

COBHAM BUS MUSEUM

MAGAZINE



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Cover Photo. RT113 and STL2377 make a fine pair of book-ends at the Dorking Rally.

Back Cover. RTL1163 travelled to the Crich Tram Museum for the 50th anniversary of the last London Trams. Trolleybus 1812, the last one into Hanwell depot, was brought down from Sandtoft to complete the picture. Photo Norman Davey.

Editorial

Bill Cottrell

We 'the management' have been going on collectively rather a lot lately about volunteers. Volunteers for open day, display days, work on various projects and the cumulative effect of these appeals from the project leaders and display day organisers has led to an impression from some members that their contributions to the aspirations of Cobham Bus Museum, if it is not in the form of direct labour input, is not valued. This, I know from several letters I have received on the subject.

I am sorry that this impression has been given. Obviously we do need people, especially on Open Day given the scale of the event, but just by being members of the Trust you are contributing to its aims, and these contributions are appreciated.

I was asked by a member for extra copies of the Spring 2002 magazine. Due to the demise of my computer and the subsequent upheaval, I have lost the record of that request. If you could contact me again, I will send you the extra copies. Also, due to the aforementioned demise, this magazine is later than planned and I apologise for this.

Note editors new e-mail address:

BILLQ83@ com

Chairman's Report

Peter Plummer

Our August Bank Holiday running day and Family Day on Sunday 15th September were well attended and visitors were attracted to our latest acquisition, Bedford ambulance 1492B. With rear doors open and stretchers laid out, I explained it was not an accident waiting to happen, just preparation for the chairman's afternoon nap. The shop made good financial contributions and the shop team's re-organisation of the visitor reception seemed much more welcoming. David Mulvey and myself took alternative turns with guided tours which I found very rewarding, with visitor participation and recollections of their own careers on buses, I seem to learn more each day.

John Hart Consultants have produced the first diagrammatic interpretation of our proposed improvements to the building. Although the plans are by no means finalised yet, our every need for the foreseeable future must be catered for and it must be right first time.

Recently, I received a letter from a long-standing friend offering financial assistance with the restoration of a Trust bus. The committee considered the proposal to restore RM3 to its original RML3 frontal design and I am pleased to announce a significant majority approved this. RM3 is a very important bus. Of the four prototypes, it is the least altered from its original condition and is in excellent order throughout being the very first Routemaster sold by London Transport. It was the only RM built by local coachmaker Weymanns of Addlestone. Yet to the average visitor with limited knowledge of buses, outwardly it looks just like another RM and rarely gets the recognition it deserves. Re-instatement of its original frontal bodywork will redress this I am sure.

A project leader was appointed and Andy Baxter was the natural choice with his keenness for the role and the exercise. With many original fixing points still evident, Andy has already got patterns under way with a target date for completion of the whole project in 2004 for the RM50 anniversary.

RT2775 continues to progress. I have made the last parts required to complete the vehicle, the upper deck front window visors. Recently, a member kindly donated some 'flipper' trafficators to the museum. As project leader, I have elected to install these to RT2775 as the bus genuinely was fitted with the type for the USA tour. Fortunately no holes had been drilled in the expensive new canopy faring recently fitted which would have accommodated the familiar 'ears' fitted in the late 1950s. Dave Kreisler is re-wiring the necessary areas of the bus and fitting the new flipper units. A complete set of re-upholstered seats has now been returned to Cobham and I thank Richard Hussey, Tony Lewis and John Rawlings for making the trips to Eastleigh to collect the units. Bedford tractor unit

702b has had its front bumper mounts adjusted to re-align with the lower edges of the front wings, an area that has never been quite right in our ownership for some reason. The recently manufactured radiator shell vertical centre strip has been chromed and the vehicle awaits its final green topcoat before all brightwork is fitted.

G351 offside lower deck pillar work is about to commence. This project generates the majority of questions from visitors on guided tours.

STL 441 progresses steadily. Peter Hamilton has tidied up the wooden frame seats by painting the backs with green leathercloth paint and no doubt regular working parties will expedite the vehicle's restoration programme now the rally season is almost over.

The DMS demonstration chassis formed part of our centre stage on Family Day and Simon Kreisler made last minute adjustments on the morning to make the vehicle look its best.

Member Tim Bubb has donated a GS front wheel hub cover former so if any GS owners require covers, we do have the former necessary for the metal spinning operation.

Finally, following our appeal for a social events organiser, Victor Spink was an instantaneous applicant and has visited Cobham several times to discuss our intentions. Hopefully we can soon issue a programme of socials and outings to bring members closer together.

ANNUAL CHRISTMAS
LUNCH 2002

Date: Sunday 8 December.
Venue: Silvermere Golf Club
upstairs restaurant

Time: 12.00 noon, lunch starts
at 12.30 p.m.

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

All Cobham Museum members, friends
and family welcome.

3 course carvery buffet meal
including coffee.

Maximum number 110.

First come first served.

No seating plan

Must have numbers by end of October or
immediately on receipt of magazine.

All money to be paid in full by
20 November .

Ring Debbie Morris to confirm place/
places

Telephone number: 020 8 8394

Vehicle Progress Reports

Roger Stagg

G351

Work has been progressing albeit slowly, but this has now recommenced with some vigour and in accordance with an agreed programme, should see some substantial changes over the next two months. The near side lower deck framework is now virtually completed and work has commenced on the off side framework. A pillar has been removed from the upper deck and the new pillars will be remanufactured over the next few weeks.

STL441

Progress continues and the broken droplight has been removed and will be replaced. The upper deck pillar shrouds and roof shrouds have been manufactured for fitting shortly. The seat brackets have now been installed and further rexining has been carried out. Brown paint has been applied to most parts of the off side internally and we now expect the off side to be generally completed except for external painting, before the end of the year. Where possible, we will be only installing at this stage the seats with poles that assist in supporting the roof. Further consideration has been given to the matter of livery. It is strongly felt that it will be of benefit to the Trust for the vehicle to be refinished in country area livery 1947/1950. It is my understanding there are few objectors to this proposal, which would undoubtedly bring people to the Museum.

As the end of another year approaches on behalf of the major bodywork restoration side, I would like to record thanks to all of you who have given your time and effort and in many cases, finance, which has seen the restorations of both G351 and STL441 continuing. I am aware that our editor will be providing within this issue of the magazine an update on the progress of both vehicles taken from my recent reports. There is however, no substitute for seeing the progress yourself. With much appreciated enthusiasm and skill, we can all look forward to having two further high-quality running vehicles in the stock within the next couple of years.

Publicity Matters - Even More

Graham Smith

It took a fair bit of time to prepare and...how can I say it?...to convince the unconvinced, but, generally speaking, our new publicity leaflet seems to have been welcomed by a vast majority of members. Thank you to everyone who's taken the trouble to make their comments to me and an even bigger thank you to those who have helped to distribute the leaflets.

It was an interesting challenge to produce a leaflet within the constraints imposed by its size - A4 gatefold, I'm told, is the technical description - and to provide enough information about the Museum and the Trust, such as what is it, where is it, when is it open (a tricky one this!), how to get there, what facilities are available (e.g. car parking, shop, refreshments, disabled access etc). Also, it seemed important to ensure that the leaflet would not look out of place alongside - and, indeed, would stand out from - those advertising other museums and stately homes etc. After all, we were each seeking to attract the "Leisure Pound" with our displays in leaflet racks in libraries, hotels and information centres. Competition was very much the "name of the game"!

