Spink.

On Saturday 14th of July the veteran D142 came to the Black Cherry Fair in Chertsey for the first time. Driver Roger Stagg and conductor Graham Smith looked magnificent in their spotless uniforms and moustaches. The bus was 'Tail End Dennis' of the long parade which set off up Eastworth Road at 10.40am. On board the open top deck was the David Price Jazz Quartet resplendent in striped blazers and boaters, but the sousaphone bell of gleaming brass reflected the ever darkening skies. All went well up to then, with people admiring the sight and sound of the Dennis, and this veteran really was a credit to Cobham Bus Museum. As we approached the crowds lining the street coming on to the middle of the town passing Woolworths, there was a crack of thunder and that ominous pitter-patter of heavy rain. The band quickly retired to the lower saloon as the heavens duly opened and dumped it on us and the hundreds of people eagerly waiting to see and hear us at the cross-roads.

By the time we got to the coned parking space outside Chertsey Museum in Windsor Street we were all thoroughly soaked, and my carefully laid parade plans comprehensively washed out. The other accompanying staff who had been distributing Cobham leaflets in the parade when it was dry, then waited until the rain passed, and displayed goods and wares from Cobham on a table on the drying pavement outside 'The Cedars' Museum.



After a battle with the neighbours' rampant holly, the day settled down to the usual Black Cherry Fair hustle and bustle. The Dennis outside on the pavement of the small Museum attracted the visitors in such numbers that it was the best day the museum has ever had, with a record of 675 visitors in the five hours of opening. So congratulations to the Bus for looking *so good* and the minders for being so attentive.

Plans are already laid in for next year, and lighting doesn't strike twice so they say. However I would like to say a big thank you to all the Cobham gang who came this year with the solid hope that the Dennis may come next year. What I have in mind is a short tableaux at the end of the parade on Saturday July 13th 2002, and this could attract proper support for the bus from a funding body other than 'The Friends'. Chertsey Museum may well have to have a large tent on the main Black Cherry Fair field next year due to temporary closure because of new building and lift installation. This means that if a bus came from Cobham it could stand adjacent to the tent throughout the day admired by the crowds, and well away from that aggressive holly!

## FAMILY DAY – SUNDAY 16 September 2001

Tony Lewis

The weather was kind to us and the event was attended mainly by families and non-bus people. David Mulvey's guided tours at hourly intervals were well attended, these culminating in a short description of the RT chassis, pre-selector gearbox, fluid coupling etc. with a brief run-up to show all the works operating.

The 462 route operated with RM3 also STL2377 to Cobham Village where the Dennis and TD were on display on both Saturday and Sunday.

Achieving all the above was a great strain with so few helpers, so many thanks indeed to Andy B, Bill C, Richard H, David M, Chris P and shop staff and Brenda Gordon who sold refreshments all day.,

## THE HIGHLANDER

History and Personal Memories of Route 211

Norman Davey

'We are going to Ealing today, we'll take the Highlander'-an early memory of my mother informing me that we were going for a ride on the single deck route 211 from our home in Greenford to Ealing Broadway. A ride on one of the distinctive 211 single deckers was always quite special for a young lad already hooked on buses. But why did she call it 'The Highlander'? When I asked her she simply replied 'That's what the bus used to be called'. I was puzzled by her reply-why on earth should a London bus route have a nickname? It wasn't until I was older and had become an incurable bus enthusiast that I learnt of the origins of the route 211 back in 1931.

Before 1930 Greenford was a village in West Middlesex. In 1929/30 the area was massively developed around the new Broadway shopping centre. It was at that time that my parents moved to Greenford buying a house in Mansell Road close to the Broadway.

In those days very few people owned cars and bus services soon sprang up to serve the new suburb. The main routes were operated by the General (LGOC) but an independent operator, Mrs. Violet Sayers obtained a licence to operate a new service linking Greenford to the nearby GWR stations at Hanwell, West Ealing and Ealing Broadway. On 8th November 1930, trading under the name 'Royal Highlander' she introduced a new single deck route 210B operating weekdays from Greenford (Hare & Hounds) to Hanwell Station and a Sundays only service 210 from Greenford to Ealing Broadway via Drayton Green, the latter route covering previously unworked roads between Hanwell and Ealing. Both routes were worked by one 20 seat single deck Guy. The weekday 210B service was in direct competition with the General's Dart operated 210A which had commenced on the same day from Greenford (Red Lion) to Hanwell Station. The 210A ceased operation two months later on 20th January 1931 when it was replaced by the General's double deck route 55 diverted at Hanwell Broadway to provide a fifteen minute service

via Church Road, Hanwell Station and Greenford Avenue to terminate at Greenford (Red Lion). The General's new service must have proved overwhelming opposition to Mrs. Sayers lone Guy which ceased operation in May 1931 but undeterred she immediately opened up a new weekday 'Royal Highlander' service no.211 linking Greenford to West Ealing Station as follows:-  
*Greenford (Hare & Hounds), Greenford Broadway (Red Lion), Ruislip Road, Greenford Avenue, Drayton Green Road, Sutherland Road, West Ealing Station.*

This new service and the Sundays only 210 were operated by two narrow bodied Birch Bros.14 seater Bean buses licenced on 31st March 1931, registration nos. HX3466/67. They had front entrances with jack knife doors and the seats were arranged longitudinally in two rows of seven. The two buses were in a red and cream livery with a Scottish tartan scarf painted below the fleetname 'Royal Highlander'. Mrs.Sayers also operated a fleet of eight single deck Guys in the Harrow/Pinner area under the same fleetname.

