

# COBHAM BUS MUSEUM

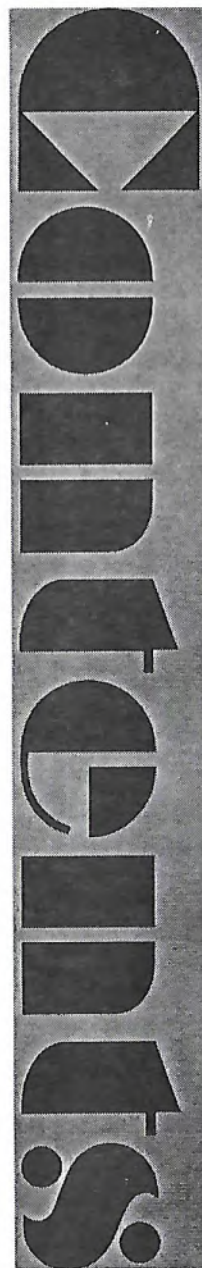
## MAGAZINE



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Photo Front Cover.  
RF254 and RCL2247 at Aldgate, July 1965.

Inside Front Cover  
RML3 Awaiting repair in Chiswick Experimental  
1959



## EDITORIAL

Bill Cottrell

A New Year, a new beginning. The nights are drawing out, spring bulbs are just beginning to show, and a young/middle-aged/old man's thoughts naturally turn to open day. Again, we appeal for volunteers to assist in this crucial event in the Trust's calendar. We need about one hundred assistants to make the day go sweetly. If we can get this number, the workload can be such that about four hours from each volunteer will cover everything and not too many people have to be on duty all day. Admittedly, most of the tasks needed to be covered are a chore, but think in the terms that if we have 100 volunteers, each one's efforts will contribute £100 to the Trust's coffers, and that money is what puts the Trust buses on the road. If you cannot help on the Sunday, there is still plenty to do on Saturday, jobs such as spring cleaning the exhibits and display buses, sweeping out the building, and putting out cones, fences and tape at Brooklands.

Sunday requires all sorts of tasks to be covered from supervising car parking to selling programmes (very important) In this issue there should be a postcard for you to fill in and return to indicate the areas in which you are willing to assist. If you want more information, why not come along to the Members' day on March 10th where you will meet all the key players in the Trust.

Thanks go to Tony Beard for sending me a copy of the official report on the accident to RML3 in 1959, a case of being in the right place at the right time. This is partly reproduced in this issue. On a more sombre note, we are receiving quite a few donations of small exhibits from the families of people who have spent a lifetime of work in the bus industry and have now passed away. It is gratifying that we can provide a safe archive for the memorabilia that was once important to someone, and that their surviving relatives recognised the importance of these documents and had the confidence to put this material in our care. But I wonder, how much gets dumped by people who don't know of the importance of this stuff, or don't know that there is somewhere where it can be deposited. Are your family and friends aware of your wishes? I really must get round to making a will.

## CHAIRMAN'S REPORT

Peter Plummer

Time to reflect on another year behind us and without doubt, it has been one of considerable achievement.

For me, the most encouraging news came in the last few days of the year inasmuch that the primary object of re-uniting the assets held by the London Bus Preservation Trust Ltd and the members of the London Bus Preservation Trust came a step closer. Advice from a solicitor with specialist knowledge of bus museums and charity law has studied our proposals and no problems are envisaged. At the appropriate time, members will be advised of the re-structuring for their approval before any implementation.

The Trust remains in a good financial position with all the major projects proceeding well. Our thanks are given to Mike Nash who has worked hard with the Trust's auditors, Hartley Fowler, to present the accounts in the new format as required by the Charity Commission. The struggle to find sponsors for external advertisements for STL2377 is now resolved. Several members made donations and the opportunity of a few days film work with the bus during November and December has ensured there is no shortfall of funding and we now have the benefit of choosing the adverts we consider most appropriate for the vehicle. My thanks to Roger Stagg for arranging the choice and the painting of the advertisements due to be done early this year and to Tony Lewis whose early mornings and late nights for film sets requires special recognition. It has long been my aim to get vehicles in the museum fleet in a position to raise funds in this way to assist rebuilding of the other derelict vehicles within the collection,

The skeletal body structure of G351 is now ready for major re-framing work to commence. The work of stripping and the storage of parts has all been completed by volunteers at no cost. Partial re-framing and repair of STL441 progresses on a fairly regular basis with the offside panelled up but minus windows and trims. 702B Bedford OSS and 1096F Ford van restorations are progressing and the Bedford repaint should complete once the damp weather subsides in the spring. RT2775 is in an advanced stage externally with mouldings and strappings being cut and fitted temporarily.







So I hope therefore to hear from a member who is keen to make his mark on the Trust's future in the same way that I have always tried to.

In the meantime, I am delighted to welcome the following new members :-

919	Trevor Adams	Goudhurst	GS56, RF13, BS4	
920	N. Stuart Nicholas	Nottingham		
921	Peter Blake	Isleworth		SK
922	Chris Kilby	Ferndown	RM24	MN
923	Arnie Taylor	Colchester		
924	John Peto	Guildford	Shares in A&D buses	
925	John Bennett	Harlow		ND
926	Alan & Joan Brackley	Woodford Green		DB

Recruited by: DB – Dave Bray MN – Mike Nash  
ND – Norman Davey SK – Simon Kriesler

### LOTS & LOTS OF ROUTEMASTER BITS !

Andrew Morgan who is Chairman of the ever industrious Routemaster Operators & Owners Association, has asked me to remind members that they have purchased a huge quantity of spares from TfL which have been reclaimed from the latest round of Routemaster refurbishments being carried out by Marshall. Everything from engines to electrickery.

So all you Routie owners, don't miss the bus!  
Contact RMOOA c/o our own Graham Lunn 01784 849,  
fax 01784 952, mobile 07811 960  
or via the website [www.routemaster.org.uk](http://www.routemaster.org.uk) .

## TRUSTEE REPORT

Andy Baxter

As requested by the Chairman, here is my report detailing the tasks I have carried out over the preceding period in my role as Trustee.

My allocated duties are: -

- Engineer in charge of major mechanical repairs
- Assist with production of rulebook
- Principal events co-ordinator

### MECHANICAL REPAIRS

#### RTL139

The engine has been rebuilt using parts ex. Stock and parts purchased from a classic engine parts supplier. These being, 2x Cylinder heads & gasket set, (from stock). 1x set main bearing shells, 1x set big end bearing shells & 1x set piston rings, (purchased). The cost has been kept relatively low due to an exchange of abundant stock we held, for parts that we required. The total cost of parts purchased for the rebuild has worked out £170. Whilst the engine was removed we had the opportunity to clean and repaint the engine compartment, also we refitted an oil filter to the engine for added protection.

My thanks go to Bill and Richard for their help on the engine work, and the Wednesday group for the engine bay work.

#### ST922

The engine is now reassembled and running. I have fitted a magneto of a different type incorporating an auto advance mechanism as well as a manual one (the same type as on T31). This will make the engine more flexible and easier to drive. Whilst the radiator was off the water pump was replaced as the original had a slight crack in the mounting flange and the opportunity also taken to fit a larger 6 bladed cooling fan. She has tended to run hot on occasions and this should help.

Whilst I was locating the parts for RTL139 the supplier informed me that he had in stock a set of new pistons suitable for a 110mm AEC petrol engine at £40+vat each. Upon committee approval these have been purchased and will be held in stock (just in case!), The view is that any AEC petrol engine spares offered should be considered for purchase, as they are now very rare.



## MEMBERS' DAY UPDATE

Roger Stagg

D142, T31

Both these buses failed to start on the final display day last year. Both had ignition problems and have now been fixed and are running again.

T504

New engine data has been acquired and I am in the process of applying these settings to the engine.

RM3

Unfortunately RM3's water pump failed on the Saturday before the last Display day, therefore we were unable to use it for service. Our thanks go to the owners of RT3491, who allowed us to use their bus as a substitute.

We are unable at this time to locate a new gland seal for the original pump, therefore a new pump has been sourced from ROOMA and this has now been fitted. Not the easiest of tasks on a Leyland engine RM, but made all the worse by the fact that it is a prototype with different pipe-work layout. Any water hoses that would be otherwise inaccessible were also replaced whilst access was available.

If seals can be located at a later date the original pump will be repaired and held in stock. Whilst engine work was in progress it was noticed that the N/S front wheel brake cylinder had developed a leak. This was removed and a new seal fitted by Bill Cottrell.

GENERAL

Many of the trust buses had either flat or faulty batteries causing problems at the final display day, at my request the committee approved the purchase of some new batteries, these have now been fitted and all trust vehicles in the three lanes are now runners.

Display day Co-ordinator guidelines have been amended slightly in the wake of last year's operations.

I spend many hours in the evenings at home working on the Open day, in my role as Cobham site controller, also I am scanning and putting on to CD disc, parts and service manuals relating to all the trust vehicles. An important and laborious task that takes up many hours, but essential, because paper books will not last forever and when finished will make access to data easier and quicker.

As mentioned in the last magazine Members day 2002 is going to be held on March 10th. This Members Day will be different and a particularly hearty welcome is extended to newer members or members who do not normally have the opportunity to visit the Museum except perhaps on display days.

A committee member will be present just inside the main building throughout the day to welcome you. Please remember that although the shop will be open this is not a public day and you must enter through the members door and sign yourself in and ultimately out (this is a Health and Safety requirement). All the committee will be wearing prominent badges with their name and position, as will non-committee post holders. Works will be underway on all of the museums restoration projects and you are invited to lend a hand, join a volunteer crew or simply watch. The mechanical team will be there for those who feel like getting really dirty and experts such as Doctor Spanner will be on hand to offer personal advice to solve your mechanical problems. Others will be happy to give advice on your body repair problems, window overhauls - you name it. If nobody there can answer your question, we know a man who can. John Broadhurst will as always be looking out for those of you who wish to limit your skills to the museum grounds, undoubtedly a more never-ending task than restoring the vehicles. Want to wash a bus, no problem! Never sat in the cab? You can today. Ask those questions you were too embarrassed to ask in case somebody thought you ought to know.

What is that thing that drops down in RTs and RFs with "STOP" on it in front of the driver? Why is there not one on a STL? Bring the wife, bring the kids, come for an hour, come all day, look at the buses listen to the buses, work on the buses and ride on the Trust vehicles. Demonstrations of conductors responsibilities, sign up for the next conductors course, sign up with Bill Ackroyd to do your PCV training and get your licence using the Trust vehicle P3 and of course visit the shop and see what Alvin and his enthusiastic team have new in stock. The shop is always in need of volunteers and particularly any with the flare of selling to the general public.



The shop attends many outside rally events. Would you like to assist? Alvin Hale will be pleased to hear from you even if you can only donate one day in a year.

Finally at 3.30pm – the famous Cobham Barbecue, jumbo burgers, jumbo hot –dogs, all from a quality butcher, together with jacket potatoes and salad for just £4 per person, children £3. This is a non-profit making service for the members and their families so if you care to add anything towards the restoration fund it will be gratefully accepted. For obvious reasons the barbecue will have to be a tickets in advance affair. If you wish to sample the Cobham barbecue yet again please send your cheque made out to LBPT with your name, address and a stamp addressed envelope giving details of the number of adult and child tickets required to: Aunty D, Morphews Farm, Teston Road, Offham Kent.ME19 5NE

## COLLECTING THE PAST – AN UPDATE

Graham Smith

Members may recall the "Collecting the Past" article which featured in the Summer 2001 magazine. This update provides a brief progress report on one of the subjects covered and news of two further ones:

### 1952 GOODWILL VISIT TO THE USA & CANADA

A major article describing the 12,000 miles Tour undertaken by RTs 2775/6 and RTL1307 has been written by fellow member David Throver. It is due to be published in *Classic Bus* magazine, probably in the April-May and June-July 2002 editions, and is highly recommended reading.

A few days away in Edinburgh in June last year for Liz and myself just happened to coincide with the *Classic Bus* Running Day (well worth a visit, folks!) and provide the welcome opportunity to meet up again with *CB*'s editor, Gavin Booth, for the first time in his majestic home city of "Embura". When I said I'd recently acquired, on behalf of the Trust, Albert Dennis's extensive collection of items relating to the 1952 Tour, Gavin mentioned he'd heard of David's intention to write an article.