Our leaflet was written and illustrated primarily to try and attract a family market (rather than bus enthusiasts who know of Cobham's existence anyway) and those people who might be interested in being reminded of travelling on London's buses in their formative years. Also, from talking with people whom I'd met at various local "away" events to which we've taken a bus or two, there often seems to be a particular interest in our vehicles from people whose mums or dads used to work "on the buses" or helped to build them at, say, AEC or Weymann's. It was not intended to exclude bus enthusiasts from these target audience considerations as, usually, we are able to keep "the fraternity" informed of Cobham's events and news by the good offices of the premier enthusiast magazines whose editors are fed with details on a regular basis.

As a result of concerted efforts by a number of members, I am pleased to report that almost 10,000 leaflets have been distributed since Members' Day in March this year. There are now less than 100 copies remaining, which is just as well as Pre-Hibernation Day - our last "home" event of the year - is but days away as I write this. What was the cost of this distribution exercise I hear some of you ask. Well, the only cost borne directly by the Trust was for the odd gallon (sorry, litre!) of fuel when, armed with publicity leaflets, visits were made on-board our vehicles - undeniably, in themselves our most potent advertisements - to localities such as Brooklands Museum, Fulwell Garage and Kingston Town Centre, to name but a few. Arrangements made with the Surrey Library service meant that our leaflets could be distributed free of charge to some fifteen libraries, if a supply were left at the local branch. Especial thanks are due to Lesley for her dedication in sending me email reminders whenever stocks of our eaflet were running low at London's Transport Museum in Covent Garden.

So, has the Trust benefited financially from having a publicity leaflet? An analysis of the growth in visitors to this year's Open Day over 2001 (recalling that both years were blessed with good weather) has shown that the additional revenue generated from sales of the Ticket to Ride programme exceeded the cost of designing and printing of the publicity leaflet by a significant margin. This was before taking into account the effect of additional entry monies paid by visitors attracted by the leaflet to come to one or more of our other event days during 2002. Also, these new visitors would have been likely to spend in the Cobham Shop and to sample the delicious food provided by Auntie D and her trusty helpers, thus producing yet more income for the Museum.

Another pleasing effect has been to read Mike Nash's report in the last Magazine attributing the new leaflet as responsible for "generating an accelerated level of new members". Welcome, one and all!


So, a straw poll and a rough financial analysis together suggest the exercise has been worthwhile. But, what about the future? Personally, I think that NOT to have a publicity leaflet for 2003 would be a retrograde step.

To survive and grow we must attract more funds and new blood (or a wealthy benefactor or three!) and no-one will know about the Museum and its activities if we don't promote them.

I hope the committee will approve proposals for next year's events in the very near future and, also, some minor changes to our publicity leaflet to incorporate the event programme for 2003. By the time you read this, their decisions should have become known.

Finally, could all members please do their utmost to help by first thinking where, in their own local area, there are likely places to have copies of the Cobham leaflet on show, so that potential visitors and their wallets can be attracted to the Museum. I use the word "thinking" but, on reflection, please don't leave it at just the thought stage. Let me know how many leaflets you'd like and where you propose to place them, contacting me either in writing c/o the Museum or by email to <cobhambusmuseum@aol.com>

Thank you and here's to a successful 2003 for Cobham!



Please note new contact
address for Mike Nash
Treasurer and Membership
Secretary
Mike Nash, PO Box ,
Dorking, Surrey.
RH5 5XB

Reviews

LONDON BUS FILE 1933-39 SINGLE DECKERS by Ken Glazier

Published by Capital Transport at £10.95 Reviewed by Phill Cruise.

I have the complete set of these well-researched and produced books, which would have been invaluable to bus spotters of the era, if there were any then. Perhaps the more mature Cobham members will know the answer to that one. Having a pretty comprehensive library of LT bus books I have a fair knowledge of the double deck vehicles from the General days onwards. However my knowledge of single deckers from the early years is about the same as that of the modern privately owned low floor boxes of today. This small but perfectly formed book with its 120 well illustrated pages is helping to regenerate my anorak still further as I soak up lots of facts about classes such as the AW, DE, GF and lots of others that didn't even rate a code. There are body makers that are household names and others that most LT enthusiasts have never heard of. Many of the tiny buses included would make mouth-watering preservation prospects had they not gone to the scrapyard well over sixty years ago. Have a look for this book, it makes fascinating reading.

CLASSIC LEYLANDS 1

THE SUPER PRESTIGE SERIES- by John Banks

Published by Venture Publications at £16.95.

Reviewed by Phill Cruise.

This is a soft back book smaller than A4 in size with 128 pages of photographs. The vehicles featured are those from the just pre Titan years until WW 2. As an AEC man my interest was in the pages that feature London vehicles. I always preferred Leyland Trolleybuses and these feature. The pre-war STD, C, CR and TF classes are pictured along with acquired TDs and other assorted independent Leylands. The photographs all in black and white have informative captions and a general introduction sets the overall scene well.

The book is divided into sections on Municipal, Company, Independent, Leisure, Demonstrators, Trolleybuses, Leylands in London and overseas. A fine book but my only reservation is the price, which I think is a little expensive.

GLORY DAYS BOURNEMOUTH TRANSPORT by Colin Morris

Published by Ian Allan at £16.99 Reviewed by Phill Cruise.
Readers will be familiar with this series of books unless they have been away somewhere for a few years. This is a quality book with a mix of historical text and equally historic photographs from a time when horses ruled. The story starts in 1810 with stage and mail coaches and ends with low floor Volvos and Dennis in 2001. We can find out about the trams that took to the road in 1901 and formed the backbone of the Corporation until Trolleybuses gradually replaced them in the 1930s. Then being increasingly supported by buses the trolleys ruled the roost until they too were superseded by numbers of Fleetlines and Atlanteans with similar styled bodies of the 'Alexander' design many of which actually came from Weymanns. The Bournemouth fleet was always immaculately turned out in Corporation days having a feel of quality, which compared to many of today's contemporaries the 'Yellow Buses' still, manage to maintain. The photographs are a mixture of monochrome and colour and how good the primrose and maroon looks. The vehicles from all eras had that certain style that conjures up the smell of ozone and pine trees so evocative of Bournemouth. It was my second favourite bus and trolleybus fleet and I bet I'm not the only enthusiast to feel that way. Maps garage and ticket details are included in the book and yes there is a London interest. In 1991 Bournemouth Heritage Transport operated some RMs as 'Routemaster Bournemouth' and to counter them Bournemouth Transport used DMSs with cheap fares. This book is I feel good value for money and is packed with interesting facts and photographs and it has that solid hardback quality.

LCC ELECTRIC TRAMWAYS Robert J Harley

Published by Capital Transport at £25.

Reviewed by Phill Cruise.

There have been a number of books produced over the years that have documented the story of London's tramways including those of the London County Council. This is the first that has been produced in the classic Capital format. It is not a cheap book but £25 for a glossy hard back with over 170 pages with plenty of illustrations and diagrams is I think good value. It is really 'everything you wanted to know about LCC Tramways' without being deadly boring and too technical. Route development, including some never constructed, is covered together with car design and development, current collection, publicity, depots and track maps. The book makes good use of its A4 size in its layout and presentation. There is nothing here for the bus enthusiast apart from the odd one that has driven in to the photograph. For the student of London's transport there is plenty of interest. Some of the bus routes operating today can trace their ancestry back to the trams often via trolleybus routes. Indeed there are a few bus garages around that started out as LCC tram depots, Bow being a notable example and still easily recognisable as an ex tram depot. Clapton and Wandsworth are others. A handful of ex LCC trams still survive today at Crich, Carlton Colville and the LT Museum. They are impressive vehicles and this book shows what an impressive system they operated over. In these days of short-term investment and a quick profit we will probably never see its like again.