In September 1931 the 'Royal Highlander' services between Greenford and Ealing were simplified when the Sunday route 210 was withdrawn and the 211 was extended as a daily service from West Ealing via Gordon Road to terminate at Ealing Broadway Station (Haven Green).

In December, despite increasing financial and legal problems Mrs.Sayers acquired a third identical Bean, reg.no. MV 933, to improve the service on the 211. Her last innovation, in May 1932, saw the introduction of a new weekday service no. 225. Operated by one of the Beans this was a variation of the 211 covering the same roads between Ealing and Greenford but diverging west of Greenford Broadway to different termini as follows:-

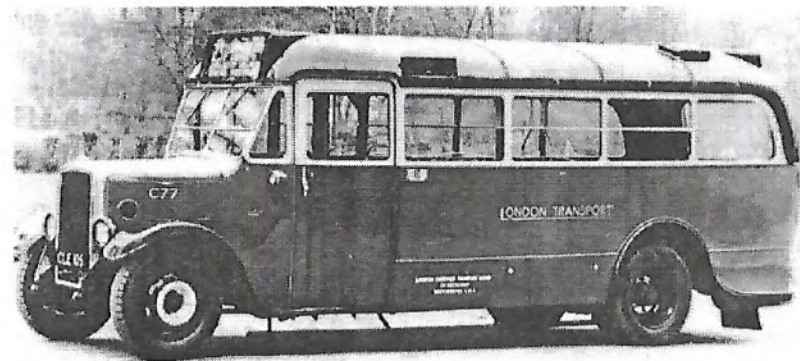
Route 211 *Greenford (Hare & Hounds),Ruislip Road, Greenford Broadway (Red Lion), Greenford Avenue, Drayton Green, Sutherland Avenue, Gordon Road, Ealing Broadway Station (Haven Green).*

Route 225 *Greenford (Rutland Road),Somerset Road, Mornington Road, Greenford Broadway (Red Lion), then as 211 to Ealing.*

On 16th September 1932 Mrs. Sayers sold out to the LGOC who took over the routes operated in Greenford and Harrow together with the three Beans and eight Guys. And, so far as the route 211 was concerned it operated as 'Royal Highlander' for a period of only sixteen months but to users of the service, like my mother, the name stuck in the memory. Upon takeover the LGOC classed the three Beans BN 1 to 3. Following overhaul at Chiswick they were repainted into General and, later on, London Transport livery, the only members of the acquired Beans to be so treated. They were allocated to the General's Hanwell (HW) garage and initially continued to work the existing 211 and 225 routes but on 29th November 1932 the 225 was withdrawn and all three Beans were placed on the 211.

In July 1933 Hanwell received two new Dennis Darts (DA41 & 42) to work alongside the Beans on the 211. These had perimeter seating for 17 passengers and differed from the standard 18 seat Darts in that they were only 6 feet 6 inches wide instead of the normal 7 feet 2 inches. The reduced width was apparently necessary to negotiate the problem of overhanging trees in Gordon Road, Ealing. From July 1933 the daily schedule was for three buses plus one spare resulting in one of the Beans, BN2, being withdrawn and subsequently scrapped at Chiswick a year later. In October 1933 the Greenford terminus was slightly cut from the Hare & Hounds to Eastmead Avenue, approximately half a mile west of Greenford Broadway. Having retained its number in the 1934 renumbering exercise the 211 became unique in being the only route to be operated by Bean buses in London Transport days.

The service continued to be run by the Darts and the Beans for the next three years until May 1936 when London Transport took delivery of its second batch of Leyland 20 seater C class Cubs numbered C77 to C98, following on from the 74 put into the Country area a year earlier. The Cubs were all painted red for use in the Central area mainly to replace the motley number of small acquired buses. To maintain the three bus schedule Hanwell received four new Cubs (Cs 77, 86, 89 & 90) to replace the Darts and the Beans. The Darts were transferred to other garages and the Beans were sold privately. Ten months later in March 1937 the Greenford terminus was extended by one mile along the Ruislip Road from Eastmead Avenue to Adrienne Avenue.



C77 when new, in the guise of an Enfield bus

At the same time the service schedule was increased to four buses with an additional Cub (C98) drafted into Hanwell. The Cubs ran the service for a period of exactly three years up to May 1939 by which time passenger demand had grown and the decision was taken to replace the five Cubs with 30 seat AEC T class Regals. Before moving on it is worth noting that whilst there are photographs of Bean and Dart operations on the 211 there are apparently no known photographs of Cubs working the route. The five AEC Regals received at Hanwell in May 1939 were part of an elaborate conversion programme instigated by LT in 1938 involving 31 thirty seater AEC T class Regals dating from the early 30s all of which were former Green Line or ex-Amersham & District / East Surrey coaches. The conversions involved the replacement of petrol engines with 7.7 litre oil engines and also rebodging with modern all-metal Weymann single deck bodies removed from the earlier AEC Reliance R class. The buses were reclassified 11T11 and were known as the Converted Ts. Originally they were all painted green for use in the Country Area but five were repainted red and sent to Hanwell for the 211. These were Ts 208, 213, 215, 216 & 223. Their introduction on 31st May 1939 marked the changeover from OMO to crew operation.