As a result, David and I were able to collaborate on the text and its illustrations. In addition to the collection providing a rich source of previously unpublished photographs and other artefacts, study of Albert Dennis's diary revealed a few details which tended to contradict "official" reports of the Tour. To discover what these are, I'm afraid you'll have to read *Classic Bus*!

At the present time, negotiations are taking place to try and arrange an event – hopefully in Central London – to commemorate the Golden Anniversary of the Tour. In addition, members may like to know that David and I have agreed to donate the fee for the magazine article to Cobham's restoration fund.

### ALDENHAM PHOTOGRAPHS

As many members will know, Museum vehicles on display have been a popular feature of Woking's Classic Car Show held each August Bank Holiday Monday. Last year's was the biggest ever event held there and, indeed, was billed as "the Biggest Town Centre Historic Vehicle Show in Britain". In addition, a regular and free service operating throughout the day by a selection of the Trust's and members' vehicles (including our Secretary's immaculate Ipswich no. 16) on a variety of routes to and from Redhill Road makes this an event not to be missed.

Whilst standing by our outposted Museum Shop at Woking I was approached by a couple – a Mr & Mrs Boorman from Bisley – who said they'd recently acquired a large collection of transport photographs. This included some bus photographs which, it transpired, had no particular appeal to them and they asked if the Museum would be interested. They handed me a set of 32 8"x 6" black and white official photographs showing scenes from the early days of Aldenham Works. Without hesitation, I accepted the couple's kind offer (and, subsequently, have written to thank them officially on behalf of the Trust). On my return to the Museum, I showed the photographs to various other members who were quite excited to see them, judging by the noises they made! Richard Hussey, much too young of course to remember Aldenham in its heyday, offered to act as custodian of the photographs until a suitable time arises to display them to proper effect at the Museum. He has had copies made of some of them.



They really are of a high quality and I hope that, in the not too distant future, a selection can be used to complement the actual "Aldenham Works" lettering which is at Cobham.

#### PUTNEY, CHELVERTON ROAD, GARAGE (AF)

The day after the Woking event I received a phone call from a Mr Brian Adams. This followed a conversation he'd had with our Shop staff at Woking. He mentioned to me that his father, who had died in 1976, had been a driver at Chelverton Road for many years and there were various bus-related items which he wondered if Cobham would be interested in. He said that, amongst other things, there were various rule books and safe driving badges.

I invited Mr Adams to meet me at the Museum the following Wednesday as I knew that those hard-working members comprising the "Wednesday gang" would, also, be interested in meeting him and seeing his father's collection. In showing him around the Museum I was pleased he recognised several of our buses as similar to those he recalled his father had driven during his years at AF. We then retired to the canteen for cups of tea and Mr Adams showed us the items he had brought along. Truly, they were a fascinating collection and spanned his father's 36 or so years both as a Driver and an Instructor. We expressed our great interest in the collection and mentioned we hoped in the not too distant future to provide a suitable area for displaying small exhibits of historical transport interest to complement the vehicle collection. On hearing this, Mr Adams had no hesitation in offering us the entire collection.

The items donated include the following. I have extracted various of their contents as readers may be interested, in particular, to make comparisons with present day rules and standards:

An LGOC letter (from Robert R. Pecorini, Staff Superintendent – Operating, Employment & Training Centre, Bollo Lane, Chiswick, W.4) dated 26<sup>th</sup> November 1929 written in response to Mr Henry Adams' application for employment.

It regretted that "due to my staff requirements having been fully met for the season, I am unable to consider your application at the present moment. I am, however, sending you a form of application which you might complete and return to me. Should your particulars conform with our standards for new staff your name will be registered and I will communicate with you further at a later date when staff is being employed." It went on to say "This company now require a high standard, both educationally and medically, from all new employees. Drivers must have at least two years driving experience with heavy motor vehicles". The following age and height limits for staff were stipulated:

"Age limits – Drivers 26 to 35, Conductors 24 to 35. Height limits – Drivers 5'7" to 5'11", Conductors 5'6" to 5'10". Evidently, Mr Adams did not have to wait long for engagement by the LGOC. The records show he became a member of the "London General Omnibus Company's Employees' Death Levy, Distress and Sick Friendly Society" on 13<sup>th</sup> January 1930. The membership card states "This Society is not connected in anyway with the LGOC approved society" although its Registered Office was 55 Broadway.

Rule Books of Friendly Societies, dated 1928 (LGO CEDLD&SF Society), 1932 (LGOC's Employees' Friendly Society), 1934 (The Licensed Vehicle Workers' Sick Benefit Club), 1954 & 1963 (LT [Central Road Services] Employees' Friendly Society).

A Memorandum of Agreement, dated 23<sup>rd</sup> September 1932, between the LGOC, Messrs. Thomas Tilling Ltd. (London Undertaking), Tilling & British Automotive Traction Ltd. (London Undertaking) and the TGWU as to Rates of Pay and Conditions of Service for Drivers and Conductors. (Lord) Ashfield is the signatory for the LGOC and one of no less than twelve signatories for the TGWU is Ernest Bevin. It lists the standard weekly rates of pay in respect of a 48-hour week as follows:

"For Drivers – First six months 80s 6d, thereafter 86s 6d,  
For Conductors – First six months 73s 6d, thereafter 79s 6d"

An LGOC manual dated 1<sup>st</sup> September 1927 entitled "Rules, Regulations and Instructions for Operating Employees" in almost mint condition.



The manual contains some splendidly detailed general arrangement drawings (scale 1/40<sup>th</sup>) of K, S and NS (both open-top and covered) buses, as well as photographs of the engines, rear axles and chassis of each vehicle type. A list of bus garages with emergency equipment includes such gems as Acton Tram Depot (still operational and with this same name some 75 years later!), Athol Street, Crayford, East Ham, Leatherhead (E. Surrey Trac. Co.), Nunhead, Old Kent Road, Putney Bridge, Watford (National) and Weybridge. Various extracts from the Rules are worthy of noting:

"Rule 32 – Stopping for Passengers – Unless the bus be full, Drivers and Conductors shall not fail to stop to pick up passengers when hailed except in prohibited stopping areas. In order that the Driver may be made aware by the Conductor that the bus is full, on being hailed, the Driver should ease up, and, if the bus is full, the Conductor will give two rings, after which the Driver will proceed, at the same time calling out "Full up" to the intending passengers."

"Rule 33 – Bell Signals – One Ring – To Stop, Two Rings – To Start, Two Double Rings – Pull into left side, Rapid Succession of Rings – Emergency Stop. In no circumstances are buses to be started on signals such as whistling, stamping of feet, or hitting the side of the bus."

"Rule 36 – Maintaining Regular Bus Intervals – Drivers and Conductors are responsible for maintaining a proper distance between their bus and those in front or following, so that regular intervals are maintained between buses proceeding to the same destination or following a common route for a considerable distance."

"Rule 44 – Wearing of Clogs – The wearing of clogs by Drivers is not permitted."

"Rule 78 – Used Tickets not to be Re-issued – No ticket once used is to be subsequently re-issued. No Conductor shall pick up or have in his possession a used ticket. Any Conductor known to have or found with a cancelled ticket in his possession in any circumstances whatsoever, except as set forth in Rule 77 (Tickets Punched in Error), or known to have issued such a ticket to a passenger, will be liable to instant dismissal."

"Rule 89 – Conductors to Regulate Entry to Bus – Conductors are not to leave the rear of their buses on arrival at termini until all passengers have alighted, and shall endeavour to prevent passengers from boarding until all who wish to leave have done so.

When not collecting fares or engaged in other duties, Conductors shall stand erect on the rear platform, facing the road, ready to attend to the wants of passengers, and on the alert for passengers wishing to board the omnibus."

An LTPB Rule Book dated March 1936 in mint condition. Comparisons with the earlier LGOC version are interesting. For example, the prohibition on Drivers wearing clogs is no longer mentioned, presumably not because they were now allowed but because no self-respecting bus driver would be seen with such items of footwear. Also, the 1936 version included, in Rule 64, the accepted code of Traffic Control Signals with which Drivers must be familiar and observe. As the first traffic lights in Britain had only been installed in August 1926 – at Piccadilly Circus, I believe – they would have been a fairly rare sight still in many parts of London in the 1930's.

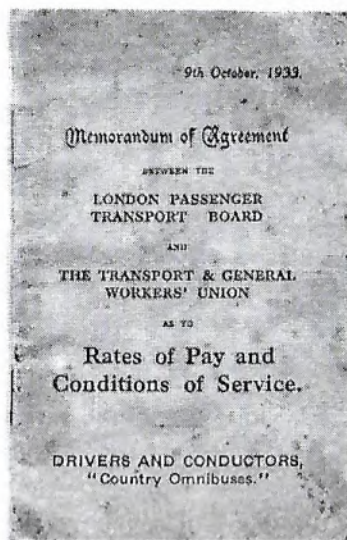
A Licence, dated 4<sup>th</sup> January 1933, issued to Mr Adams by the Commissioner of Police of the Metropolis authorising him "to act as Driver of Metropolitan Short-Stage Carriages – Speed and hand brake levers right". This is a magnificently preserved document, measuring 13" x 8", with red printed writing on a lighter red background. It includes the seal of the Metropolitan Police Office and a photograph of Mr Adams, and was valid for one year.

National Safety First Association/ROSPA Safe Driving Annual Award metal bars and brooches for all years 1930-65 except 1937 & 1939, including 5,10,15,20,25 & 30 year brooches. A certificate for the 1946 award states the recipient "is entitled to an Oak Leaf Bar but, owing to the difficulty in obtaining the complete components, it is not possible to supply metal awards at present. When metal awards can once more be manufactured, this Certificate will be replaced..." History shows that Mr Adams received the Oak Leaf Bar for 1946...and retained the Certificate!

Photographs of the 30-year Safe Driving awards presentation ceremony held on 14<sup>th</sup> November 1966, with Mr Adams receiving his award. Also, an undated photograph of Mr Adams and a dozen or so colleagues in front of "Ole Bill" B-type bus parked outside AF.



Also included with the documents were three summonses which pre-dated Mr Henry Adams' employment with the LGOC. The first, dated 26<sup>th</sup> September 1925, summoned him to appear before the Court of Summary Jurisdiction, sitting at the County Police Court, Town Hall, Fell Road, Croydon on 14<sup>th</sup> October



1925. The alleged offence? – "On London Road (Mitcham), a public highway, on 8<sup>th</sup> September 1925 there did drive a certain motor car at a speed exceeding ten miles per hour contrary to the Regulations....". History does not relate as to the outcome, or of the other two. These are dated 10<sup>th</sup> March 1927 and 21<sup>st</sup> June 1929 and both allege he was "driving a motor car, when used on a highway, unlawfully use a fitting which allowed the exhaust gases from the engine to escape into the atmosphere without first passing through a contrivance suitable and sufficient for reducing as far as might reasonably be practicable the noise which would otherwise be caused by

the escape of the said gases, contrary to the Motor Cars (Use and Construction) Amendment Order (no 11) 1912 dated 19.11.12." On both occasions these ineffective silencer summons show he was stopped at the same location – Vauxhall Bridge – presumably a place to avoid if one had a noisy vehicle! As no vehicle details are shown, we are left to guess if it was the same car.

We are indebted to Mr Brian Adams for donating these documents which provide such a fascinating insight into the life and times of car and bus drivers over the past 75 years. There is a further coincidence to relate. For most of his working life at AF, Mr Henry Adams lived at 251 Earlsfield Road in Wandsworth. My father lived in the same road during the 1920's before his family moved to Hanwell in West London. The Smiths lived at 169 Earlsfield Road but, when I mentioned this to my father, he told me he had been born at number 257, just three doors along from the Adams house. Quite amazing!

## PETER AND LEAH BURROWS

Ian Chidlaw & Graham Smith

Sadly, during 2001, the Museum lost two of its most staunch supporters – Peter and Leah Burrows. You will recall our Chairman paid tribute to them both in recent magazines. However, Peter and Leah will not be forgotten and it was their wish that their ashes be scattered in the Museum's grounds, where they had spent many happy hours together. In their memory, a tree was planted in the Museum's grounds and the Rev Simon Douglas Lane conducted ceremonies of dedication for their mourners, which included LBPT members.

As the shop people and others will recall, Peter was an avid collector of transport books and models. After Leah's death, the executors contacted member Ian Chidlaw to say that her Will stipulated the collection be sold, with 50% of the proceeds benefiting the Estate, and Cobham Bus Museum and the Model Bus Federation each receiving a 25% share.