THE HEYDAY OF THE RT Kevin McCormack

Published by Ian Allan at £14.99.

Reviewed by Phill Cruise

Although entitled the 'Heyday' of the RT most of the photographs in this album are from the mid sixties through to the final day at Barking in April 1979. I would guess that this is due to the scarcity of earlier colour shots. Produced in the familiar landscape format there are some seventy nine pages all in colour. The first full page illustrations are of red and green RT2s on stage carriage services.

One of these features a Chelverton Road vehicle on route 28 during the classes last few weeks in Central Bus service in 1955. There are shots of Cravens and standard vehicles of various types. The RTL and RTW vehicles are also pictured in service. Both the Central and Country Buses fleets feature together with London Country. I would beg to differ in my opinion that the London Country years were not part of the RTs heyday but rather its decline. Likewise some of the later views of central RTs in the seventies could hardly be described as taken in their heyday. This grumble apart the book is another welcome addition containing plenty of new views of a well loved class of LT bus. Incidentally on page 27 is a photograph of an early rally with RT1431, RTL1323 and T792 present. A few of the participants look vaguely familiar and the Craven proudly shows its LOTS blinds.

RTs in France

Did you know there was an organisation in France that owns 22 RTs (plus 2 RMs and a DMS) on promotional and advertising work? Philippe Grit, the proprietor visited Cobham recently with a large portfolio of photographs showing the varied work he undertakes. Some of the buses have been open-topped and the only one that could be identified was RT1400. He informed us that 4 of the RTs would probably be scrapped this winter due to their deteriorating body condition.

Have a look at their web-site:
Pro.wanadoo.fr/londonbus

There is an English version for those who don't parley the old Francais.

Letters

From David Lindsell.
(Member no. 794 — recruited by MN)

Dear Bill,
Reading the latest magazine I detect animosity towards those Members who do not "turn up and muck in". I direct attention in particular to Roger Stagg's outpourings at the top of page 14 and while I truly sympathise with the frustrations caused by lack of volunteers there is another view. I don't mind getting my hands dirty and I would not mind giving up some spare time if had any, but I live in Essex and owing to business and family commitments I am not able to traverse London diagonally in order to rub shoulders with the dedicated few. I feel that in renewing my subscription each year I am literally doing all I can to endorse the fine work that you do. If that is not enough then I am sorry but I suspect I am not the only one in this frustrating position so please try to appreciate the limitations of some Members or the loss will ultimately be the Museum's.

From Chris Banfield (member 776)

Dear Bill,
I have just read about the STL2377 adverts by Roger Stagg. I find it sad that Roger has worked so very hard with the small team of restorers and researchers to produce a very pleasing job. I really have no complaints whatsoever, I don't profess to be an expert on detail either.
The team did their very best to get it right and to my mind did a very good job on it. What is wrong with these 'experts', don't they want to see the collection restored?
No restoration can be 100% perfect unless all the drawings, plans and photos can be referenced, even then you could only get close to that 100%. We should be supporting what has been achieved not pointing out what has not!
So I would like to say to Roger and his team, a BIG thank you for your effort and look forward to your next one!

Moving on to the situation about Q69 and the 1931 Regent, sometimes when a bus is lost due to total deterioration all is not lost.

As in the case of ST922, would it have been running with an original type of engine? Where else could you get spares from? In a way, the scrapped Regent lives on.

As for the Q, I did wonder why it was broken up. Having tried and failed to restore an old tatty RF (no. 218), I do appreciate just how much money it can cost, OK if you win the lottery I suppose.

So again, a lot of very useful spare parts for the other Q, but that is just my humble opinion.

From Peter Gomm

Dear Bill,

With reference the latest issue of the Cobham Magazine.

I see, from you editorial, you have come under some misguided criticism in another publication. Whilst I cannot comment on the rights and wrongs of your action it does illustrate that somebody hasn't checked before they went into print. I do wish people would just do a little research before putting 'facts' in black and white. Those who may not see your editorial will now go around with the view that you 'destroyed' perfectly good restorable buses. All it would have taken would be a contact to check.

Roger Stagg's article caught me eye with regard to the STL's advertisements. This brought back happy memories of our involvement with RT1 in the late 1980s. In our case we had the idea of restoring those adverts on show when the vehicle was new. To cut a long story short we had very similar problems to Roger's when trying to get some sponsorship, although we did get just enough to cover production costs in vinyl Perhaps we were lucky but we had very few comments about getting these wrong, probably because it was so well covered by the official photographs, albeit in black and white.

However, we did suffer the armchair critics over various other points about the bus, all of which, I think, I managed to shoot down.

The result of the amount of time I spent in researching that one vehicle still fills a box file, so I can sympathise with Roger.

What those critics seemed to miss were the number of points that I KNEW were wrong, and they never commented on. Although they came along a bit late as per his experience I was grateful to one or two who did genuinely help with our knowledge.

A couple of lessons I have learnt from experience are:

1) ALL research throws up more questions than it ever answers; for instance what was the registration number of ST1140 when it was in service at Hanwell? (For the record, unless you can prove otherwise it was NOT EYK396, that I can substantiate, but not PROVE.) On a different tack on what date did GSs first appear in service at Hitchin? These are questions still unanswered from our researches.

2) On the question of help, as I always told David Johnson when he was trying to save St Albans garage, assume you are on your own and then any help you get is a bonus. This may sound a strange statement with the Trust having such a large membership, but it is I'm afraid a modern fact of life, as comments about the lack of volunteers in your magazine each time seems to illustrate.

Did you see 'Top Gear' on BBC2 featuring DMS2213 trying to jump over 14 motorbikes (and failing miserably)?

There was also some archive footage of a motorbike jumping over 14 Lesney RTs. I don't think this was the Eddie Kidd attempt as I seem to remember that involved 14 MBs at Wembley.

An Incident on Tower Bridge

Peter Macdonald

Members may be interested in a little known event, which happened fifty years ago. An RT was crossing Tower Bridge when one of the bascules started to rise and the bus was forced to jump across. I heard about this as a child but had no further details until, many years later, I was browsing through a copy of the now legendary and out of print volume RT by Ken Blacker, who mentions the event in passing and gives the date as December 1952.

Armed with this information, I paid a visit to the British Library Newspaper Library at Colindale, hoping to find a press report. Although both the Evening News and the Evening Standard carried the story, a more comprehensive report appeared in The Times, according to which the accident occurred at approximately 9.35 p.m. on 30 December 1952. The bus was running southbound on route 78 from Shoreditch to Dulwich and as it approached the centre of the bridge the north bascule started to rise, causing the bus to drop about three feet onto the south bascule, which was still almost level. The driver, conductor and eight passengers were taken to hospital with slight injuries. The driver, Albert Gunter of Islington, was quoted as saying: "I had to keep going, otherwise we should have been in the water. I suddenly saw the road in front of me appeared to be sinking. In fact the bus was being lifted by one half of the bridge. The other half was stationary as the bus crashed onto it on four wheels." A London Transport spokesman said that the bus chassis had been bent and that a number of seats had been thrown from their frames by the force of the impact.