The result of these conversions had produced a neat and well proportioned bus which to my mind was easily the most attractive of the early Ts and was a pleasure to travel on. My earliest memories were of journeys on these buses and so I may be a shade biased in my opinion.

The next change in operations occurred on New Years Day 1941 when the short section from Greenford (Red Lion) to Adrienne Avenue was taken over by double deck route 55 with the 211s terminating at the Red Lion. Simultaneously the route vehicle requirement was cut from four to three with one of the Ts (215) departing from HW to the Country Area. This was a short lived alteration as in October 1941 the 211 was doubled in length by an extension from Greenford via Ruislip Road and West End Road to terminate at Ruislip High Street requiring an additional three vehicles to operate a six bus schedule. The additional buses were again Converted Ts with 215 returning along with 232 and 298.

The Ealing to Ruislip service retained the Converted Ts throughout the Second World War and afterwards for a total of ten years up to 1949, the longest period that any sub class worked the route. I cannot recall seeing any other type of pre-war bus Regal on the 211. Not all journeys worked the through service from Ealing to Ruislip, a number of shorts terminated at Greenford (Red Lion).

By 1946 the Monday to Saturday service had increased to nine buses and in the summer of 1947 (and subsequent summers) the Ruislip end gained a Sundays only extension from the High Street to Ruislip Lido - the local seaside! This was the heyday of the 211 with packed Sunday buses transporting the masses to the local beauty spot. Weekend leisure was a mite simpler in those far off days. To emphasise the popularity of the summer Sunday extensions the number of vehicles operating the service rose from 10 in 1947 to 16 in 1949/50. As Hanwell did not have that number of single deckers I assume additional buses were borrowed for the day probably from nearby Uxbridge(UX).

*(Eds note; I have checked with John Warner who lived in Greenford at this time and although there was the odd Uxbridge bus, 14T12s and 2TD2s were usually borrowed from as far away as Sidcup and Hornchurch respectively.)*

As already mentioned my own involvement with the route started as a child in the mid 1940s and then into my teens by which time I often used the route for travelling to and from school. By 1948 the converted Ts had acquired a seemingly permanent tenure on the 'Highlander' but all that was to change suddenly when, in December 1948, two gleaming brand new single deck Leyland Tigers (TDs 51 & 52) appeared on the route.

These were part of the second batch of 100 Mann Egerton bodied Leyland TD2s delivered in 1948/49 and they caused a sensation among local bus enthusiasts. Both externally and internally they were modern in appearance in comparison with the ageing Ts. In January and February 1949 a further seven TDs (59 to 65) went to Hanwell to be followed by two more (103 & 124) received in June and September. Although most of the Ts left Hanwell for other garages the Monday to Saturday schedule of 12 buses required at least two of the Regals to supplement the TD allocation. Surprisingly two or three of the Ts were still at HW in 1950/51. All of the T's transferred out of Hanwell saw further service until 1952 after which they were sold or scrapped, some ending their days in France. Of all the buses that worked the 211 the converted Ts are for me the most fondly remembered. Regrettably none survived into preservation.

The TD2s were the mainstay of operations for the next four years until 1953. Hanwell (HW) garage was renamed Southall in June 1950 to avoid confusion with newly coded Hanwell Trolleybus Depot (code HL).

On 16th April 1952 a major change occurred when LT decided to cut back the 211 from Ruislip to Greenford with that section being covered by an extension of the double deck route 97 then still being worked by Utility Bristols. Consequently Southall lost five of its TDs resulting from a reduced allocation of 7 (Mon.-Fri.), 8 (Sat.) and 4 (Sun.). For a short while the 211s still worked an a.m. rush hour service to Adrienne Avenue but that ceased on 4th June 1952 ending forever single deck working on the 211 west of Greenford Broadway. More than a decade was to pass before the 211 would again resume operations to Ruislip.

The TDs continued to operate the shortened service for a further nine months, a period which saw the route worked by some unexpected strange visitors. Among the classiest were three ex-Green Line 10T10s (Ts 456, 473 & 539) repainted in a smart red livery with cream band, probably the most comfortable buses ever to ply the route. Also a few TD1s, originally at Muswell Hill, including TDs 1 & 2 made brief appearances.

In January 1953 a complicated series of vehicle transfers resulted in the departure of the well liked TDs. By way of replacement Southall did not get an allocation of new red RFs but instead received nine second hand AEC Weymann bodied Regals, eight from Sidcup (SP), (Ts 734/5/744/8/9/753/9/761) and one from Uxbridge(UX), (T766).

These were part of an early post war batch of 50 buses (T719 to 768) classified 14T12. Although mechanically similar to the Converted Ts these were buses I did not take to with their rather ugly front end and a distinctly austere and utility feel about the interior. They also had an odd propensity to stall whilst idling.

In spite of my misgivings I was destined to use the Weymann Ts extensively over the next few years. Having left school in 1952 I got my first job at Ealing Town Hall which meant daily travel on the 211. Very little was to change in the next few years apart from yours truly being required to do two years National Service in the RAF between 1954 and 1956. On return to civvy street I resumed work at Ealing Town Hall and travel on the 211. And yes, the Weymann Ts were still working the route.