Ian was invited to visit their flat in Beckenham and says he could not believe his eyes when he saw how big the collection was. There were eight display cabinets – all full of models – in the lounge and bedrooms, as well as more models still in their boxes. The books and models have been removed from the flat which is now in the process of being sold. The 200 or so books are due to be collected by a dealer but the models are still being counted and catalogued.

It is planned that Peter's model collection will be on display and sale in the Museum on Open Day. You are invited to come along as soon as the Museum opens on Sunday 7<sup>th</sup> April to see and buy from this fascinating and interesting collection of models. In this way, you will not only be contributing funds towards their Estate, the Museum and the MBF but, also, helping to realise Peter and Leah's wishes. Thank you.



# ENGINE LUBRICANTS FOR ROAD VEHICLES

Tony Lewis

## What is Engine Oil?

Usually a mixture of hydrocarbon base oils, with dispersant/detergent/extreme pressure/basic additives, and in multigrade oils, viscosity index improvers.

## What do they do?

The lubricant in a petrol or diesel engine is an engineering component and fulfils many functions as follows

- Reduces friction and wear. The lubrication of the cams and followers in petrol engines can be critical and the oil requires an extreme pressure additive to prevent scuffing.
- Cools by dissipating heat. The oil transfers heat produced by combustion and friction to the jacket cooling water and to the external air-cooled surfaces of the engine.
- Transfers metallic contaminants – to the oil filter. Carbon is finely dispersed, passes through the filter and is removed when the oil is drained.
- Prevents rust and corrosion. The oil in a diesel engine needs basicity to neutralise the acids produced from combustion of the sulphur in the fuel.
- Provides the final gas seal – between piston, piston rings and cylinder wall.

## What happens in service?

The oil becomes contaminated and oxidised and the additives depleted.

## Contamination

In service, the oil becomes contaminated with –

- Products of combustion and unburnt fuel. Carbon increases viscosity, fuel reduces viscosity.
- Products of oxidation – which tend to increase viscosity.

(The change in viscosity is a limiting factor determining the oil change period; a change of 25%, one SAE number is tolerable.)

- Wear debris
- Moisture – from combustion and coolant leakage.
- Atmospheric dust and grit.

## Additive depletion

Mineral oil by itself cannot cope with modern performance requirements and must be fortified by chemical additives. In service, the additives become depleted to the point where they are no longer effective and the oil should be changed.

## Lubricant Loss

The oil becomes depleted due to leakage into the combustion chambers or through seals. Apart from renewing the oil level, topping-up also increases the additive content in the system.

## Lubrication Failures

An engine failure can be due to a lubrication failure, but the root cause of the problem is usually due to some factor other than the oil.

Examples are:

- Overheating due to loss of coolant
- Excessive thickening of the oil by carbon from poor combustion
- Faulty oil pump or low oil level
- Badly fitted or wrongly assembled components
- Blockage of oilways resulting in oil starvation
- Bearing shell corrosion caused by excessive acidity.

The oil cannot cause a failure, provided that

- The correct type of oil is used.

This will be that recommended by the engine manufacturer, usually in conjunction with the lubricant blender and/or the additive supplier.



### Performance Levels

The most widely used system is that of the API (American Petroleum Institute)

**S** is for Service station i.e. petrol engine oils

**C** is for Commercial i.e. diesel engine oils

Originally, SA and CA defined the qualities, but as demands on engine oils became more severe, the engine tests supporting each category became more stringent.

Current performances are SJ and CH. Check the vehicle instruction book and use an oil specified or a later spec.

The oil must be of the correct viscosity

The SAE (Society of Automotive Engineers in USA) system defines viscosities of engine oils

at 100°C SAE 20, 30, 40, 50 and  
at 0°C SAE 5W, 10W, 20W.

The use of a viscosity index improver reduces the amount an oil thins out when hot, so one can blend 5W-30, 10W-30, 20W-50 etc.

As with performance levels, use oil of the viscosity specified in the engine manufacturer's instructions.

- The right quantity is present i.e. when the filter and other parts of the system are full, the oil level should be at the FULL mark on the dipstick.
- The oil is in good condition. Oil can be contaminated by water (possibly by storing barrels on end in the rain), grit, dirt etc. before it reaches the engine.
- The oil is changed at the appropriate intervals for the service conditions. In extremes of temperature, low or high, or in a very dusty environment, the oil condition must be monitored and oil change periods reduced as necessary.

### SUMMARY

Although it is not an MOT safety item, the engine lubricant condition should be considered in the same way as any other aspect of vehicle maintenance. For example, tyres

Aspect	Engine Oil	Tyres
Correct type	Viscosity Performance Level Cleanliness	Size, Speed Rating Load Rating Correct Fitting Accurate tracking
Condition	Contamination by carbon, water, acidity, grit Oxidation thickening	Nails, stones, bulges, Tread wear, oxidizing of sidewalls Wheel balance.

**REMEMBER – OIL IS CHEAPER THAN ENGINES!**

### OPEN DAY 2002

#### COBHAM SITE CONTROL

Required for Saturday set up,  
a team of Bus washers/cleaners.

#### NOTICE TO VEHICLE OWNERS

Any non resident member wishing to park their vehicle at the Cobham site overnight Sat/Sun, must please contact Cobham site controllers before the end of February 2002. This is because the site plan is being drawn up, and space is limited.

#### PLEASE NOTE. NO ASKING --- NO PARKING

Please contact Andy on 0208 5266

Thank you.



## LONDON TRANSPORT EXECUTIVE

OFFICE OF THE ENGINEERING SUPERINTENDENT (ROAD SERVICES) – CHISWICK

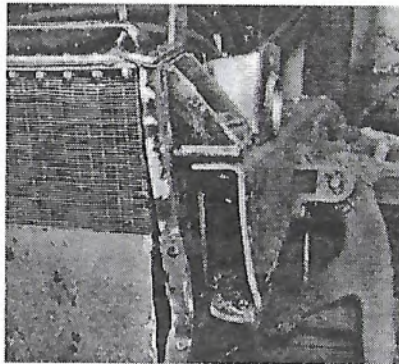
RML3 - ACCIDENT REPAIR - FRONT END  
FINAL REPORT  
EXPERIMENT No. S.8086

### INTRODUCTION

RML3 prototype vehicle was involved in a road accident early on 20th January 1959. Soon after leaving the garage a collision occurred, with a heavy lorry at traffic light controlled intersection on the Edgware Road, the lorry-driver turning across the front of the Routemaster vehicle due to a reported misunderstanding on the lorry-driver's part of the traffic filter lights in use on some of the Edgware Road crossings.

The RM vehicle hit the side of the lorry whilst still travelling fairly quickly, no allegation being made by the driver as to defective brakes or steering. The impact damaged the lorry very severely it being understood that both stub axles were broken and part of the body demolished.

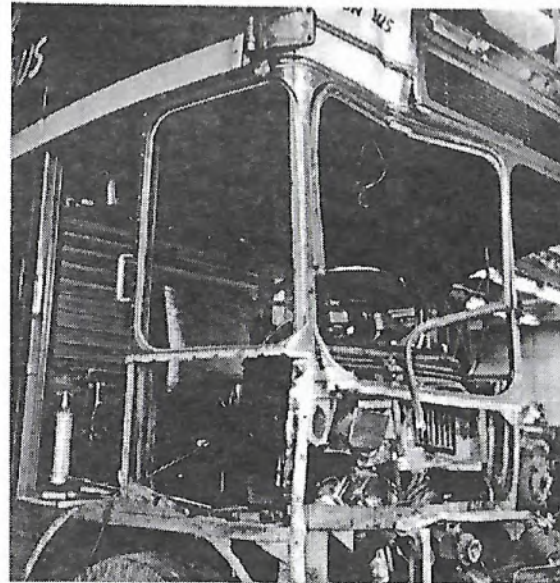
The RM vehicle front was pushed back by the collision, the offside suffering slightly more damage, the force of the impact being sufficient to snap off the large diameter power steering column at cab floor levels as well as bending the ends of the chassis members and destroying the radiator and fan.



The vehicle was then towed to Chiswick by the breakdown lorry and following photographs and inspection by Planning and Methods section staff, work was started immediately on repairs.

### REPAIRS TO THE VEHICLE

Due to the severe damage at the front, an investigation was made as to whether any of the force had been transmitted through the 'A' frame and had distorted the frame itself and the basic body structure. The floor structure was examined from underneath with the 'A' frame in position and no distortion or signs of movement could be found. However, inside the body, immediately behind the bulkhead and at the near-side of the flywheel cowl, the floor panel was found to have come up to form



a corrugation. By loosening four mounting bracket bolts, after removing the floor covering etc., it was found possible to tap down the floor. The steering column casing which also houses the power steering control valve was broken off at cab floor level and the power steering hoses had been cut. A replacement column was obtained from

Leyland Motors.

The near-side member of the 'A' frame was twisted outwards and the radiator and fan were broken. An AEC radiator and fan were adapted and fitted. Also the auto-gear throttle switch was found damaged and replaced.

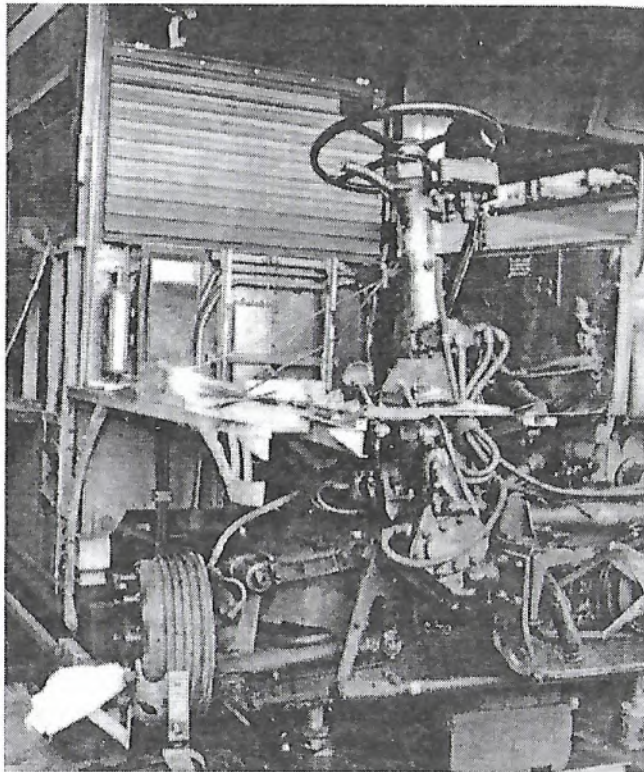
For the purpose of investigation (and not charged to the accident) the 'A' frame complete was detached and the components stripped off for examination and checking. It was thought that the side members might be distorted underneath the body, but no further damage was found. The steering connections and suspension were examined and found to be in good condition.



The cab suffered severely and the front and side were completely stripped down and new structure and panels manufactured and fitted.

As no jigs or templates were available, the damaged remains were straightened and used as patterns in conjunction with the drawings available.

Some of the domed panels would normally have been scrapped had spares been obtainable. but instead had to be patched and



re-beaten to shape.

At the connection of the offside cab floor rail and the bulkhead the bracket was cracked and the rivets sheared.

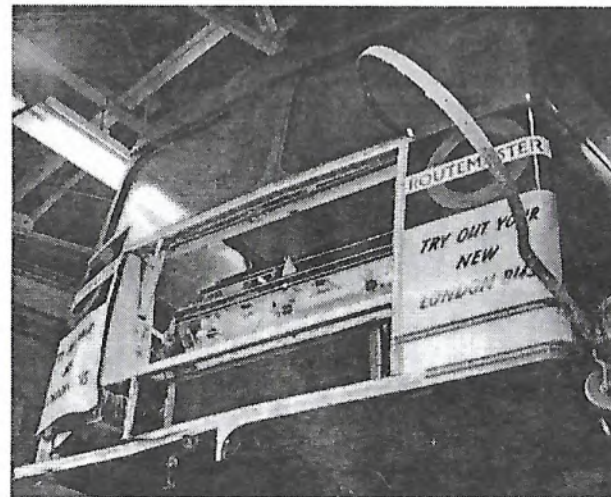
The cab floor was distorted and a rail broken. The rail was welded in situ.

After straightening and

welding a patch was riveted on to the corner of the engine shield. Inside the cab, the dash panel, cab heater and casing, the ventilators and shroudings were torn and buckled and were re-shaped and welded.

The windscreens, winders and drivers emergency window were returned to the manufacturers for repair.