According to RT, the bus was RT793 (JXC156) and it would be interesting to know whether the vehicle was returned to service. No doubt an inquiry was held into the cause of the accident, but it seems that only quick thinking by the driver, who accelerated across the widening gap, averted a tragedy.

The London Transport Work Horses.

Revd. John L Lines

I guess that every enthusiast of London Transport has his or her favourite class of buses. Indeed, I have been known to show a fancy towards the wartime utility Bristol, Daimler and Guy vehicles! There is another class of London Transport vehicles, which has always fascinated me, the vehicles of the Central Distribution Service, more commonly known as the service vehicles. My interest started soon after the Second World War when a neighbour of my mother and father, who was a bus driver, treated me to a look inside the local London Transport garage. Highlight of the trip was to be able to sit in the cab of a LT. How I wish I had that bus now! However, as I was helped out of the cab of the bus, my eyes lighted on a small red three-wheeled vehicle in the corner of the garage. This turned out to be the garage sweeper, and would have been either a Lister or Reliance. I must have driven the inside staff mad keep operating the bulb horn, which was mounted on the floor by the driver's saddle! Just as we were about to leave the garage a very dark green lorry, with AEC on the front, but unlike any other lorry I had ever seen drove in. It had very high sides, a full width cab and a canvas tilt behind the cab area.



Naturally I was fascinated and was given a look in the cab of the lorry. It seemed huge to a youngster, but perhaps the back was even more interesting as it had a number of bus engines on, some bright, clean and new, whilst others looked filthy and careworn. The lorry was in fact a former T class single decker that had been converted by London Transport and was used as a stores lorry by Chiswick Works. I was captured and wanted to find out more about this fascinating vehicle. Every self respecting London enthusiast of that era was equipped with a copy of one of the Ian Allan ABC's of London Transport buses, coaches, trams and trolleybuses, so to one of these I turned. Sadly, to no avail, I could find nothing on the lorry. If my memory serves me correctly services vehicles, apart from the trams, did not appear until the 1955 edition.

Thus started a quest for knowledge, which carries on until this very day! As a result of travelling around on my bicycle I soon realised that London Transport appeared to have three distinct types of services vehicles, those purchased second-hand during the war, vehicle purchased new and converted buses. However, there was another surprise, they had some bus based vehicles that had never been used as buses. The more I looked, the more I wanted to know more.

In the 40s and 50s the majority of the converted bus service vehicles came from the NS, ST, LT, STL and T classes, and it was these that I really wanted to find. The majority of the former NS class vehicles had been converted into ticket vans, tower wagons and mobile canteens. I was never fortunate enough to see one of the ticket vans, but did 'cop' a number of the mobile canteens and one of the tower wagons. The best place for the canteens, for me at least, was Clapham Junction Southern Railway Station where at various times I saw different canteens, but especially remember the former NS2169 or 38H as it had become. The next generation of canteens, if I can use that expression were those that had formerly been STs, if I am not mistaken Tillings at that! Little did I know when I saw 693J that one day, through the foresight of Prince Marshall, it would be resurrected as ST922 and run again in London. Am I being an idiot, or am I the only one that would like to see it in Tilling livery again!

After the STs came the specially built Bedford/Scammell canteens, I remember seeing one of the canteens on the top of a scrap pile at Hardwick's yard at Ewell. Happily, there is one now in the Cobham collection. Whilst thinking about canteens, perhaps just a mention of the little four-wheeled canteen trailers that appeared at odd places around the system. To me, they looked rather like mobile versions of the canteen shelters that were in use in London for taxi drivers! I well recall seeing one being pulled by one of the converted 'T' lorries, it really looked rather incongruous, a great truck with a little shed on wheels following it! The gates at Chiswick works were an interesting place to be, not least for seeing green and red RT2s as trainers and, joy of joy, green RTLs! Maybe I am over the top, but I think the RT family vehicles really looked superb in country area green. Sadly, not too many country area liveries on models, mostly central, but I suppose to most people, as my friend Malcolm Bowers would say, 'All buses are red!' However, I digress, the gates of Chiswick early in the morning would disgorge a wonderful array of service vehicles, many that were based there, others that were paying a visit for supplies or for work to be done on them. My Phillips 'Vox Populi' sports bicycle almost knew the way there without me steering, but the journeys were always very worthwhile.

**don't forget Open Day
2003
will be on
6th April**

RT Buses in Guernsey Part 2

Phill Cruise

Back in October 2000 I received a phone call from Mike Nash, all very hush-hush, to let me know that Guernseybus was going to cease operations, probably during November. He wanted some information about the vintage fleet as he was considering the purchase of this unique combination of vintage PCVs. At the time there were two Leyland Tiger PS2 single-deckers, one had open bodywork similar to the M&D open Regal 111s that operated along the seafront in Hastings and the other had a luxury saloon body. Both had been rebuilt 'in house' by ace craftsman Vernon Priaux. There was a front entrance central staircase RTL also rebuilt by Vernon and three open top RTs. A further RT had been sitting partially rebuilt in the garage at Bouet since Vernon had retired for a second time a couple of years earlier. Guernseybus had since its beginning in 1981, been run economically, but a change of ownership in 1997 probably sealed its fate.

That phone call from Mike was very depressing and meant that the last regular use of RT family vehicles on a stage carriage service in the UK had ended. During the summer of 2000 key members of the company had retired. In the earlier 90s I spent my main holidays of the year on the island and had always been received in a friendly manner at the Guernseybus garage and it was sad that the people I had met over the years were no longer connected with the company. If you look at the famous RT video from a few years back that features a visit to Guernsey you can see one of them. The Channel Islands Bus Society 'chief' Jim Young made some videos (which I think are no longer available) that give a good flavour of RT/RTL operation and show the rebuilding of the sadly incomplete RT number 20. There was also a large (by Guernsey standards) fleet of BL class Bristol LHs with a few London Country examples too. You can see these on the videos. The former MD Terry LeMaitre introduced the vintage coastal service using RTs. He is the man seen extolling the RTs virtues on the aforementioned RT video.

The vehicles were sourced by Jim Young who spent his holidays from Nottingham Trent University driving them whenever he could. The first RT was given the number 14



and for the first season operated between Town and St Sampsons 'The Bridge'. This route was later extended and became coastal route K, more RTs becoming available to run it. Many of the islands' visitors availed themselves of this service and any readers lucky enough to have sampled an open top RT ride round the rugged Guernsey coastline will know that special thrill that it generated especially in die hard LT enthusiasts. Before the RTs the last double deckers to run in the island had been trams. I recall a book produced about transport in Guernsey that told the story of their operation. The trams must have seemed the last word in technology in their day whereas the RTs were definitely not. They were perfectly suited to their new role in life though and were as at home in their open top form on the island as they had been with their roofs intact stuck in the traffic of the east and west end of London.

Route K, operated with RTs and during wet days in recent years by the RTL, operated as previously mentioned around the coast as far as Pleinmont, terminating at the Imperial Hotel.