By 1956 many of the original 50 had been withdrawn and those that remained looked decidedly old fashioned. Surely it was just a matter of time before LT could spare some modern RFs to grace our streets but it took a further two years and a bus strike before the Ts were finally ousted and replaced by ten RFs in November 1958. The last nine Ts at Southall (T's 744/8/754/7/9/760/3/5/6) formed part of a large batch of withdrawn Ts and TDs which were sold abroad to the Ceylon Transport Board for further service.

The ten Regal 4s (RFs 323/5/331/4/5/8/341/3/453 and 509) commenced operations on 26th November 1958.



RF332 at Haven Green, Ealing Broadway, now survives as the Trust towbus

Although by then six years old the elegant RFs provided a real touch of class to the service with their bright interiors, seating capacity of 41 and powerful 9.6 litre engines giving a very smooth ride. A long time in coming but well worth waiting for. Fortunately they were to run the 211 for the next five and a half years.

My regular use of the service ceased in 1962 when, having passed my driving test I purchased my first car, a 1957 Austin A35. Early in 1963 I left Ealing to work in Wembley. At that time the route allocation consisted of 8 RFs weekdays and 6 on Sundays.

In the 1960s there were two significant changes to the 211. The first occurred on 1st July 1964 when the service was simultaneously switched to double deck operation by RTs and after an absence of twelve years extended to Ruislip on Mondays to Saturdays replacing route 97 which was curtailed at Greenford (Red Lion). The Sunday service remained a route 97 operation including the summer Sunday extensions to Ruislip Lido. Nine RTs (280/304/357/8/365/377/653/661&691) were transferred to HW for the extended route which required a maximum of 13 buses. The nine departing RFs were all due for their second overhaul at Aldenham later that year including RF332 now the Trust's towbus. These changes meant that for the first time Greenford was served entirely by double deck buses.



RT2102 and RT3741 crossing Drayton Green Halt, Nov. 1968



MB219 at Greenford, Dec 1968

The second momentous change occurred on 30th November 1968 when a complete reorganisation of services saw a large influx of entirely new vehicles-the large single deck AEC Merlin MBS class, 36 feet long and 8 feet wide with provision for 73 passengers, 25 seated and 48 standing. A total of 36 Merlins ( MBS 214 to 250

except 226) were put into service on three new routes-E1,E2 &E3 (E for Ealing) replacing the long established routes 211, 97 & 55 respectively,the 211 and 55 route sections east of Greenford. In addition two new RT operated routes were created as below:-

*Route 273 Ealing Broadway, Eaton Rise, Cleveland Road, Argyle Road, Ruislip Road East, Greenford Broadway, Yeading, Ruislip Gardens, Ruislip Station.*

*Route 274 Ealing Broadway, Uxbridge Road, West Ealing Station, Argyle Road, Ruislip Road East, Greenford Broadway, Yeading, Hayes (Bourne Avenue).*

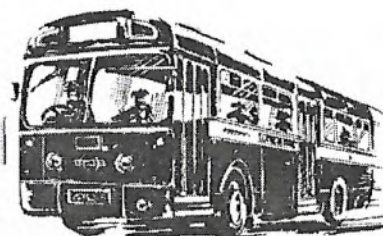
The 273 replaced the 211 between Greenford and Ruislip and the 274 replaced the 55 between Greenford and Hayes.

The changes also resulted in a switch of garage allocations with the E1, E2, E3 and 274 worked from Hanwell (HL) and of the above routes only the 273 operated from Southall (HW). This was all part of a major reshaping programme with flat fares introduced on the high capacity E routes intended to transport large numbers of passengers mostly standing. To say that these buses were not well received by the travelling public would be a massive understatement. To passengers accustomed to the relative comfort of an RT or RF these new standee buses came as a nasty shock. There was much adverse comment in the local press from the 'Disgusteds of Greenford' and the buses were scathingly condemned as 'cattle trucks' (their words, not mine!). I personally found it a strange decision to operate 36 feet long vehicles on the E1 which had some very tight turns in the Ealing area.

My close association with the 211 had ended in 1965 when I got married and moved to Reading. The E1 service from Ealing to Greenford still exists today covering the same roads as the 211.The Ruislip to Greenford section is now covered by route E7 which continues on to Ealing Broadway over the old 274 route via West Ealing. Neither of the two Hanwell garages survive. HW closed in the 1980's and HL, the former trolleybus depot in Hanwell Broadway has now been demolished.

My narrative ends with the cessation of route number 211 in 1968.The history of its successors since then requires a

writer better acquainted with the routes in more recent times. To complete the 211 story I decided to make one more journey on today's successors to the 211-routes E1,E7 and H13. Pure nostalgia? Probably-but armed with a one day bus pass I met up with Graham Smith, our Publicity Officer, at Ealing Broadway where we boarded an E1 in the form of LA27, an Alexander bodied Leyland Olympian, destination Greenford, my first journey on the route for nearly forty years. To my surprise the scenery en-route remained very familiar-Drayton Green Road curving over Drayton Green Station on the Ealing to Greenford rail link (known as the Push and Pull in days of steam) and the ascent and descent of Cuckoo Hill recalling memories of yesteryear. On arrival at Greenford we switched buses catching an E7 Marshall bodied Dennis Dart, DM149 (a link to the 1930's) destination Ruislip. The nippy well driven Dart provided a very smooth ride to Ruislip Station where we decided to complete the final lap of the old 211 route by boarding a Sovereign Buses H13 Plaxton bodied Dennis Dart for the short hop to Ruislip Lido, an appropriate venue for a pint and pub lunch overlooking the Lido waters.