Because the cant rail above the windscreen extended across to both sides of the interior roof and complete replacement would have required additional stripping, the damaged part was cut off and new piece joined, by using a new modified bracket to connect the cant rail and indicator box pillar. This arrangement could be the basis for a standard repair scheme. The remainder of the structure in this area was straightened and the front panel



beaten out in situ.

The indicator box frame, two indicator gears and two glasses were damaged by the jib of the towing vehicle.

The front valance grille panel required panel beating and welding and various new

parts were made, including a new radiator mesh and polished surround.

When received the fibreglass bonnet was wedged between the near side wing structure and the cab at the front, and the near-side rear corner was cocked upwards. When released the bonnet returned almost to its normal shape, but left a small amount of twist which was negligible. Some cracks and indentations were repaired in the Planning & Methods Laboratory.

The wheel arch of the near side wing structure was forced back on to the front wheel and the domed panels and wings were crushed and torn. These were stripped off for beating and welding and the structure re-shaped.

The cab domed panels and wings were badly torn and creased, and required a considerable amount of beating and welding before being re-fitted.



## LETTERS

From Brian Bunker  
By e-mail

Dear Bill,

I was very impressed by Alan Bond's knowledge on Wilson Gearboxes even though his technical details left me gasping for breath. However I do disagree a little with his facts and I feel that these disagreements should be, if possible sorted out. I am sending a copy of this email to Alan to facilitate this process. In the list on page 26, I do not think that LT290 was a W/G (Wilson Gearbox), body 12862 not being such, though vehicle was at AM (Plumstead). LT352 should be added, body 12529, from 8/33 to 9/34. LT490 was also a W/G, body 12500, between 9/36 and 11/37. LT556 shouldn't be on this list, bodies 12477/12442 were never W/G to my knowledge and the vehicle was not at AM. LT571 was so fitted 7/31 to 7/33, body 12491 and then 7/34 onwards. LT582 should read of course 592. As a matter of interest in a period when generally buses went back to their previous garage after overhaul, ex W/G were not immune, LTs that had lost their speciality were often returned to AM. STL50 operated at AM from 10/4/33 to 1/2 /35 before returning to CL, oh, for a photo! I think the "exit " dates on T 307 and 308 are the wrong way round.

Now Alan does not say that all the Wilson LTs spent their whole lives at AM, but this is I think a generally held opinion and it is true except for the loony period in the first few months of the war when anything went. This is the period when V, UX, K and AV lost their STs for oil STLs but no allocation showing this appears in the schedule book as within weeks the STs were back again. Also Hendon STDs were allocated to HF, LS, SA and ST for evacuation purposes and private hire TFs were transferred to WY, GF and GY for the same reason. This reason does not preclude any other use and I am told that oil LTs sent to MA were used on local routes while their own vehicles were used on the long hauls mile upon mile. Sensible if you're going to drive into unknown country it is better to have a bus you're used to.

Certainly a photo exists of an LT blinded for the 353 but it is impossible to see if it carries a running number. I am told that a photo exists of evacuee children arriving with in the background

In the upper and lower saloon, four squab backs (numbers 3, 5 and 8 near side upper and number 2 near side lower) were forced partly out of the seat frames and distorted the upper channel. When the squabs were released the seat frames returned to normal without leaving a permanent set. The fibreglass in the well of one squab was cracked and was sent to the laboratory for repair. A trimming repair was made to the leather cloth on two squabs where the seat frame channel had cut through the material.

The general effect of the damage indicated that the vehicles met diagonally. If they had met head on it is probable that the basic body structure would have also been severely damaged.

### CONCLUSION

The vehicle was more difficult to repair than a production RM vehicle will be due to the lack of spare parts and the hand made nature of the body. Although built to Chiswick drawings, these had not been adhered to strictly by the contractor, and lead to difficulty when fitting new parts.

Fully tooled production vehicles will, of course, not present these difficulties, and should therefore be considerably easier to repair. It is not easy to give an estimate of the cost of repairing a comparable accident to an RT vehicle., since it is not certain whether chassis distortion would have taken place, requiring body dismount.

It is probable that the type of construction of the RM body has the advantage of localising accident damage to a greater extent than the RT, due to the long chassis-members of the latter vehicle allowing damage to spread and leading to wheel misalignment.

A previous accident to RML3 occurred in November 1958 and a report was issued describing the repairs, in this case confined to the rear of the vehicle.

Time booked in Experimental Department

Work on body accident,	Job No. 21,646	585. ¼ hrs.
Work on chassis accident,	Job No. 21,647	172. ¾ hrs.
Work on trimming and polishing		6. hrs.
Total		764. hrs

Date Job Commenced: 20. 1. 59  
Date Completed: 26. 2. 59



Private Hire TFs waiting, but I've never seen such a photo. Again I'm told that the STDs were only used for evacuation purposes. Can anyone comment authoritatively on the above?

To return to Wilson Gearbox LTs. The first such LTs left AM on the 1st of September 1939, even before war was declared; LT649, 658, 914 and 1236 to HG, LT582 to TW, LT1332 and 1345 to DT, LT1338 to DG and LT1340 to RG. These garages also received "normal" LTs as well. These were all stored on the 29th, LT582 having been transferred to DG on the 21st, when evacuation buses were withdrawn, but a local paper states that "red double-deckers are now covering the Greenline between Tunbridge Wells and Tonbridge". LTs? No record as it was by "local arrangement."

On 30 September 1939 LT909 went to P, it is shown as being to T on the 17th of October, but I think this may be a mistake of a storage to T as many W/G LTs were stored there at various times during the war. I have ignored for the purpose of this, all stored LTs. The first major move was to P on the 25th of October when LT271, 401, 469/70, 571/3/80/8/93 went there; they returned to AM at various dates up to 3rd January 1940. Meanwhile on the 1st of November another garage decided to enjoy the delights of Wilson Gearboxes when PB entered the lists; all the "country" W/G LTs were re-licensed there. LT582, 649/58,914, 1236, 1332/8/40/5 plus 909 shown as transferred licensed from T, and 591 direct from AM. Again their stay up there didn't last long as all went to AR on the 22nd except for 582 which had gone to P on the 15th. Return to home at AM commenced in December and with the exception of 909 was completed by the end of January 1940. LT909 was acting like a maverick as it went to AM on the 3rd of January then back to B on the 25th and did not finally go back at AM until the 15th of May. The sheep were back in the fold and would never stray again except to T for storage but by 1945 all were again licensed at AM.

While e-mailing, the answer to Mr Hickey is no 4Q4s operated from K on the 418; also while tidying up, London Buses in Miniature, only the last 24 of the second batch of RLHs were initially red, apart from the STD allocations above, Hendon STDs operated from GM and W during the war. And Q2 and 3 were bodied by MCCW and not by Chiswick.

Hoping this will provide some interest, and even more unlikely, some extra information.

Carlton Crescent,  
LUTON,  
Beds LU3 1EW  
From Peter Gomm.

Dear Bill,

I didn't realise I was so behind with my reading. I have just finished No.33 and No.34 drops through the letterbox.

The latest edition shows that you have had some reaction regarding the outside adverts on the STL. I am reminded of our experience when restoring RT1 in the 80s. We had great difficulty with the advertisers when we tried to recreate the bus as at entry into service. We had decided that we would go ahead whatever, although we were a bit more restricted in choice as we were trying for a specific image. To cut a long story short we did manage to get something from a couple of companies but nothing for the front or rear. In fact one company did try to warn us off with copyright. As for colours I don't think you should be over worried about getting them exact, they'll fade anyway. We just worked from memory, pictures, paintings, etc.- it is the best you can do. As you have done with a model, those transfers available give a good idea. I agree that our buses do not look right without adverts, even bus RFs. I am pleased to see that you have resolved the problem in the latest issue.

I was interested to see the letter from Mr Chalk regarding Cubs. I fear it may not be as easy as he makes out to recreate such a vehicle, although others may be so. As you well know anything London Transport touched became 'bastardised'. Now I mean this 'in the best possible taste'. When Jas and I first investigated Cubs we were offered the chance of parts off an Eastern National one which was being scrapped (I don't wish to get involved in any discussion about the desirability of saving it, please. It wasn't our decision). However, little was the same and in fact we ended up with just a couple of bits that were any use to us. Even the gear change was a different arrangement.

I was interested to read that all the Cubs you saw were rotten at the back, I'm not sure they all were but bow to your experience. Regarding C4 can I emphasise that this is privately owned and not available for any project Mr Chalk might have in mind?



It is in a safe place and waiting its turn for restoration. Its return to the road is as desirable to me as anybody. Nothing would give me greater pleasure than to have a C, GS, BN, the Ts. etc. at Amersham one year. We shall see if the CR can beat it.

In Alan Bond's piece about pre-select gearboxes at the end he gives advice about leaks of air. I was taught that you start the bus up with your foot pressing down the operating (clutch) pedal. There were two reasons for this. One was to ensure it wasn't already in gear and therefore liable to move off without notice. Secondly this also did exactly what Alan suggests and provides a 'thump' of air to seal the system when you lift your foot, with the gear lever in neutral, of course.

Can I make a plea (even as a non-member)? When you do your old newsletter reviews can you tell us what happened subsequently? For instance Q112 and T252, as well as RF222, RLH41, etc..

It is a pity John Hinson hadn't mentioned that he was looking for RTL68. We could have told him the story. Apparently the gentleman from New Zealand was looking for roof box buses and had his eye on RT1499 too. As there were only 2 Cravens around (at that time 1431 was in Southport and didn't come south), Jas Stirling, Peter and David Sapte decided to step in. We couldn't get involved further so hence the RTL which was available made the long journey. Pete Sapte has seen it in its new home which is in an aircraft museum and stored under cover. We were given to understand that both would have gone if the gentleman from New Zealand had had his way. So, John, you could have had a long trip to see a Cravens too if we hadn't stepped in.

I'm sorry if I shouldn't be reacting if I am a non-member but thought I should let you know my comments.

*Eds comment.*

*The post script at the end of Alan Bond's Wilson gearbox article was by myself. The safety implications of starting a bus with air operated pre-select gearbox was emphasised in the previous issue, but as you rightly say, the potential dangers cannot be over-stated.*

*On the question of subsequent disposals, T252 was broken up at Cobham and the remains passed to the LT Museum for spares for T219. Whether Q112 is still in Spain, I do not know but I am currently studying Spanish at evening class.....*



Top: STL2377 is seen dressed in temporary vinyl adverts for its role in the television film 'The Lonely Years' about Winston Churchill in the 30s. The film is due on BBC1 in the Spring.

Photo Tony Lewis

Lower: RT3871 passes RT2177 on Staines Bridge at the Bus of Yesteryear Rally last August.

Photo Graham Smith

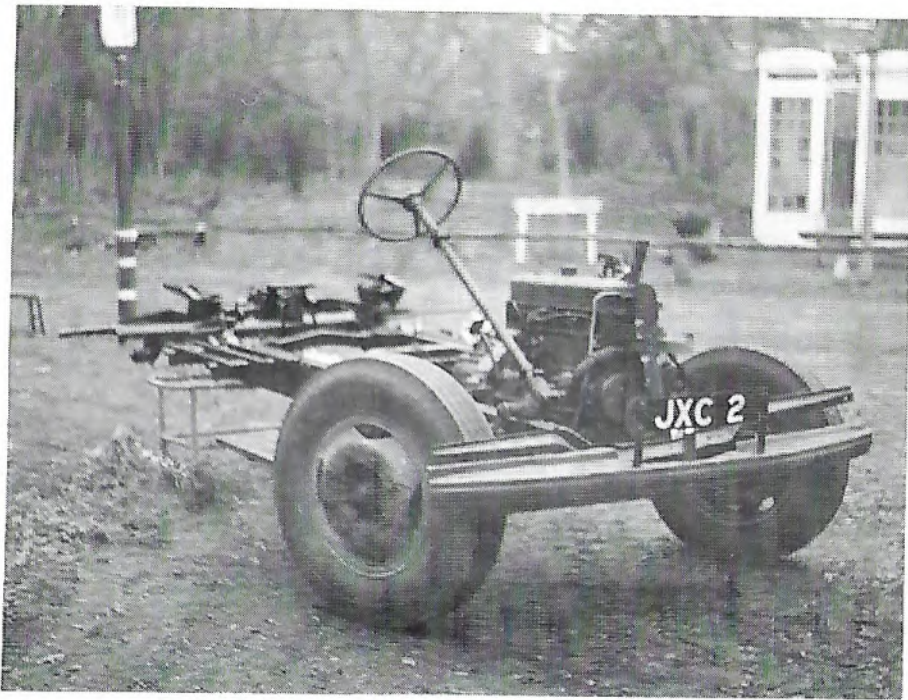




Top: RT2043 meets RT3491 at Burford Bridge whilst on service on the Dorking Running Day last September  
 Photo Graham Smith  
 Lower: John and Gill Hinson's RF433 works the Richmond Park circular service on the 8th/9th September.....  
 Photo Graham Smith

Top: Also on duty at Richmond Park is another member of the Hinson fleet, RF280.  
 Photo Phill Cruise.  
 Lower: Vinyls being applied to STL2377 in Fleet Street  
 Photo Tony Lewis





Top: 702B seen here undergoing mechanical restoration a few years ago, should have the cab finished this year.  
Lower; RLH41, on hire from 'Super's of Upminster' carrying members of LOTS to Brighton in 1966.