It passed through St. Sampsons, Bordeaux and L' Ancrese which all included superb views of the island and its rocky coastline. The vehicles were restricted to an operating speed of 25 mph and a notice was displayed in the vehicle's cabs to remind the drivers. Another Guernsey oddity was the fare collection that had to officially be done by the Setright armed conductor before the starting signal was given. In other words PAYE but using a conductor, a bit like the early LPTB experiments at the end of WW2. Vernon Priaux converted all the vehicles for Guernseybus use. Vernon, who sadly passed away at his home in December 2001 had a long history with bus operators on the island and had a wealth of bus building and rebuilding experience. He also spent some time in the caravan building business. I had the pleasure of meeting Vernon on a number of occasions and being shown some of the projects that he was involved with at the time. These included the PS1 'Sun Saloon', the RTL and the sadly never to be completed forward entrance RT number 20. In the days that Mke Le Cras and Terry Le Maitre were in charge enthusiasts from the mainland, particularly LT ones, were warmly received at the garage. The atmosphere there in those days is hard to explain, but it was almost suburban LT in that the majority of the single deckers were BLs with a few Metroriders creeping in at the end, many of which had come from London companies. The 'deckers were all ex LT and even the two PS1s were mechanically identical to the post-war TD class. Number 19 was RTL 1004 in London and my last memory of it in Guernsey is one warm summer twilight evening at Pleinmont. I was sitting in the garden of the Imperial Hotel with friends and a glass or two of Breda lager and the RTL was parked up on the stand over the road, waiting for its passengers to go on the next leg of their evening 'Island Tour'. At the time of writing it is with Mike Nash having regained its KYY647 mark and looking a little down at heel after its glory days in Guernsey. Number 18, alias RT4037 resides in Scandinavia having been exchanged for a utility ex South-down Guy last year. This was well documented in the enthusiast press at the time. In service it always carried a green LT triangle on the radiator.



When first in service in Guernsey the interior was still in full LT livery and had a London Country 'wilful damage' transfer on the front bulkhead. 18 was later rebuilt inside and out and for some time took the brunt of use on service K. RT 15, which latterly in London had been RT1377 KXW 476, was rebuilt in 1988 and never managed to be overhauled and repainted in the newer blue and cream livery. In the penultimate year it was off the road having the dreaded riser rebuilt. This turned out to be its salvation as it remained in 'Island FM' livery. Early in 2001 the radio station needed the bus and discovered that it had departed the island. Repatriation followed and it is the only Guernseybus RT to return to its second home. Fast forward to September 2001, soon after the shocking events in New York and three people are sitting on a Leland National in 'Depot 46'. Mike Nash, John Rawlins and myself. The conversation somehow got around to the Guernsey vintage fleet and I asked if they had all been disposed of. Mike mentioned that for various reasons he still had number 14. In one of those moments when you feel your jaws moving and sound coming out over which you have no control, I put into motion a series of events that ended with my ownership of number 14, alias RT2494 (KXW123). In due course it was mechanically brought up to scratch and re registered. My thanks to our secretary, John Bedford for his assistance in the latter.

The Achilles heel of ex Guernsey buses is their head

gaskets, which almost routinely have failed whence back on the mainland. 14 was no exception, and this item was added to the service list. I am gradually getting the bus smartened up again as time and finances allow. This year it made its debut in preservation at the Cobham open day and has been to Alton, Anstey Park and to our recent 'family' day. Hopefully its final appearance this year will be at the pre hibernation day. I intend to keep it in Guernsey condition complete with refurbished interior (almost RM style) open top and RCL seats. I would love to know how it acquired these and have suspicions that between its time with Matchbox Toys and Guernseybus it passed through Cobham where the RT seats evaporated. The unfinished (literally) part of the story is number 20 which carried the incorrect number RT1896 ('RT1896' is actually RT 1597 according to LOTS SUP42A published in April 2001.)

Squirrell, alias the Austin brothers are I think the present owners. I hope that one day somebody will complete the job that Vernon started and the bus will not be broken up. So, the story of RTs in Guernsey ended with the end of the 2000 summer season but the vehicles live on as a fitting memento to an exciting venture and the craftsmanship of a real 'character' that I am pleased to have known, Vernon Prialux.

For more information about buses in Guernsey and the other Channel Islands; The Channel Islands Bus Society c/o Dr. Jim Young Flat 2c The Nottingham Trent University, Clifton, Nottingham NG11 8NS.



Ex London BL94 at Grand Bouet June 2000
Photo Peter Chidley

London Buses in Miniature

By Alan Purssey

WINTER EVENINGS

For the onset of winter there will not be a shortage of models to build. Two new offerings from the little bus company plus a new model from RTC with a surprise announcement soon on another model to keep us busy during the winter evenings.

How do you display your models?

I, personally display mine in purpose built display cabinets. Some modellers use dioramas to display their models. I have a model railway layout built into my loft with street scenes using card model buildings like Superquick together with street furniture to display some of my models in a realistic setting.

METCALFE MODELS

Metcalf Models well known in model railway circles for their card kits have just released a new kit of a bus garage. Although a basic structure comprising three bays and an office unit has been designed so that several units can be put together in a modular fashion, in various configurations to form a larger garage; transport depot or factory to display your favourite models. The kits are ready coloured in a flat pack and just have to be glued together following the instructions, and can be assembled in a few evenings.

The kits come with a lot of interior detail including, roof trusses, glazed painted windows, with cream interior walls. Kits come in two sizes 4mm scale for EFE OOC models or 2mm scale, for N gauge. The size in 4mm scale, garage 140+405mm and the office 50+105mm. 00 code PO225 £10.00 including p&p. or send two first class stamps for colour brochure.

It has now become very popular to photograph models in a setting like this to enhance publicity models from the kit manufacturers like RTC, LITTLE BUS COMPANY, etc.

MIKE PANNELL

In the last magazine I mentioned that Mike was a Model Bus Specialist well known in model bus circles, for his repaints conversions and kitbuilding. Below are listed some examples and prices bearing in mind some are kits and others are conversions from OOC and EFE models that's why there is a variation in the prices.

- * B type LGOC £89.95
- * LT2/LT3 £94.95
- * STL CHISWICK, STL TUNNEL, STL WEYMAN, STL CENTRAL, STL LEANBACK £89.95
- * DMS B20 ALL LIVERYS DMS 1-169 £36.95
- * SERVICE VEHICLES POLE CARRIERS, AEC MERCURY96Q.LEYLAND CUB, £49.95
- * TROLLEYBUS C/D/E/F/H/J/K/ Q1 X4 X5 X7 £94.95

All vehicle types, liveries and companies are catered for. Send an A4 s.a.e. plus two first class stamps for list stating your area of interest.

His prices are reasonable when you take into account the time it takes to construct a model, paint and apply the transfers. Postage on all orders is £ 2.50

INSURED POST FOR ALL KITS £6.00

NEW FROM THE LITTLE BUS COMPANY NOT ONE BUT TWO NEW MODELS

Tony Asquith of The Little Bus Company took the opportunity of releasing two new models at showbus Duxford.

The first was the long awaited 1:50 SCALE RF IN RESIN. £57.00

- * The kit includes
- * Resin body, seating unit and chassis
- * Metal side mirrors, indicators safety rails.
- * Greenline side boards
- * Push fit rubber tyres glazing
- * Choice of seat plan possible 3 versions

To compliment the kit there is a range of transfers available Fleetnames £1.00 per pair,

NLT501 LONDON TRANSPORT (UNDERLINED)

NLT502 GREEN LINE DESTINATION FLEET + NUMBER-PLATE NUMBER, LEGAL LETTERING, GARAGE PLATES. £2.00 per set.