**NEW  
FLAT-FARE BUSES  
for Ealing, Greenford  
and Brentford**

**STARTING NOVEMBER 30**

COME AND SEE THE NEW BUS  
There is one on show on Sat., Nov. 23 and Mon. to  
Fri., Nov. 25-29, in the forecourt of Ealing Town  
Hall. An official will answer your questions.



After lunch we returned to Ruislip Station where I parted company with Graham, switching buses to an E7 back to Ealing Broadway.

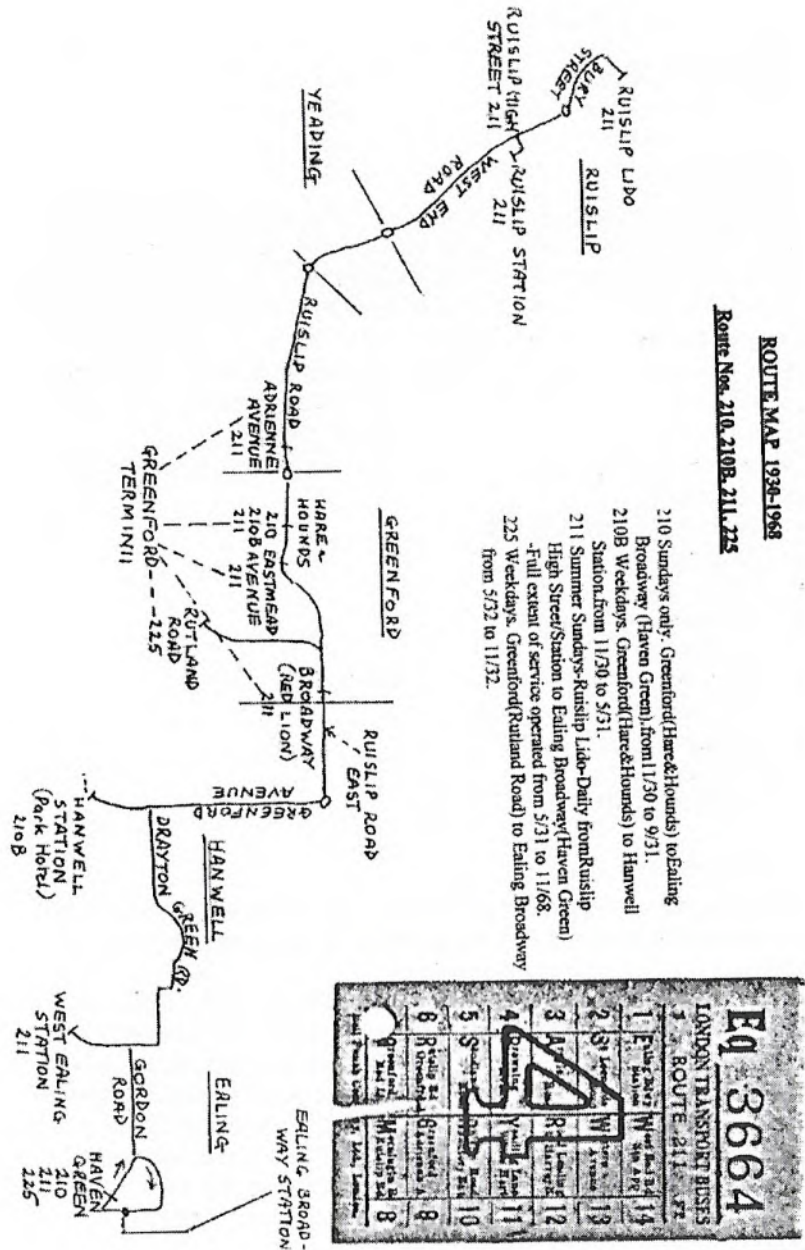
On the return journey and with article in mind, it seemed to me appropriate that today's descendants of a route started seventy years ago by a 14 seater Bean bus named 'Royal Highlander' still serve the Ealing streets of Gordon Road, Argyle Road and Sutherland Avenue.

My grateful thanks to fellow members Brian Bunker for his invaluable assistance in the supply and verification of dates and vehicle allocations and Graham Smith for researching information from supplements published by LOTS. I am also indebted to both of them for providing the photographs to accompany the article.

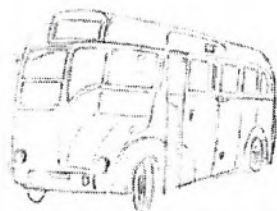
**Editor's Postscript.**

I lived in Hanwell from 1951 to 1958 and my earliest bus memories are of 14T12s on the 211. The Ruislip Road at Greenford was prone to flooding and the buses, unable to get by line of route to Greenford, would be diverted passed my front door to layover in Bridge Avenue.

Co-incidentally, where I live now is the same road where Mrs. Sayers who operated 'The Royal Highlander' lived and had her operating base.