Woods  
Embley Lane,  
ROMSEY  
SO51 6DN  
From Ron Chalk

Dear Bill

Your note following my letter in the last Magazine about 'reconstructed' vehicles interested me. You say 'there are a few Cubs that survived as well as C94'. I am only aware of C4, now residing in Hertfordshire and condition unknown. If there are others I would be interested to hear about them. Two that I traced in Kent last year were, in fact, scrapped in 1997; otherwise I could trace no others. Does anyone know better?

On another point, I found Norman Davey's article about route 211 revived some fond memories for me, as I was also born and brought up in West London and was aware of all the vehicles from the converted Ts onwards because the 40s and 50s were the heydays of my bus spotting interests. Incidentally he comments that there are no known photos of Cubs working route 211, but I noticed that John Reed's recent book 'A Brief History of London Buses' (2000), page 32, pictures the back end of two Cubs C77 and C90 in Hanwell Garage (wrongly captioned Southall) routed for 211; not exactly 'working' the route, but evidence that they did!



*Eds comment.*

*Sorry to get your hopes up about Cubs, Ron. The ones I knew about for sure were C36 and 50 at Offham in Kent. I seem to remember another two went to somewhere near Ongar, but I could be wrong on that as well.*



From: Norman Davey. By e-mail  
Subject: The Highlander

Dear Bill,

I write to advise you of two follow-ups from my article on route 211 in the Autumn magazine.

Firstly although I never saw any pre-war Regal T buses, apart from 11T11s on the 211 there is a photograph of a 1T1(T14) working the route in late 1947 or early 1948. This would probably have been a temporary loan as the bus was allocated to Uxbridge during that period.

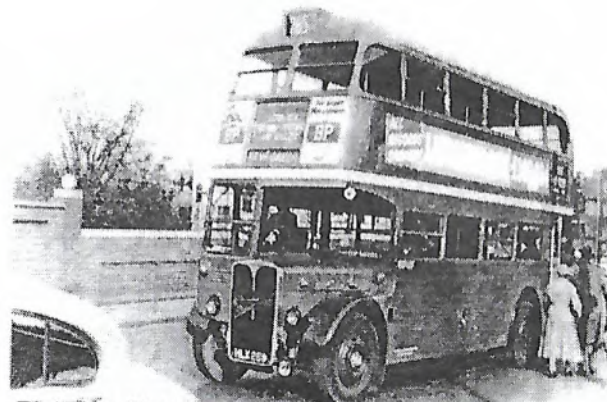
The second point concerns my assertion that some of the 11T11s saw further service in France after withdrawal from LT service in 1952/53. That statement has been queried due to the lack of photographic proof of the buses operating in France. I seem to recall having read an article with a photograph of a converted T by someone who had visited France on holiday in the 1950s. I cannot, however trace this article and no one else I have spoken to has any knowledge of the buses going to France. May I through the magazine ask if any Cobham members recollect this article or have any other information of the fate of the 11T11s after their disposal by LT.

.....  
CAR FOR SALE  
.....

▪ Astra 1.4 Si J Reg. red 5 door 70K, 2 owners. Tax 7/02 m.o.t. ▪  
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▪ seats. All excellent. £1550 o.n.o. ▪  
▪ Tony Lewis 01372 527 - tonylewis1@ .com. ▪  
.....

## TRACING MY FAMILY TREE

John Black



Picture with permission of John Hambley

While browsing recently through John Hambley's book '1959', I came upon a picture of RT472 operating on route 265. But what really aroused my interest was the fact that, according to the caption, a falling tree would at some later date seriously damage this very vehicle and it would require a body change.

However, this wasn't the first time I'd read about the accident, for I have a vivid memory of hearing about it in the Evening News while at Primary School in Ealing. Although I can't for the life of me remember how I came to be reading this newspaper, what I do remember was that one of the passengers on RT472 at the time of the accident was my paternal grandfather (after whom I'm named).

Fortunately for him he suffered only bruising of the ribs and the loss of his glasses. Even so, a request to London Transport for compensation was refused on the ground that the accident was deemed to be an 'Act of God'.

The offending tree was situated in Castlebar Hill, West Ealing, approximately one mile from route 65s Ealing (Argyle Road) terminus which was opposite to Hollingbourne Gardens where my grandfather lived and near to my aunt and uncle's house in Argyle Road itself here was a canteen trailer parked at the terminus and I remember my futile attempts to see inside it.



All these facts revived my interest in the accident - so much so that I considered getting hold of the appropriate copy of the Evening News. But as this paper is no longer published, I had no idea where to find the appropriate archive. However, one day, whilst driving along Colindale Avenue in NW9, I just happened to notice a building with the sign 'The Newspaper Library' on it - and thus at long last found the chance to research what had been interesting me for so long. Reference to John Hambley's book now told me that RT472's body had been replaced in June 1961. Even so, a visit to the Newspaper Library and perusal of the Evening News for that period still proved fruitless. However, discussions with Bill Cottrell were almost immediately to provide me with information concerning damaged buses requiring to be de-licensed. With access to details of London Transport's daily bus movements, I now found that RT472 had been de-licensed on 7th February 1961.

So I made another visit to the Newspaper Library and bingo! The Evening News for Monday, 6th February 1961 featured the accident on its front page, complete with photo. With lateral thinking had come success! Further investigations at the Newspaper Library now provided me with a copy of the front page of the Ealing edition of the Middlesex County Times of 10th February on which there was an excellent photo of the accident.

Here I read that the driver, 29 year old Frederick Turner from Alperton, had to be cut free from the cab after being trapped for nearly two hours. The conductress, who happened to be the driver's wife, was treated for shock. I also learnt that the offending tree was an eighty-foot elm, which had been uprooted from the pavement by high winds.

Sharing the same front page was news of a tragedy on route 105 in which a bus travelling along Western Avenue near Perivale was involved in an accident with two cars and three lorries. The conductor, Joseph Burke from Hayes, was thrown from the platform and killed instantly as a result of being struck by another lorry.

On a lighter note, the newspaper also featured two other of transport interest. One was about a Southall taxi-driver, Mr W.J. Salvidge who had begun a journey from Boulogne to Frankfurt in pre-war RT138 driven by him in order to prove that "any vehicle can travel in safety on the continent providing it has a responsible driver at the wheel".

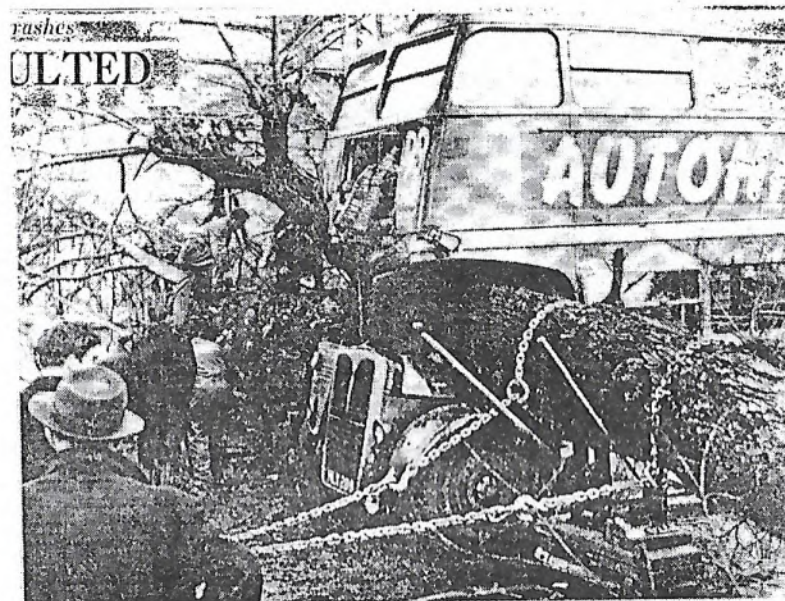
An unnamed American international insurance association sponsored the enterprise. As to how the bus fared on its journey, I have as yet no knowledge!

I also read that the boards of ACV (Associated Commercial Vehicles Ltd) and John Thorneycroft Ltd had agreed in principle that ACV should purchase the whole share capital of Transport Equipment (Thorneycroft) Ltd made up of 750,000 ordinary shares (valued at £1 each).

#### *Postscript*

Reproduced below are the overhaul dates and garage allocations of both RT138 and RT472. It can be seen that RT472 continued in normal service until May 1976 when, after withdrawal, it left for Wombwell Diesels near Barnsley and its ultimate demise. As for RT138, it is to be assumed that it reached Frankfurt without major mishap since it was seen at the Frankfurt Carnival on 10th February 1961. The last known sighting of this bus was as a car insurance broker's office in Spangdahlen, Bitburg, West Germany in 1970.

Finally, I would like to thank the Newspaper Library and LOTS in the preparation of this article.





RT138 FXT313      body400  
*OIH* – 5/44 (*body419*), 10/47 (*No Change*), 10/50 (*No Change*),  
6/53 (*No Change*),  
6/40 - ONu, Vu, 8/40 - Ru, 10/40 – F/R/Wu, 4/41 - CSu,  
5/41 - AF, 10/41 - F, 3/43 - Fu, 5/41-GM, 7/44 - AF, 5/48 - TLt,  
9/48 - EDt, SPt, 1/49 - AF, 3/55 - AFu, CSu, AFu, 5.55 - NXu,  
9/55-AVs, 11/58 AVu, ALDU, PBU, 12/59 SWu,  
9/60 - disposal Birds, Stratford on Avon  
Purchased 1/61 by London taxi driver for trip to Frankfurt and left  
6/2/61. Noted in use as  
office for car insurance brokers at Spangdahlen, Bitburg, W  
Germany -1970.

RT472 HLX289      body1721  
*OIH* - 2152 (*No Change*), 8155 (*body 5901*), 2159 (*body 1536*),  
6161 (*7320 body change only*), 3164 (*body 6423*), 11/68 (*body*  
*6415*) *Repair* - 7/71  
1/48 - PB, 8/55 - J, 2/59 - O/H- V, 2/61 - Vu, 6/61 - ON,  
3/64 - O/H ON, 4/64 - HW, 11/68 - O/H HW, J, 6/70 - BK,  
7/71 - *Repair*- BK, 11/73 - BKu, 2/74 - BK, 11/74 - BKu,  
12/74 - BK, 1/75 - BKu, 5/75 - BK, 4/76 - BKu,  
5/76 - disposal Wombwell Diesels.

#### The British Newspaper Library

For members interested in researching, the following might be of interest. The British Museum began collecting newspapers systematically in the 1820s. By the end of the century there was no storage space left, so a site was purchased at Colindale in North London, and a newspaper repository was built. Opening in 1905, this became the home of English provincial, Scottish, Welsh and Irish newspapers. In 1932 it became the Newspaper Library, with the opening of a public reading room, a bindery and an additional storage building. All the British Museum's newspapers were transferred to Colindale, with the exception of pre-1801 London newspapers and those in oriental languages.

The repository building was destroyed by bombing in 1940, along with some 10,000 volumes of English and Irish newspapers. Since World War 2, the storage facilities and reading room areas have been extended and a purpose built microfilming unit has also opened. In 1973, the newspaper library, along with the other

## REVIEWS

LONDON 1952 Buses, Trams & Trolleybuses Philip Wallis  
Published by Ian Allan at £18.99.

Reviewed by Phill Cruise.