NRF50210 Route210 Golders Green

NRF 50219 Route 219 Weybridge stn. (Includes white roundel)

NRF 50355 Route 458 Slough stn

NRF 50704 Route704 (TO FOLLOW)

NRF 50724 Route 724 (TO FOLLOW)

CCL 0.5 CHISWICK CREAM LINING £1.50

RFL 50 CORNER LINING SET£1.50

I could not resist, and it's my first venture into a large scale to do some super detailing. It was a built up model on Tony's stand that swayed me. (One word of warning the window rails are very delicate when cleaning up the moulding flash) The model has a full instruction sheet complete with list of parts to make one of three versions. The body shell comes with the door moulded in place to build the country or greenline variants or cut out the door for the central version. Combination of seats is supplied to make all three versions including a luggage pen for coaches. Detail on the body of the moulding is good with headlights rear lights indicators and reflectors all represented together with metal earhole type indicators for the front +metal wing mirrors. I see a fourth model potential as the body moulding is in resin it will be easy to cut down to build the short RF. In short this kit is a must for the larger scale modeller who likes to super detail his kits and is going to be a winner.

The 2nd model from the Little Bus Company is the surprise a Craven bodied RT .The Craven bodied 3RT3/4 Price £30.00 could never be mistaken for anything else, given the five bay layout flatter fronts and more curved backs. This model again will be well sought out by collectors for it is one of those models which has been requested by the modelling fraternity for some time. More on these kits in the next magazine.

THE LONDON 1938 TUBE STOCK

EFE has now released its long awaited 1938-tube stock.

At a 1/76 scale, 4mm to the foot its ideal for 00 scale layouts. The 1938-tube stock was used primary on the Northern, Bakerloo, Piccadilly and Central lines and remained in service for almost 50 years.

Four types of carriages are used to make up a train these are driving carriage type A and D Motor non-driving, and trailer car. Of interest is that each car has a long buffer at one end, a short buffer at the other end. The cars always had to be coupled so that a long buffer was adjacent to a short buffer. This was particularly important as far as the driving cars were concerned. Thus to couple two units together, it was always necessary to couple an "A to "D driving car a non-driving motor carriage and a trailing carriage. Trains are made up of 3,4 or 7 car sets.

All models are sold as individual items to enable the collector to create their own sets. Each model is supplied attached by a turn key to a length of display track, which clip together as required.

The scale carriages are fully articulated and are suitable to run on scale track. The carriages are screwed construction allowing them to be dismantled to enable motor bogies to be added. The meticulous attention to detail means that various options will be offered throughout. The bogies, different styles were used on the 1938 stock and 1959/62 stock and these will be correctly portrayed on the models. The wheels have been carefully adapted to run on fine scale track including pointwork for those modellers wishing to motorise their models.

On the initial release the bodies of the 1938 stock will be painted in the deep red used by London Transport at the time the stock was introduced, (later repainted in the standard red used on buses) while having the window uprights painted in cream. The roof will be in grey

A high level of detail is included in the interiors with the floor painted brown to represent wood while the seats and interior walls will be in green. The moquette on the seats in a deep red. The interior window pillars will be a polished wood finish. Interior roof in off white, with hanging straps and route maps.

The London Transport Museum has preserved an actual four-car set of 1938 stock.

It is kept at the Acton depot, which is open to the public on three weekends each year. The London Transport Museum will be able to advise you of future weekends when Acton will be open (TEL 020 7379 6344)



Top. Still earning a living in Prince Edward Island, Canada this year is this fine fleet of ex London buses represented by RTL1076.

Lower. RT4188 and RT2129 await their passengers this Summer



Top. The Prince Edward Island fleet is kept from the elements in this purpose built garage. Here RM1371, RTL1105, RT4763(?) and RT961 find shelter.
 Lower. Gold RT4712, K424 and Tower Wagon 89Q return to Acton Depot from the Holloway Garage Open Day

Top. Cobham team at the Bedford Event last July. Photo. Graham Smith
 Lower. Arriva's Golden Trio . RT4712, T172 and RM6 pose at Hyde Park Corner prior to the Summer's Jubilee celebrations.

London Buses in Guernsey



Top No. 19, RTL1004 , and lower, No.18, RT4037 at Pleimont in 1999.
Photos Phill Cruise

Top. No.15, RT1377 at St. Peter Port June 2000.
Photo Peter Chidley.
Lower. Repatriated No.14, RT2494 owned by Phill Cruise
at Alton this Summer.
Photo Phill Cruise.



The front entrance conversion of RTL1004 is shown here, loading passengers at St. Peter Port in June 2000. Photo Peter Chidley.



Keith Rose looking suitably chuffed after a drive of K424



D142 crewed by Roger Stagg and Graham Smith, took part in the 'Puppet Parade' at the Black Cherry Fair, Chertsey during the Summer. The two at the front look almost life-like!
Photo Graham Smith.

SHOWBUS

Once again Showbus was held at the Imperial war museum Duxford Cambridge on the 22nd September with over 400 buses and coaches from the major operators across the country.

Entrance to the show includes admission to the largest and best aircraft museum in Europe

It is the home of many historic aircraft, some of which flew on the day from this live working museum.

Duxford is steeped in history and played a vital role in the battle of Britain. Douglas Bader flew his big wing from this airfield. Later Duxford served as an American airbase with the 8th air force.

Over 100 stallholders were again in attendance catering for most people's taste. By far the most popular venue was again the Marquee of EFE to see the promotional model for this; year plus the masters for future proposed models. I was impressed with the excellent detail that EFE have put into the 1938-tube stock. They have even included the push buttons on the doors and the no smoking signs on the windows of some of the trailer cars. To further the promotion of the tube stock EFE had invited a model rail club to display a London underground with a very realistic station in the distinctive house style designed by Charles Holden. The layout was running a variety of very good scratch built past and present tube stock.

5Q5

Now that your appetite has been whetted with the release of corgi's 4Q4's What about the 5Q5 an excellent model of the 5Q5 has been on the market for about two years now from RTCmodels.

The 5Q5 was the central area version ordered by London Transport in 1936. Whith its entrance ahead of the front axle, a position made possible by the fact that no platform door was needed. Thereby taking full advantage of the possibility for increasing the capacity to thirty-seven passengers on this type.

The roof of the Park Royal type bodywork also had a slight slope to the rear. The use of a rear emergency door enabled the overall appearance of the body to be an improvement on the 4Q4.

80 buses of this style were ordered with 53 in red, as the last 27 were diverted to the country bus department. To release a like number of 4Q4.s which were modified for Greenline service at the end of 1936. These were reclassified 1/4Q4/ and retained this coding when they were returned to bus service in 1938.

As such the 5Q5 would have been seen in service in a two tone colour scheme, of light green almost apple green with a pale green window surround.

New Accessories

David Eden of RTC is always looking and improving his earlier models. The latest of which is the 5Q5 model by rebuilding the front he has already done the back, to take flush glazing to improve the look of an already excellent model. It will be announced when ready.

Also Later this year it is hoped to include flush glazing for kit no. 201 (4RF4 BEA one and-a-half deck coach) plus all the LT Renown range kits no. 203/4/6/7 and 8

New accessories now available are Ear-type indicators as used on RT. RFs these come with pre-coloured decals at £2.25 for two vehicles.

RTC'S PROPOSED RELEASE Lowbridge body STL 1942.

RTC's proposed release is a model of the unusual designed low bridge bodied STL built to wartime austerity specifications. Not one of the glamorous styles of STL but never the less due to the times quite an achievement.