## LONDON BUSES IN MINIATURE



Alan Purssey

Now that the evenings are drawing in, the lawn mower is cleaned and put away for another year and the rally calendar comes to a close, my thoughts are turning towards what to do in the coming dark evenings. I have in the past scratch-built model buses, only to have better examples brought out in kit form. But the experience I have gained from building my own has stood me in good stead. now am very selective in the models I chose to build, trying to pick what I think the professionals will avoid

There are still a large number of London buses to be modelled yet, including:

- K,S,LS,CC,and CB classes
- National ST
- DST
- H class
- Lowbridge STL
- DI built by Dennis of Guilford with the ST body
- STL with sainsbury body
- Dobson body STL.1262
- Leyland TD1s
- Leyland Titan STD

### LATEST NEWS

The little bus company of Essex has whetted our appetites with the news that they are releasing two London related models.

RLH

A model of a Weyman Lowbridge AECRegent111 C1950 of the RLH Class is on schedule for release in October. As I reported in the autumn magazine No 30 these buses were used by London transport on routes which required low bridge buses to replace the obsolete fleet of Godstone STL.s and ex National STs

The first batch of 20 Purchased in 1950 were painted green to enable the remainder of the older vehicles to be withdrawn, a further batch of 50 were ordered in 1952 and finished in red livery.

### STD

The second model is a 1937 LEYLAND Titan of the STD Class released in September. London Transport decided to accelerate the replacement of the obsolescent NS Class and placed a then record order for 786 buses and coaches of which 672 were double-deckers. As the board was barred by statute from building more than 572 bodies a year, it was necessary to find alternative suppliers for some of the work. Leyland was chosen to share the body contract, and the opportunity was taken to purchase complete buses so that an alternative source for chassis could be tested.

The 100 Titans ordered were nominally based on the standard TD4 model but were cleverly modified to resemble the then standard STL body style. Period posters and appropriate transfers are available for the model, including number plates; garage codes vehicle codes, to customise your own model. The model parts comprise a resin top, bottom deck and chassis with a white metal base, radiator and steering wheel for added weight. With push fit rubber wheels. All were allocated to Hendon (AE) and performed on routes 13, 113, 183, until the early 1950s some were then transferred to Ponders End (E) on route 107/A.

The master for the kit was made by Rod Blackburn from Canberra, Australia and the lightweight construction in this kit reflects Rod's skills as a model maker. Production however was in this country, and I think the "Little Bus Company has come up with a winner. It's a very authentic looking model indeed.

Both kits come complete with a full instruction sheet giving a description of the prototype together with a coloured illustration on the box lid. The Little Bus Company has opened its own website. It includes pages for each of its kits, photographs and a brief historical reference to companies and prototype details. Other items such as paints, illustrations of the new range of side, front and rear full colour advertisements and detailed lists of the complete transfer range. An additional feature is an illustrated tutorial showing the method for completing and customising a die-cast model.

## COLOUR SCHEMES

When the STD's were delivered to L.PTB in 1937 they were finished in the standard colour scheme of the time.

- Silver roof
- Black upper deck gutter with broken white upper windows
- Red extending down to the mid height band, which was black
- Broken white below the black band extending down to bottom of lower windows
- White was extended around the rear bulkhead not the front bulkhead that was finished in red
- The cab windows surrounds were picked out in black later painted red

During the war and early post war the STDs had their roofs painted dark brown. In 1953 STDs started to appear in an all over red scheme including the roof, with Chiswick cream mid height band and upper deck windows picked out in cream, the same as the RTs. Later, upper deck windows were repainted red.

The Little Bus Company 's resin built bodies are ideal for the beginner or novice modeller, for the few parts involved in construction make these kits ideal experience before taking on the more complex white metal kits.

EFE.

The STL from EFE has been released in a later livery. All over red with Chiswick cream middle band with upper windows picked out in cream. It is featured as STL553 on route 138 to Hayes (Coney Hall), displaying adverts for Borwick's Baking Powder, Lodge Plugs and Wisk Washing Powder. It is a shame that EFE have gone to great lengths to get the colours and period posters correct on the first two models, only to fall down on the legal lettering. It should be London Passenger Transport board L.PTB from 1933-1947, and not London Transport Executive as the bus was depicted in 1939 colour scheme, (Note it for your STD) if finished in 1937 colour scheme will mention more on this subject in the next magazine.

### Original Omnibus Company Double Deck Q

As I mentioned in the last issue of Cobham Magazine OOC are to release a model of a Double Deck Q in three versions.

Version 1, green, as Q2 running in LT country area fleet, during 1938/39 from Hertford garage on route 310 to Enfield.

Version 2, is depicted in the livery of Bradford.

Version 3, is Q2 in central red as posed in publicity shots on route 77 to Mitcham.

From the pictures I have seen OOC. have made a magnificent model. The painting and in particular the black lines around the upper middle and lower windows on the central red version are really well done. Together with the correct adverts for White Label Whiskey, plus destination display.

Although it never entered service on the 77 it actually ran on route 114 from Harrow Weald.

My only criticisms are the grab handles were not as depicted on the model outside the bus, they were originally fitted on the inside.