A hardback book 18x24cm in which Philip Wallis recalls a year in London Transport's history. The last year that all the three types of transport could be sampled in the capital. The text is based on the records of two enthusiasts who made several visits to London during 1952 and a selection of excellent photographs is used to support their reminiscences. An introductory chapter has been added to chronicle the many changes that took place in 1952 and a final chapter deals with tickets, vehicles owned, allocations etc.,. There are 128 pages altogether and having the text in the style of personal recollections of various places including the last tram night at New Cross makes what could be a dry tome become alive and rather like listening to a radio play you can almost be there with them. I haven't counted the illustrations, but there are plenty. A couple look familiar but apart from those the remainder seem fresh to publication. I found that this was one of those books that was difficult to put down once I had started reading it.

LONDON TRANSPORT BUS GARAGES John Aldridge

Published by Ian Allan at £18.99. Hardback. 18 x 24cm.

Reviewed by Phill Cruise.

When I am recounting my latest book purchases to my non-enthusiast friends I am often greeted by looks of incredulity and this was such a purchase. At face value the subject matter could be deadly boring, but it certainly isn't. The 160 pages deal with garages and depots that have come and gone and some that happily are still with us. I didn't know that Alperton for instance is the only surviving LPTB built central garage, (I suppose most of the bus garages had been built by the General). The text is divided into chapters on Garage development, Garages closed before privatisation, Garages used by London Buses or former London Buses companies after privatisation and Non-London Buses operators of LT routes. If you have an earlier Ian Allan publication about LT garages forget how that was set out, this one is completely different and bang up to date. It is all private here and looking back to the days of LT and before.



Some of the oldest premises are ex tram sheds. I think the oldest base still operating is Acton Tram Depot, but as we know this was non-operational for many years. For Trolleybus fans such as myself there are some good shots taken inside the depots and a few trams for good measure too.

The information concerns the changes to the structure of the buildings and sadly the closures of very many. The vehicle types allocated are given with particular detail of current rolling stock at the garages operating at the date the book was written. I found this particularly useful as modern vehicle types and codes seem hard to grasp. The photographs help to make the text more accessible with some brilliant shots of vehicles inside their sheds and at the door. Trying to keep up to date with the constant changes in London is not easy today and this book is invaluable to find out what is kept where, as well as for a wallow in nostalgia for all that wonderful infrastructure that the cretins in the last two decades of the twentieth century have destroyed.

LONDON TRANSPORT-A Colour Portfolio R C Riley.

Published by Ian Allan. At £14.99.

Reviewed by Phill Cruise.

In the familiar Ian Allan hardback landscape format this book is an illustrated tour through London in the 1970s. There are eighty pages including an introduction by the photographer author covering all the types in service during the decade plus some preserved specimens. One of these is our own G351 complete with saggy waist rail on the HCVC rally in 1972 and at Ardingly in the previous year. There are lots of shots of RTs in their twilight years, still managing to turn out reliably on trunk routes into central London. RMs are featured strongly and the likes of MBs, SMSs and even Nationals get a look in. Most of the illustrations take up virtually a page each and all have informative captions. The deciding factor for me as to purchasing or not were the superb shots of RTs particularly the Plumstead and Bexleyheath based vehicles. Sheer nostalgia! There are some great RF shots too. Careful inspection of the photos and captions should also settle the 'dustbin lid' debate. The photographer has gone for the 'action' type of shot putting the buses into context with the time and location firmly captured. A brilliant book.

LONDON BUS FILE 1933-39 (DOUBLE DECKERS) Ken Glazier.  
Published by Capital Transport at £10.95.

Reviewed by Phill Cruise.

This is the latest in the series of bus spotter format books from Capital that now spans four decades and just about links up with the modern ones introduced in the seventies with only a small gap. This is the first one that is completely before my time vehicle wise apart from some of the STL survivors, and as such it proved to be more educational than purely nostalgic. The layout of these volumes is in the familiar Ian Allan bus spotter's style but with even more information crammed in. About the only omission is a section detailing the Garages and their types during the years covered. As the title says the vehicles in this book are purely the double deck types as there were so many varieties taken over on the formation of the LPTB so presumably a companion volume that features the single deck fleet will be out soon. In view of the excellence of this series of books I wonder if there is a chance of a companion series featuring the tram and trolleybus fleets. If you have the other books in this set then you will probably buy this one anyway. If not it is to be highly recommended as a valuable source of information.

LONDON'S DISUSED UNDERGROUND STATIONS

by J E Connor.

Published by Capital Transport at £19.95

Reviewed by Phill Cruise.

J E Connor is the ultimate expert in this field of research. This hard cover book in the Capital 'house' style is an enlarged second edition of Connor and Butler's soft back book of the same title published in 1999. You would never guess however. With 128 pages in a 22x26cm format this is like a completely new book and this time published in association with London's Transport Museum. I have not actually compared the text and photographs in this version with the previous one but the presentation and coverage that a larger format makes possible is an incentive to obtain this edition. If you have missed the earlier version then this is a must. There are only four buses in the whole book, two of which are literally two horse power jobs and one E type tram but for students of LT and its components this is an interesting read. Capital are to be congratulated on their usual fine presentation.

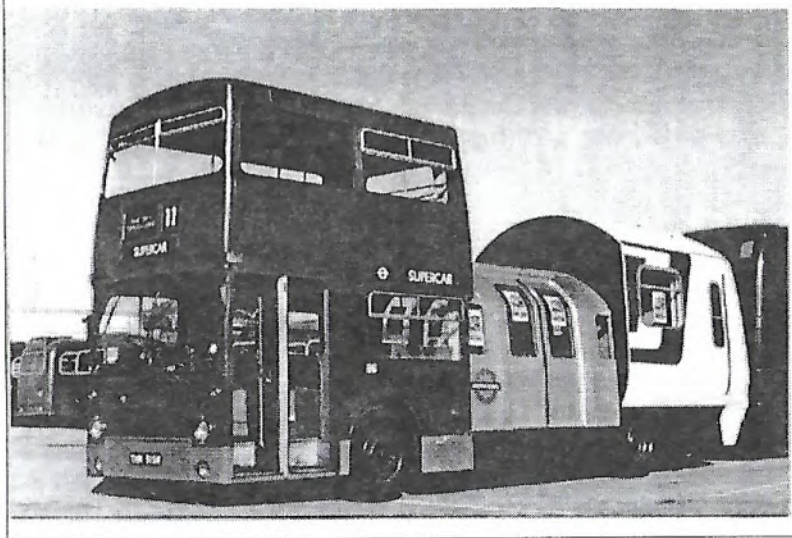


LONDON COUNTRY by Laurie Akehurst and David Stuart.  
Published by Capital Transport at £22

Reviewed by Phill Cruise.

This is another second edition; the First was published in 1984. A lot has happened since then including the complete dismantling of LC and many changes in the subsequent replacement services. This is a large hardback book with a dust jacket in traditional Capital style, lavishly illustrated it has twelve chapters and 128 pages including appendices of vehicle types and allocations. One feature of the book is 100 per cent colour illustrations, made possible by the time scale covered. There is a plethora of vehicle types starting out with all the ex LT vehicles and including many small classes of odd vehicles acquired along the way. The company ended with a fleet of mainly modern vehicles including large numbers of Atlanteans and Nationals. Sadly it was all privatised by 1988 and soon the recognisable network as split from Central Buses all but vanished. This is an interesting and beautifully illustrated reminder of an era, which has surprisingly been gone now for fourteen years.

I wonder what happened to 'Supercar' since the two ends were privatised and the centre was awaiting a PPP?



## LONDON BUSES & THE PRE-SELECT GEARBOX

A Postscript

Alan Bond

Reading through the latest Cobham magazine I spotted a number of misprints in my article on the Wilson/ENV gearbox. On checking my copy on the computer I find they are transposition errors which have occurred when the article was re-typed for inclusion in the magazine. Some of these, such as propchors for propellers, are so obvious that they do not need any correction, as people will read them for what they should be. However, there are a some that I would like to take the opportunity of correcting. First of all at the top of page 19 with reference to superchargers, the correct spelling of the type fitted to the ERA is Roots without the 'e'. Actually I think the only supercharger the old Rootes Group used was the turbocharger fitted to the Commer TS3 and this, of course, is an entirely different type from that fitted to the ERA and others. Also on page 19 the swept engine capacity of the Talbot Lago Grand Prix car of 1948 is four and a half litres and not four and a quarter. On page 21 the reference to LT443 should read LT448. At the top of page 23 most of the first sentence is missing and this should read 'Having proved the transmission to be more than satisfactory it was decided to incorporate it in one of the new STL class buses ... This sentence is actually the first part of the paragraph at the top of page 23. In the table of STL chassis specifications on page 25 the gearbox types for STL 609 - 1043 & 1044 - 1055 have been transposed. The last standard STL to be fitted with a crash gearbox until the war years was STL 557 and the batch from 1044 - 1055 were the famous 'Godstone' STLs.

I was most interested to read a copy of the E-mail that Brian Bunker sent to you regarding the list of ST, T & LT class buses fitted with the Wilson gearbox and I have to admit to missing LT352 out completely and LT490 for its second incarnation from 9/36 to 11/37. LT556 seems to have crept in although it was not on my original list while at the same time the details for LT571 have been condensed thereby omitting the detail of that vehicle's second period of involvement in the pre-selector stakes.



It was so fitted from 7/31 (new) until 7/33 & again from 7/34 until withdrawal from service. Finally, the duplicate entry for LT 582 should read 592.

I have to thank Brian Bunker for his interesting and constructive comments on the article as I know he has much more specific information than I have so I am not going to argue over the dates for T307 & 308 as he is most probably correct. Thus, there only remains the question of LT290. Most of the information I have on these LTs comes from two sources i.e. PSV Circle publication LT8 and Alan Townsin's excellent article on the AEC Renown which appeared in Buses Illustrated in 1959. As my body records for the LT class are far from complete I cannot say with any certainty which body LT290 carried when, or indeed, if, it was fitted with a Wilson box. Brian quotes 12862 as being fitted to LT290 between the dates in question and this body was coded LT5/1 after LPTB was formed in July 1933. The Wilson box bodies of this type were normally coded LT5/2 to differentiate. The last resting-place for body 12862 was LT523, which is quoted as 1/12LT5/7 i.e. - 8.8 oil engine (A165 ?) and crash gearbox, with the body being modified from LT5/1 to suit the conversion. I cannot see the board converting one odd body from LT5/2 just to cover this conversion especially as they would have had to re-convert another body to LT5/2 to replace it so I think we must, on the balance of probability, remove LT 290 from the list. Having got embroiled with the particular as far as Wilson boxes are concerned I quite forgot to mention, as Brian points out, that all the Wilson box LTs were allocated to Plumstead (AM) for most of their lives. I think it is true to say, however, that Plumstead's allocation was not totally pre-selector nor, I think, was it totally petrol engined at all times. It would be interesting to know how many crash gearbox and/or oil engined buses operated from there.

My own personal memories of the Plumstead buses stem from fairly regular journeys on the 53 from Camden Town when I was a small child. We had an aunt who lived at Plumstead and the normal route of travel was 140 from Queensbury to Burnt Oak Station, tube from Burnt Oak to Camden Town and 53 from Camden Town to Plumstead. The 140 was normally STL but occasionally a Bristol K, usually lowbridge, would turn up, obviously being surplus to requirements on the 230. The tube journey would be by the ubiquitous 1938 stock and, the icing on the-cake

for me, the journey from Camden Town to Plumstead would nearly always be made on a Bluebird LT, though occasionally a 56 seater would show up. I was captivated by the Bluebirds and ever since then I have thought how nice it would be to resurrect one of these beauties, preferably with 7.4 litre petrol engine and pre-selector gearbox. Oh, such dreams!

Anyway, it is nice to know that we can get such good feedback from the Trust membership and it all goes to extend our knowledge and stimulate the exchange of information. Keep up the good work!

*Eds comment. Apologies to Alan for the number of errors that crept in on this article.*

## DIARY FOR 2002 AT COBHAM

SUNDAY MARCH 10th MEMBERS' DAY

SUNDAY APRIL 7th OPEN DAY BROOKLANDS

TUESDAY JUNE 4th LONDON BUS NOSTALGIA  
BUS SERVICE 462 operates

MONDAY AUG 26th WOKING CLASSIC CAR SHOW  
BUS SERVICE 462 operates

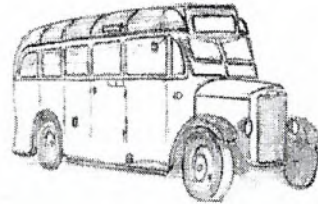
SUNDAY SEPT 15th FAMILY DAY  
BUS SERVICE 462 operates

SUNDAY OCT 27th HIBERNATION DAY  
BUS SERVICE 462 operates

**Museum opens at 10.30 and closes at 17.00**



LONDON BUSES  
IN MINIATURE  
BY  
ALAN PURSSEY



#### KIT REVIEW

I acquired my two kits from Little Bus Company stand at Showbus (Duxford) in September and have now completed their construction. Comments I have heard regarding resin made kits are they are not easy to paint. The Little bus company does recommend priming the kit first, although I recommend priming all kits before the final coat is applied.