In 1942 34 chassis were unfrozen, twenty of the chassis received other bodies from the overhaul line at Chiswick works resulting in a new low height bus classed as 19STL.

The upstairs arrangement was that which had become conventional for 'low height double Decker's' with side gangways on the offside, from the head of the staircase to the front with four seats in a row.

Seating 27 on the top deck and 26 on the lower saloon. The bus was recognisably an STL design and showed little external evidence of the austerity nature of their construction except for the non-opening front windows on the top deck, (see heading drawing) and the rather restricted blind display.

The austerity nature was more evident inside the saloons, with wood framed seats and unlined side panels. The less intruding foreshortened type of lamp mask usually used upstairs was fitted to the lower decks of lowbridge buses due to the lowered walkway fitted to the offside to give passenger clearance when vacating seats.

Twelve of these buses were allocated to Harrow and Weald (HD) garage for use on route 230 due to the low bridge at Headstone Drive.

This class of bus was instantly recognisable by the distinctive mid height band which dropped sharply downwards at the front bulkhead rising again at the rear bulkhead gives a rather narrow appearance to the lower window surrounds. These buses appeared in a variety of colour schemes including grey in 1943. Later they were finished in the standard wartime livery of brown roof window surrounds in white with a black mid height band and white painted front mudguards. They survived long enough to appear in the overall green with a cream mid height band until withdrawal in 1952. These buses appeared with some windows boarded up as most buses of the period did, due to shortages and restrictions in the supply of window glass.

This style of bus will fit in well with other austerity models of the period, the Guy Arab, Daimlers but for the period still has style about it and is another model not to be missed.

RTC (will announce when ready to all existing customers when available.)

PLEASE NO ORDERS YET

LOW HEIGHT STL WITH DISTINGTIVE DROPPED MID HEIGHT BAND CLEARLY SHOWING UPPPER FLOOR ARANGMENT

O.O.C. LODEKKA

I do not normally stray from London's buses, after all the title is LONDONS BUSES IN MINATURE But the latest offering from OOC with there new rear entrance FS model has something very special.

Depicted in the Southdown fleet, The detail in this model is superb.

The Tampo printing is excellent. On the staircase wall a fare stage notice with the staircase moulded-in a striped finish. Various etched handrails are all visible from the rear.

The front of the vehicle has a nice touch with licensing discs and photo etched handles and grab rails for the conductor to change the front destination screen. The authentic cream steering wheel is on a separate green shaft. Etched Wind-screen wipers with a superb finish on the grill and a neatly topped radiator cap makes this model the best yet from OOC and will make a flagship model for Southdown fans.

As always a number of the latest releases are available from COBHAM'S own shop and if like me you had not ordered yet, contact Alvin and place your order now. Alvin offers a generous discount to fully paid up members.

CONTACT INFORMATION

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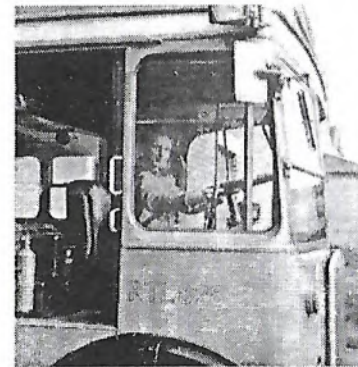
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My Boyhood Interest

Graham Bartlett.



I used to look forward to Sunday mornings when I went to Willesden Bus Garage when my Uncle was on Charge Hand Duty. As a 12 year old I thought that was great. On one of my visits I took my box Brownie with me, hence the photos in several poses on an RTL 828 he used to do a few small jobs on the buses I used

to help or watch (More like watch!) The highlight was taking the buses through the vehicle wash, my uncle would put me on the front of the driving seat I steered whilst he operated the accelerator as I could not reach the pedals! Others remarked that the buses had never looked so clean. Mind you we took them round three or four times, we would get a trail of water all around the garage. At that time it was a Leyland Garage, but they still had 2 pre-war RTs with Lighthouse, which were used for training purposes. The RTs got washed as well but they leaked like sieves. I may be over 4 times the age now but my interest in buses has not diminished. I found out that my Uncle worked with Don Tolley who was Joh Rawlins Uncle and this got me involved at Cobham Bus Museum.



1952 Goodwill Visit To The USA and Canada
Albert Dennis's Diary

Graham Smith

Members may recall articles I wrote in Magazines 33 & 35 regarding the collection of items relating to the above Tour and which had been kindly donated to the Trust by Mrs Audrey Dennis, widow of one of the LT staff who'd taken part in the epic tour. Also, members may have seen the two-part article entitled Atlantic Crossing written by David Thrower and myself which appeared in issues 59 & 60 of Classic Bus magazine earlier this year. If not, then I am sure that Gavin Booth, editor of Classic Bus, would be more than delighted to hear from you regarding back numbers!

Atlantic Crossing was richly illustrated with photographs and other items from the Albert Dennis collection. An item of especial interest is Mr Dennis's Diary, in which he recorded his personal experiences. The Diary is particularly detailed for the period up until 8th March 1952 when the staff and vehicles (including the Trust's RT2775) left Liverpool Docks for New York. It provides a unique insight into the selection and training of the Tour's staff, their hopes, concerns and feelings, as well as a contemporary guide to the workings of the still then mighty LT organisation. Let us not forget that, fifty years ago, to be chosen for a venture of this size would have seemed an amazing challenge and privilege. Overseas travel was still a rarity then for most people and the UK was only beginning its faltering recovery from the Second World War.

A full transcript of the Diary on to disk is being prepared, as and when my wife, Liz, and I can find the time to do this. If any members are interested I would be pleased to send a copy to them as an email attachment. You can contact me on: <cobhambusmuseum@aol.com>.

Shown below are extracts from Albert Dennis's diary for its beginning on 15th December 1951 to 8th January 1952. If members are interested (and the Editor is willing!), then further extracts will appear in future editions of the Magazine.

1951 - Saturday, 15th December

District Engineer, Mr. Cadwallender called at home to instruct me to report to Chiswick on Monday morning for an interview regarding a proposed visit to USA. He wished me luck and was very pleased about it.

Monday, 17th December

The great day arrived for the interview at Chiswick. Had spent a worrying weekend. Would I be good enough? How many would be there? What questions would be asked of us? Found three other electricians there waiting, went in one by one, all agreed to meet in canteen for a talk-over afterwards. Many questions were asked, am I familiar with RT, could I handle a generating set, would I be inoculated if I was chosen, could I drive a bus, could I lecture and numerous others. Visited canteen afterwards, met others. All had same story to tell, could not throw any light on who might be chosen. Left in high spirits and hope, saying goodbye, wishing everybody best of luck. Shame we couldn't all have gone!!!

Thursday, 20th December

After four long days waiting, I've at last received notification to be at Griffith House medical centre on Friday - things are moving, they wouldn't me to be examined unless I was successful, surely - but then - perhaps they can't make up their minds and want to eliminate a few by medical?

Friday, 21st December

Arrived at Griffith House and palled up with a fitter who was at interview with me. We both agreed we must have been chosen. But then others may be going to other medical centres? Wasn't long before we found two others there from the operating side and a chap from the semi-skilled staff. Well, would we be fit? Fit enough not to let the tour down, every one of us would count. Illness would handicap us on such a strenuous journey. We built a picture of what would be wanted of us. To be brief, it was a tour of America from New York to Los Angeles up to San Francisco, through the Rockies to Chicago back to New York. Driving three buses all the way.