Q2 and Q3 were double Decker's with front entrance for the central area. New in 1934 they had Chiswick built 56-seat bodies. Varney produced Q2 in model form some years ago, although thought by some to be over scale still made a pleasing model. These buses were many years before their time and with advances in tyre design enabled the use of four wheels in place of the then conventional six-wheel arrangement.

### Showbus International 2001

The venue for Showbus was again held at Duxford, Cambridge on September 23rd Sponsored by a host of companies including: Classic Bus & Buses and EFE.

Over 400 buses and coaches attended the one-day event, along with over 100 trade stalls. My interest was in the buses on display plus the trade stalls.

Following last year's success with over 10,000 visitors most of the model traders were present including CORGI, EFE. Model Road and Rail, Little Bus Company and RTC models.

Display cabinets in all styles ranging from plain pine to lavishly finished polished oak varieties were on view for your collections, plus a large variety of bookstalls.

Tours of Duxford village could be taken on a variety of classic buses and coaches for a mere £1.00 , in short something for everyone on the bus scene.

EFE had on view in their marquee, mock-ups of the London tube stock due for future release.

## RTC latest News

Due for release soon from RTC is another LT from the first batch. Numbered LT1-150 with an open staircase plus a range of transfers for the three earlier LTs more on this kit and transfers in the next magazine.

## Contact Information

### Little Bus Company

Queenswood Avenue            STD&RLH kits £30.00 each &  
£1.00 per kit post and packing  
Hutton, Brentwood            S.A.E for full list of kits and transfers  
Essex CM13 1HU.            WEBSITE [www.little-bus.com](http://www.little-bus.com)

## OPEN DAY SUB COMMITTEE 10TH OCTOBER REPORT

The next issue of the Magazine will contain two articles on the Open Day Sub Committee as I just missed the deadline for the last Mag! Hopefully Bill will print this under the first article! There is little to add to the last report other than to say that Alvin Hale has taken over the Shop brief from Chris Plested and help for Alvin is urgently required not only for Open Day but for the other days when the shop is open during the year. Contact details for him will be found elsewhere in this magazine or you can email him on [AHale@awfp.com](mailto:AHale@awfp.com).

This issue also carries Keith Rose's call for volunteers with a reply date of 10TH JANUARY 2002. Please respond and by the date shown. Thank you!

There will be more to tell you after our next meeting in January. We are doing what we can to acquire as much of the Southern Runway as we can, but even if we have the same space as last year, Roger has produced an imaginative site plan which will bring many improvements to the smooth running of the day. As usual my thanks to my committee. Keep us in your thoughts.

Simon Douglas Lane, Chairman, Open Day Sub Committee.

## BEYOND THE GATES

John Hinson

There seems to be plenty to report since the last episode. Our summer holiday took us to Canada, where (as so often reported before) there was no shortage of British buses, although a good few of the supposed London ones are not. In Toronto we saw DMS165 and 265 dressed with "The Original London Sight-seeing Tour" lettering, with the word "Toronto" superimposed over the word London. In Halifax we saw RM 937 in good shape - amongst a sea of VRs, and naturally we didn't miss all the Routemasters at Niagara Falls. These in particular seem to be very well looked after and in substantially better shape than much to be seen in London these days. They sound "AEC" too, which makes a pleasant change.

Also overseas, I have recently had a report of RTL68 being found in Wanaka, New Zealand. This is a vehicle that I had lost track of - it is amazing where they turn up! It is apparently in good condition and in LT livery.



*Eds note. RTL68 seen here in December 1968 with White City Coaches. RTL68 found its way abroad via Ted Brakell's organisation.*

Another surprise overseas was a photograph forwarded by Graham Smith of RF298 in Pakistan. I did know that the bus went out there in 1984 for religious activities, and arrived safely after its overland journey with no problems other than a broken spring. However, that was seventeen years ago and I hardly thought the bus would still be alive and fit.

The photograph isn't really of good enough quality for magazine production, but I have put it on my website along with a more detailed history of the vehicle's history - see <http://www.sftt.co.uk/busgarage/jotter/rf298.htm> . If you don't have Internet access, I'll happily send a printed copy of the web page if you send an sae.

Following up from last time, Ken Bennett has written about the Thames Trader lorry. He believes this is 1282F (580 EYU) which is in green livery. It made a rare public appearance at the May "Steam on the Met" event carrying publicity for "The Depot" museum at Acton. By coincidence this is the adjacent stock number to 1283F (581 EYU) at the Canvey Island museum. Amazingly, 1281F (579 EYU) also survives although not in original condition. It is now a beaver-tail recovery vehicle. It retains the crew cab, now painted maroon, and works in the Wirral area.



*A line-up of new Traders awaiting delivery to Chiswick*

1454AS (KLX 778D) survives in preservation, although not in LT livery, and participated in the 2000 Brighton Run. This is an Austin 1-ton box van, really a re-badged Morris-Commercial LD. It carries a blue livery for Turner's of Crawley, mainly because the owner though LT grey would be a bit dull.

Finally, Ken reports having head a couple of years back of a red Ford Anglia van in Bedfordshire, complete with original timetable and publicity racks. Does anybody know which vehicle this is? There must be many other surviving service vans and lorries - all reports welcomed!