#### STD KIT

The Little Bus Company kit comes with:

- Lower body complete with upper deck floor with seating.
- Upper deck body complete from mid height band to the roof.
- Lower chassis member with drivers seat + interior seating.
- Wheels, radiator, steering- wheel, staircase, headlight, are separate items.
- Platform bottom chassis member is in white metal for added weight.
- plus full instruction sheet & glazing

The kit's come complete with a full and precise instruction sheet including a brief history of the vehicle depicted. The kit was clean with just a little flash around the windows, the detail is excellent. I particularly liked the handrail moulded to the seats, this detail shows up clearly when the seats are painted and the handrails are painted silver.

Care is needed when undertaking assembly and handling. In particular the window frames and cabs area, as they are very slender to represent scale proportions. The parts fitted together beautifully and as I have said before, is an ideal starter kit for anyone who lacks modelling skills.

I painted my version in the 1937 colour scheme as depicted on the box lid, which makes an attractive model. Finished off in the correct transfers obtained from "The Little Bus Company."

The Little Bus Company supply an excellent range of transfers to compliment these kits, and can supply transfers to complete four different STDs

- STD 18, 44, 61, 98, Fleet no's, Number plates, Legal Lettering.
- Plus gold numbers with Class Letters STL, STD, LT, T, C, TF
- Destination Screens for route's 13, 113, 183,

#### RLH KIT

Comes complete, the same format as the STD kit again it is an easy kit to assemble and I have finished my version in central red to represent one of the later batch of vehicles, on route 178.

The Little Bus Company again supply's transfers to finish and customise your own model

- RLH 7, 23, 44, 52. Fleet No's, Number plates, Legal Lettering.
- Destination Screens for routes 127, 178, 230, 248, 336, 410, 436/A, 461/A.

The kit represents the second batch, delivered in 1952, but the first batch may be modelled with the addition of roof vents. In view of the roof detail these will be easier to add than take off. Other features include a part blanked-off radiator, (a common feature), metal front trafficators, and the standard Little Bus Company wheels, but incorporating rear wheel discs.

From June 1965 repaints received flake grey bands instead of cream and the class was fitted with flashing indicators in 1956/60. Both of these models are excellent and portray two London buses from differing decades, and are not to be missed from your collections.

#### NOTE

The Little Bus Company has the correct legal lettering for both these kits included in the range of transfers for both kits LPTB. for the STD and LTE. for the RLH, even down to the unladen weights.

Tony Asquith from Little Bus Company informs me for all you model rail fans that next year he proposes to bring out models of the London Underground Q stock as used on the district line. Some years ago Pirate released kits of the 1938 tube stock and the detail in these models was excellent. I was informed at Showbus this year that EFE's new tube stock would be produced with variations in the tooling to model 1938, 1959 and 1962 variants. The tooling will also create both the A and D driving cars and the driving and non-driving cars, to create 3, 4, and 7 car sets.



The models will be suitable to run on fine gauge track. This is good news for London underground collectors, or any model rail layout with a London area theme.

#### NEW FROM RTC

##### 1929 GENERAL LT

RTC have announced that they are to release shortly two new kits in the LT Class with open staircases, from the first batch, to compliment the three LTs already released earlier this year more on these kits in the next magazine.

##### FUTURE MODELS

David Eden of RTC has kindly furnished me with a list of proposed future models, not in the order printed I might add, he is keeping that information close to his chest but it gives us something to look forward to. Cobham Magazine is the first to print this news, and is another good reason why to keep up your subscriptions!

- RTW
- TF
- RF Private hire
- LT scooter with a Marshall body
- 9T9 Green line coach
- 6Q6 Green line coach
- Lowbridge STL.

##### OOC New Release

Scheduled for January of 2002 a model of a Feltham tramcar will appear in London Transport livery. Metropolitan Electric Tramways the "MET" was operating a fleet of 316 trams in north London by the 1st of July 1933. The revolutionary UCC or "Feltham" trams, a completely new concept of tramcar design, first appeared in 1931. By the time of the formation of the LTPB, the M.E.T. had 54 cars in service. The model is depicted on route 21, Holborn to New Southgate. These modern looking trams were later to be found all over the London Transport tram network. I have a BEC kit version of the Feltham, and I feel sure this model will be popular with those enthusiasts who like me motorise their own models. The model has been designed to be easily motorised and will be available in single-and dual door. The only single- door version that was made, known in London as "Cissie" will appear in late 2002.

#### MBC DECALS

The Model Bus Company has now released some new decal sets to its current range of excellent model bus transfers in 4mm scale.

##### Essential Sets

For the benefit of new members these sets are specifically designed to compliment many of the various white metal kits currently available. Sets generally include complete blind sets, stock and registration numbers, fleetnames, legal lettering and garage codes. Adverts are not included.

##### RTC kits

###### Catalogue number

- E/RTC203a AEC Renown LT3 class route 63 HONOR OAK (restricted blind display)
- E/RTC205d AEC Regent ex-General 60 -seat STL route 84 ST ALBANS (restricted blind display)
- E/RTC206a AEC Renown LT5/1 roofbox route 43 FRIERN BARNET(restricted blind display)
- E/RTC207/8a AEC Renown open staircase LT route 43 FRIERN BARNET (restricted blind display)
- E/RTC207/8b AEC Renown open staircase LT route 148 DAGENHAM new road (restricted blind display) £2.95 per set

##### PIRATE KITS

###### Catalogue number

- E/P4430b Full-front STF 1route 6 HACKNEY WICK (full blind display)
- E/P4590a ex Tilling STL route36 WEST KILBURN (full blind display)
- E/P4590b ex Tilling STL route 302 TWO WATERS LT garage (restricted blind display)
- E/P4902c D2class Trolleybus route 698 ABBEY WOOD
- E/P4902d J2 Trolleybus route 567 WEST INDIA DOCKS

##### ABS "Streetscene" kits

###### Catalogue number

- E/R320b AEC Renown bluebird LT route 53a PLUMSTEAD COMMON (restricted blind display)
- E/R333a Roofbox RT route2 GOLDERS GRN. STN. (full blind display)
- E/R335a Craven RT route15 ALDGATE LT STN.(restricted blind display)

All at £2.95 per set



The Model bus Company has extended its a range of LT garage codes, that are printed in reverse stencil style. White on clear so that the painted body shows through as the garage code and running number in authentic fashion. Sets comprise 10 pairs garage codes/mixed running numbers per garage and are £1.20 per set

Legal Lettering, Catalogue number

- 41112a London Transport Executive, white, set of three 0.75
- 41112b London Transport Executive ,gold , set of three 0.75
- 41112c London Passenger Transport Board, white , set of three 0.75

#### NEW RANGE

LT Trolleybus depot codes/running numbers are printed in reverse stencil style, white plates over red rectangular backgrounds so that they stand out when placed on the broad cream body lining bands in authentic fashion. Sets comprise 6 pairs garage codes/mixed running numbers per garage and are £1.50 per set. These are excellent! I have just received mine to finish off my own set of trolleybuses.

#### NOTE

Graham Orchard of the MBC.Informs me that his colour catalogue is £3.00 and he will discount this amount on orders over three pounds.

#### Contact Information

Little Bus Company

STD&RLH Kits £30 each + £1.00 per kit p/p.

Queenswood Avenue,

Hutton.

Brentwood,

Essex.

CM13 1HU.

sae for full list of kits &transfers.

#### M.B.C

Bondi Praa Sands.

Penzance

TR20 9TQ.

All Decal orders over £5.00 are post free, please add 40p to cover post and packing on orders below £5.00

## BEYOND THE GATES

John Hinson

Despite the usual winter break from bus rallies, there is still plenty of bus chitchat to read about.

There was the usual "Christmas Lights Tour" which raised £272.70 for the Rainbow Children's' Trust charity. Of the vehicles present at that event, I noticed two with new owners. Red RT2591, which was looking much finer than when I last saw it many years ago, is now with Robin Luff in Norfolk, whilst green RF627 is now with our one-and-only Mike Nash. Mike also reports major works taking place on the rebuild of his red RF 534. The mystery of the four RTs discovered at Hanwell by David Hunter is nearly unravelled. Three of the vehicles concerned are RTs 1591, 2553 and 4628, and they were used for the filming of 'The Mummy Returns' by Shepperton Studios. The scene, I gather, involves the de-roofing of an RT on Tower Bridge - I haven't seen this but I've been told the scene is "disturbing".

I last heard of RT1591 with Memory Lane Vintage Omnibus, with whom it had been painted silver for participation in a video for the pop band Oasis, subsequently being sold to the Film Company for 'The Mummy Returns'. The vehicle had its roof removed for the scene, and had the fleet number LT1097 applied. It carried "pre-war" livery for the film.

RT2553 was once a most smart preserved vehicle, but it had found its way to the London Bus Export Company in Chepstow who, it is believed, exported it to Belgium. Fortunately, this vehicle was not butchered for the film - if my memory is correct this is a Saunders-bodied bus. It carried the identity of LT1097 and the registration number of 1591 - KLB 713.

The bus in skeletal form is RT4628. This had seats, windows and other parts removed for use in a studio mock-up. The last report I had on this vehicle was with a Yorkshire scrap dealer - having been preserved at one time in Yorkshire in Samuel Ledgard livery, although I hear it had been at Shepperton for a while before this film was made.

This still leaves one vehicle (or rather, a chassis) mentioned by David unidentified, and I haven't established whether this is related to the filming.



RT3843 has apparently also joined the above vehicles (or could this be the chassis concerned?) which, according to my notes was last with the Wiltshire Area Health Authority - does anybody know more about this vehicle?

RT4779 is now also owned by Memory Lane, and recently appeared in some film work in Threadneedle Street for 'The Heart of Me'. This vehicle already had many body panels removed, and made an ideal candidate for a mock fire scene during the blitz. There are some very impressive scenes of the filming on their web site ([www.memorylane.co.uk](http://www.memorylane.co.uk)) - follow Action Vehicles, then On Location to find them. I have seen the vehicle since then, so be assured that the damage is not what the cameras would have you believe. Nevertheless, anybody contemplating restoration of this vehicle would have a major job on their hands.

Unrelated to filming, but also recently acquired by Memory Lane is RM216, which is a very curious vehicle indeed. It was intended to be used in connection with aircraft research, and underwent an interesting conversion with a hydraulically powered lifting roof. Amongst the technical gear was a range of very comfortable airline seats.

RT277 was burnt out in Dorset in November in an arson attack. It had been used for some years as traveller's accommodation and was seen at several locations in the London area last winter.

There have been some interesting vehicle movements overseas. Although the RT family vehicles operated by Double Deck Tours at Niagara Falls are believed to have now all been sold, examples continue to show up with new owners. RTL1315 is now owned by Steve Fidom, who trades as Feed 'Em Fries, and is currently to be found at the junction of corner of Horton Street and Waterloo Street in London, Ontario. An ironic name for the town for this vehicle to end up in - no coincidence, perhaps.

Another ex-Double Deck Tours vehicle is RT2541, owned by Kevin and Madeleine Jobb since 1994, who trade as 'Friar Tuck's Fish & Chips'. They converted the vehicle themselves in their spare time and it has just completed its fifth season of work. They are based in the town of Millgrove in Ontario, Canada. Madeleine tells me that the RT is used for weekend special events between May and October, one of the most popular being the local Highland Games. She says that "the old Fryer T" doesn't appreciate the cold Canadian winters and they store the bus indoors during that season. The bus carries a splendid

In the USA, RTL531 (formerly also used as a catering outlet) has recently been bought by Dave Hamby and at the end of October undertook a ten hour drive from Coeur de Alene, Idaho, to Vancouver, Washington in the USA. Myself and others were able (by email) to help Dave prepare the vehicle for the journey and, despite the vehicle having been static for many years, the long journey went without problem.

RT3161, which is bodily in very poor condition, is for sale in Portland, Oregon. There is plenty of green paint showing through the red. A large number of the "red" RTs in the USA were in fact green when owned by London Transport, most being painted red by Omnibus Promotions prior to export. In better shape is RLH 8, a very smart hospitality vehicle for sale in an unusual bluish-green livery, in Pocono Mountains, Philadelphia. Both have recently been offered by auction on the Internet but as far as I know neither were sold.

The Californian North County Times of 23rd July reported that RLH 53, 69 and 71 have sat in a field in Murrieta, California, since purchase in 1993 for \$225,000 by Don Vierstra. They were to be used as Tours buses at a proposed entertainment centre, which never came to fruit. Don is quoted as saying, "I will donate the buses to somebody if they'll pay the shipping charges". Now there's a thought . . .

There have been some sightings in Europe, too. RT1677, once immaculately preserved, went to a dealer and has now been discovered undertaking promotional work in Spain.

In France, green RT3752 (a relatively recent export) is reported to be at a winery of Le Master de Donatien at La Chappelle, Heulin.

Back on home ground, another green one, RT3323, has surfaced. It was last heard of acting as a church coffee bar in Guildford in 1989, but is now reported as being with the Sheffield Diocese of the Church of England. Nobody seems to know exactly where the bus is located, though. (see next page-Ed.)

A significant discovery has been made by John Page in Devon. An RTL languishes in a builder's yard - it carries little in the way of identity, but it appears to be in the RTL9xx series. From the 100 possibilities, 923 seems to be the likely candidate. I last I heard of this bus with an Exeter dealer as long ago as 1969! The current owner inherited the vehicle when he bought the yard, and uses it as a store-shed.



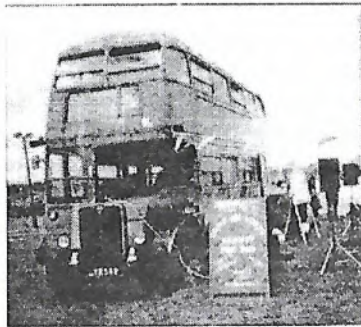
The bus is NOT for sale at the moment, but the owner is being diplomatically nurtured into trying to find any documentation about the bus to confirm the identity.

That's all for this edition - many thanks to all contributors, especially Mike Clarke (Memory Lane Vintage Omnibus), John Page, Madeleine Jobb, David Hunter, Roger Hardy and Paul Bateson. Roger and Paul run a range of email groups covering British buses abroad, which have proved a valuable source of information - please visit their web site at [www.britishbusesabroad.com](http://www.britishbusesabroad.com).

As always, contributions to this column are welcomed at:  
The Shambles, Graham Road, Wealdstone, Middx. HA3 5RE  
Email: [shambles@co.uk](mailto:shambles@co.uk)

*RT3323, mentioned by John in 'Beyond the Gates', was featured recently in Nick Abbott's Parish Magazine, see below.*

## BETTER DAYS FOR BARNEY?



HILARY PERRY writes:  
Better days could be on the way for Barney the Bus. Barney began life in 1951 as London bus RT 3323. After time in Bournemouth and Guildford, where his red livery was replaced by multi-coloured graffiti artwork, Barney was brought north by a group from St Peter's, Conisbrough and repainted. He is currently in a Doncaster tractor factory.

Barney's owner, Sheffield diocese, is working closely with Rotherham YMCA to find new work for him to do amongst children and young people.

Barney is named after Barnabas, whose name means 'Son of Encouragement'. It is hoped that he will be an encouragement to the whole community.

## GS RUNNING DAY July 11<sup>th</sup> 2001

Alan Charman

The day dawned bright and sunny as I set out from Sussex to the Museum where I had arranged for GS1, 2, 13, and 32 together the Museum's GS34 To be present for the bi-annual GS running day.

For this year the vehicles were to operate as Routes 807 and 384 former Stevenage area GS routes that operated with a very limited timetable.

In fact to see a GS on the 384 back in the 1960s it would have been necessary to be in the area at 6.30 am as the only GS on the 384 was a positioning journey for the 807. This journey became necessary after the closure of Hitchin Garage and transfer of the 807 into Stevenage.

The vehicles all assembled at the far end of Redhill Road which was to serve as the operating base for the day. Suitably blinded for the 384/807 the vehicles set off at 20 minute intervals, working alternately to Effingham Junction and Stoke D'Abernon Station. I had the pleasure of driving GS34 for the day as my own GS62 was undergoing a full repaint through the Summer of 2001. With five vehicles available for service a relaxed timetable had been drawn up to allow time for the drivers to stop en-route for photographs. GS1 was first away to Effingham Junction followed by GS2 and GS32 working through to Stoke D'Abernon. GS13 made the second trip to Effingham with GS34 last away. Unfortunately GS 1 suffered from fuel feed problems and was stranded at Effingham Junction with a full load of passengers, GS34 was despatched to assist and return the passengers to the Museum whilst John Huxford attempted to make repairs to GS1. Unfortunately the problem could not be easily resolved and GS1 was taken out of service for the rest of the day.

Most of the journeys carried a good number of passengers throughout the day, never being too crowded to make it uncomfortable. The GS was very rarely fully loaded in service, 10 passengers seem to make a crowd and this leads to good conversation amongst the visitors and crew. Our next event at the Museum will not be until the Summer of 2003 when we shall be celebrating the 50<sup>th</sup> anniversary of their entry into service.



## ROUTEMASTER REUNION AT ACTON TOWN DEPOT

Saturday 2nd - Sunday 3rd March 2002

Join in a celebration of one of London's best-loved transport icons at Acton Town Depot next March. This unique event will allow visitors to take an in-depth look at the fascinating development of the Routemaster bus - past, present and future.

For one weekend only visitors will have the opportunity to see the four Routemaster prototypes together for the first time in many years. Also present will be a wide variety of models including individually preserved buses and restored vehicles still in service.



A lively programme of talks and film shows will be running throughout the weekend, including a fascinating insight into the development of the Routemaster by Colin Curtis, one of the designers on the original project team.

1) *The Depot at Acton Town is the Museum's working store, an environmentally controlled facility in which curatorial staff work to restore and conserve our unique collections. It is open to the public on three open weekends each year.*

2) *It is situated opposite Acton Town Tube station on the Piccadilly and District lines.*

3) *The Depot open weekend runs from 1100-1700 (last admission 16.00) on Saturday 2 March and Sunday 3 March 2002.*

4) *Admission charges are Adults £6.95, Concessions £4.75; Accompanied children under 16 go free.*

## COUNTRY BUS RALLIES

East Grinstead -Sidcup - Hertford – Dorking

Country Bus Rallies are pleased to announce their programme for the 2002 Season. The events are organised in association with members of the RT / RF Register.

The opening event will be the East Grinstead Vintage Bus Running Day on 21st April which is organised in conjunction with the Bluebell Railway. As well as the regular operations by RT, RF, RMs and GS, 2002 sees the 50th anniversary of route 473 which will be celebrated by special runs from Dormansland through East Grinstead to Turners Hill. A new feature will be the inclusion of a number of Southdown vehicles. Until the 1960's Southdown had a strong presence in East Grinstead with services to Eastbourne and Brighton.

Now in its fourth year the Hertford event will be held on Sunday 2<sup>nd</sup> June which coincides with the celebrations for the Queens Jubilee. The theme of the event will be the early 1950s and again RT, RF, GS and 2RT2 vehicles will make up the bulk of vehicles allocated to the Hertford services. Following the successful inclusion last year of a link to Stevenage and surrounding areas, this will be enlarged and will include vehicles with a more modern image.

A new event for 2002 will be based upon the Sidcup and Chislehurst area. On Sunday 23<sup>rd</sup> June will celebrate the 50th anniversary of the Red Central Area RF AEC Regal IV where routes 228 and 241 once gave Sidcup Garage the largest allocation of red RFs from 1952 until 1958 when the roadway under the bridge at Sidcup Station was lowered, which enabled the use of RTs. The event will concentrate on two locations, Sidcup for routes 51, 161, 228 and 241 with Country area 467 making the occasional appearance and Chislehurst where RF routes 227 and 228 met.

September 1st will be the second Dorking Running Day which following the success of the inaugural event will once again be centred upon the Pipbrook car park in the centre of Dorking. Vehicles will once again work out to Newdigate, Ewhurst, Holmbury St Mary and Ranmore Common.



Country Bus Rallies now have their own website which is hosted by Ian Smith. Simply type in COUNTRY BUS RALLIES on your search engine and you will find full details of our past and future events.

All of the Services are Free of Charge but a detailed timetable for each event will cost £4 or you may purchase all four in advance for £ 14 plus four s.a.e. from:

Country Bus Rallies, 19, Hampton Way, East Grinstead, West Sussex RH19 4SG

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01732 634**

## EAST GRINSTEAD VINTAGE BUS DAY

Sunday 21st April 2002

This years event will follow the well established pattern of routes that radiated from East Grinstead to Lingfield, Oxted, Edenbridge, Forest Row and Turners Hill.

There will be the regular link to Kingscote Station that will be operated by Vintage Vehicles for this one day only.

In addition to the Kingscote link, there will be an hourly service from East Grinstead to Sheffield Park at the southern end of the Bluebell Line, take a trip across Ashdown Forest by Greenline Coach and then join the Bluebell for a trip to Kingscote Stn. where you can once again pick up the 434 Bus service for a 2 hour round trip to Edenbridge or a shorter one hour trip out to Turners Hill and Copthorne.

The red central area RF will be celebrating its 50th year in service in 2002. The premier service on the 434 from Kingscote to Edenbridge will this year be in the hands of the central area RF and its green country area cousins will handle the Copthorne - Dormansland section of this route.

Double deck RT and RTL and XF vehicles will this year concentrate on the 424 service operating from Stone Quarry through to the Dukes Head at Copthorne where connections will be made with the 434.

The 409 will be handed over to the Routemaster and we also hope to have a number of Southdown vehicles working the East Grinstead - Forest Row section (Southdown Route 92)

Not forgetting the growing popularity of the 1970s vehicles the 428 will be operated by preserved Leyland National vehicles, using both Central and Country area types.

The Greenline 708 will once again work its Circular Journey through Lingfield where it will connect with the GS operated 494. We are hoping that RLH48 and SNB312 will work through from Hemel Hempstead to east Grinstead over the whole route.

The event programme will be available from 7th April it may be ordered in advance at a cost of £ 4.00 plus an A5 s.a.e

Please send your request for programmes to  
Country Bus Rallies, Hampton Way, East Grinstead,  
West Sussex, RH19 4SG



## CHISLEHURST & SIDCUP

Central area 'RF 50' - Sunday 23rd June 2002

Following discussions with members of the RT/ RF Register we are organising A running day to celebrate the 50'h Anniversary of entry into service of the Central area RF.

During the period 1952 - 1958 Sidcup Garage had the largest allocation of any Central area garage ( over 40 vehicles ) for Routes 228 and 241 nearby Bromley Garage had a regular allocation of more than 25 for route 227. Sidcup also received a substantial influx of Green Country area RFs in the mid-1950s during the first overhaul cycle.

We shall therefore be arranging to use both Red and Green examples on Routes 228 and 241 where the whole route will be operated and Red RF on a shortened 227. Un-modernised Greenlines will work the 725 from a location close to Sidcup across Chislehurst Common. Double deck routes in the area that can be fitted into the programme are the 161 and 51 with Country area route 467.

We have had a great deal of co-operation from the local Residents Assn at Chislehurst and local rail operator Connex have made the car park at Sidcup Station available as the main operating base (Thanks to Peter Starks for the initial contact)

So all we need now are the vehicles, I have contacts from many RF owners who wish to participate in the event, but to make the day a success we need as many vehicles as possible in both an operational and display mode.

If you are an RF. RT/RTL (Sidcup had the first operational RTLs) or low number RM owner then we would like to hear from you, please contact either myself or Colin Rivers if you would like to participate in the event. A further plea is for photographs that can be used in the programme, I have a small number of Sidcup related photographs but if you have anything from the 1952 - 58 era of RFs on the 227, 228, 241 or 715 that could be used then I would like to hear from you.

Alan Charman  
Country Bus Rallies  
Hampton Way  
East Grinstead

West Sussex, RH 19 4SG E-mail Acharmal@ com

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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>

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Another view of the damage sustained by RML3 in 1959





RT1679 heads a week's output of RTs  
from Park Royal Coachworks in March 1950