Back on the bus front, David Hunter wrote to say that four RTs have appeared at the Routemaster Centre at Hanwell. These are believed to have been at Pinewood Studios for about ten years and apparently arrived at Hanwell early summer. Of the four, only two are complete, one other has been de-roofed whilst the fourth is little more than a skeleton. The roof-less one, and one complete one, both carry the fleet number "LT 1097" and the registration KLB713. So far, the latter is the only clue to identity - that registration belonged to RT1591 - last recorded with a Mr Pennock of E11 in the early 1990s and used as a political campaign bus.

Can anybody help identify these vehicles? If anybody has access to them (without trespass!), the following would help:- Chassis number, on the nearside dumb-iron (which often includes the fleet number too), Chassis unit number - brass plate on top of nearside chassis-member, alongside engine, or Body number (painted on the inside of the canopy valance by small route number box).

I wonder what the future holds for these vehicles - if they are for sale I personally have an interest in buying at least one.

We attended Showbus at Duxford in late September, and despite the usual rain it was an enjoyable day. It is nice to attend an event where all entries have an individual allotted space, although there were some noticeable gaps, some of which might be accounted for through my knowledge that at least one RF was actually at another event!

Amongst the good entry of London vehicles, several caught my eye as interesting. It was wonderful to see David Wilkinson's RF269 at last - this is an un-modernised Green Line vehicle which I don't think has been active since sale by London Country in 1972. It is now absolutely immaculate - I shall need to see David to find his source of green linoleum!

Other green vehicles of note were Dave and Pam Johnson's RT3496, which just seems to look nicer every time we see it, and RT4494 down from the Lincoln museum. This is, I believe, the only survivor that had once been fitted with LT's Loadmeter equipment to detect "bums on seats" and the give-away of this feature are some extra detachable panels on the side of the vehicle.

RT191 stood out as a nice red RT which I haven't seen for a couple of years, looking complete with posters enhancing its roof-box body. Charlie Young's RT4317 was present - absolutely gleaming after what I know has been an extremely deep and thorough restoration.

On the Routemaster front, RM765 stood out as a smart and accurate restoration to original livery, but my favourite was RM349 which is dressed with grey band and open roundels. Two close Routemasters were RM1989 and RM1990, both wearing Reading livery as their 33 and 25.

As I write this we have just one rally left this year (Amersham Running Day) but of course there is our "Original Unofficial Sightseeing Tour" on 15th December, which kicks off from Holborn (by Chancery lane tune) at 1730. Any vehicle owners wishing to participate should contact me for the route instructions. Anybody just wishing to ride should note that we ourselves already have a "block booking" of around fifty this year so may be short of space to offer, but if you contact me in advance I should be able to fix something up with other owners.

The supported charity this year will again be the Rainbow Children's Foundation.

Electronic correspondents should please note my change of email address below.

The Shambles, 91 Graham Road, Wealdstone, Middx. HA3 5RE  
Email: shambles@sfft.co.uk

## **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**

## Transucopia

67 Tylecroft Road Norbury SW16 4BL

Open Monday to Fridays only 9am-5pm

For the sale of 1:76 scale EFE and Corgi die-cast models from the 1942-70 period.

### Current stock includes

EFE	11112	Leyland RTL JMT	£13.50
EFE	12113	Cavalier M&D	£15.50
EFE	13913	Eastern Nat FLF	£13.50
EFE	15625	Halifax Routemaster	£15.50
EFE	16117	Halifax PDI	£13.50
EFE	16119	Leyland PD1 Seaview	£14.00
EFE	16405	Anniversary RT rt 29	£17.50
EFE	26201	Guy Arab Coventry	£13.50
EFE	26202	Guy Arab Colchester	£13.50
EFE	26306	Guy Arab Southdown	£17.50
EFE	26401	Daimler Midland Red	£17.50
Corgi	41901	Southdown PD3 rt 45	£17.50
Corgi	41902	Southdown PD3 rt 31	£17.50
Corgi	41909	Southdown PD3 rt 139	£17.50
Corgi	42001	Southdown PD3 o/top	£17.50
Corgi	43708	LT Q1 Route 603	£17.50
Corgi	43712	LT Q1 rt 607	£17.50
Corgi	43919	Southampton Utility	£14.00

SAE for lists or enquiries on 0208-679-5428,  
fax 0208-679-1928,  
e-mail [Transucopia@aol.com](mailto:Transucopia@aol.com)

All items in stock at time of going to press.

For £3.75 inclusive we will deliver COD to any address within 3 miles of Central London and most of S. W. London

Normal P&P add £1.50 per order, for 3 or more items outside COD zone recorded delivery @ £4.75 outside the COD delivery area..

### OFFICERS

#### Chairman

Peter Plummer, *Northdown Road, Longfield, Kent DA3 7QN*

#### Secretary

John Bedford, *Albany Court, 38, Alexandra Grove, London N12 8NN*

#### Treasurer and Membership Secretary

Mike Nash, *Stroudwater Park, St. Georges Ave., Weybridge, Surrey KT13 0DT*

### COMMITTEE

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

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

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

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

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

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

### CONTACTING THE COMMITTEE

If you wish to contact any member of the committee, please do so by letter. Urgent telephone 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](mailto:bill@.freeserve.co.uk)

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

Next copy date January 10th 2002.

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

Registered as a charity no 293319





Territorial Army going to Summer Camp in 1939. We know TF5 and TF8 in the foreground didn't survive the war, I wonder how many of the soldiers made it through?.