10am brought us all anxiously before the X-ray specialist for the first stage of the most severe medical I have yet received. Eyes came next - What letters are they over there, covering one eye alternately? What colours are over in that corner? What was our height and weight? Had we had any illnesses recently?

Then rumours started to fly. One of us was sure he was colour-blind, another wasn't so sure about his blood pressure, and so it went on. Each consoling the other and worrying himself - was the wavy line on that machine which measures our heartbeats, a graph of a good sound strong one or were there signs of it coming to a faltering stop at any moment? Did the lady who carried our X-ray photos through the passage have a sympathetic 'Ah, well it can't be helped look' on her face, and so it went on all through the morning. We went and had a cup of tea at the suggestion of a considerate doctor to await events. They had a very difficult job to do that morning. Did they want to stop any of us from going? Of course not. Nevertheless it was their responsibility to see who would be fit enough.

We had been told on leaving our garages to report to Mr. Bonny at Chiswick directly we knew we had passed and now we were waiting for the great moment. Then it came - we were all to report back to our garages and await further information!!!! What had happened? Had we all failed? Was it being held over Xmas so as not to upset our festivities? And so went back more worried than when we started. We left, each still consoling the others with visions of America fading rapidly.

Thursday, 27th December

Six more days have passed and I have just been told to report to the office - here it comes - we are sorry to inform you - Mr. Bonny was there!!!! 'Dennis, I have much pleasure in telling you, you have been chosen to accompany us on the tour' - What a day!!! 'Report to my secretary, Mr. Bond, tomorrow morning at Chiswick'.

Friday, 28th December

Saw Mr. Bond and received passport forms, driving licence form, PSV forms. Told that I would be under Chiswick's training school for driving instruction. We were all to be trained to high standard as the Americans no doubt would be very critical of what they saw. Passport photos would be wanted and there would be many things to do in the next few weeks, vaccinations, talks, interviews, visits and events etc. Did [not] know who were to be my mates for the next seven months. But did hear that a number had failed on that not to be forgotten medical exam and that others were being hurriedly examined to fill the gaps. There were to be eight in the party and three buses, two RTs and one RTL, one bus with 11 blinds and fitted out exactly as a service bus. More details of route were given and we were leaving on March 8th at Liverpool on the Cunard line ship Parthia, first class passenger cargo boat and return to Liverpool on July 4th on the SS Media sister ship.

Monday, 31st December

New Year's Eve. Arrived at Chiswick at 9 o'clock to meet all those who from now on we would work, live, sleep, eat, and face our many problems with. Their names were Mr. George Hearn, George Streeter, George Gwynn, Frank O'Connell, Leslie Hindebank, Ted Barnes and Mr. Bonny. In Mr. Bonny's office we were introduced to each other and given rough idea of the size and length of the tour. It was certainly no holiday and we were to start by a period of intensive training at the wheel. This was where I met my first problem. I was the only one who had not passed out at Driving - and we were all to be of first class standard PSV so I have a lot of work before me. We were introduced to Mr Latham and Mr. Garner, two inspector instructors of Chiswick Training School. Mr. Garner was to take O'Connell, Hindebank and myself, the operating staff and Mr. Barnes with Mr. Latham. We were taken to see Mr. Taylor, chief of the Training School, who gave us a talk and was surprised that I could not drive at all!!!

The first job was to take me to the County Hall for a provisional driving licence and it wasn't long before I had my first turn at the wheel. I soon realised I had an awful lot to learn and I had a very persistent instructor. If we had all been of the same standard of driving there would have been quite a feeling of competition between us. But that was not so. I couldn't help feeling how much better the others were and it was no encouragement.

1952 - Tuesday, 1st January

The first day of 1952. I wonder what it will bring? I arrived at 8 o'clock and away we went. Can't be sure that I had improved yet. Met in Mr. Bonny's office in the evening and was told we should report at Clothing Centre for uniforms tomorrow morning.

Wednesday, 2nd January

Arrived at Clothing Centre and we put on inspector's uniforms for size. Spent a lot of time there and did not get back to driving again until the afternoon. Told must meet in Mr. Bonny's office for a publicity run-over. Mr. Bonny said we must prepare our life story from birth to present day, including any items that would be of any interest to newspapermen. We would be having our photos taken for publicity on Monday next with an interview. We decided to visit a studio this afternoon for our passport photos, this we did and what fun we had - would be ready by Friday.

Thursday, 3rd January

Continued driving course today by attending a lecture in the school. We learned what happens when a bus turns a corner, how to back a bus when turning round to face the other direction.

Friday, 4th January

Went driving again today doing the rounds for the Garages wages. Collected passport photos in the afternoon. Spent most of driving turning corners. Must be weak on this.

Saturday, 5th January

We had lifting gear demonstration at 8.45 and driving again for a couple of hours.

Monday, 7th January

Visited Clothing Centre this morning and was rigged out with grey coat and new cap with white top. We had our photos taken with Mr. Bonny in centre. Looked a pretty sight with summer uniforms in the depths of winter. Had dinner and out driving again in the afternoon. I feel I have improved a lot now.

Tuesday, 8th January

Spent hour in morning turning in parade ground until time ready for visit to Marylebone Town Hall for vaccination. Drove with Mr. Bonny aboard. Had more driving instruction until afternoon. All went to 55 Broadway to see a Mr. McLean. Mac is one of the officials of the British Travel Association. We met in Room 139 and had a long talk on the arrangements. A representative of LT was there and Mr. Bonny. Mr. McLean gave a rough outline of what the objects of the tour were. We would be a travelling exhibition and our job was to encourage American tourists over here. Last year about 700,000 tourists came here, which was worth over £100million in foreign currency, and was our biggest single Dollar earner. Many Americans had only seen photos of London's buses and thought they were terrific. The sight of them in America will thrill them. The tour will also benefit London Transport immensely including many and various trades. Mac's job was to co-ordinate the aims and objects of the Travel Association with those of LE.

Pay and allowances came next - we were to receive a subsistence allowance while we were away of \$8 a day, to include the buying of food. Hotel accommodation would be paid for in advance. We might stay in motels while we were on tour. But these were as comfortable as hotels. We were told that a rough estimate of the cost of food was:

Breakfast \$1.50, Lunch \$2.00 Dinner \$2.50 making a total of \$5.50 to \$6.00 a day less any which may be given us.

Laundry was a difficulty and we would have to rough it now and again. We cannot take own money, with the exception of £10 which only could be spent on board ship. Expenses could be saved by having meals in the café on the corner. We might accumulate say 50 cents a day and have say \$50 dollars in the kitty when we come back. We could, if we wanted to, take Travellers' Cheques. We then received the itinerary and were given information of the postal facilities. Air letters were the quickest and really the best. We would have to visit the American Embassy for visas and have our fingerprints taken. We would have to obtain American driving licences and any other necessary formalities may have to be endured. We would leave on March 8th and may have to be in Liverpool on the 3rd or 4th. We must take our Nat. Identity Card and our Food Ration book filled on page 5. We will take a billycan and will brew our tea on the way. In America we will be met by Donald Martin the press officer of British Travel Association over there and his assistant, with a couple of information girls who would travel with us most of the way for information purposes. We were to take winter clothes in case it was cold in New York when we arrived. Mr. K. A'Court of the London Transport Magazine asked us to write him periodically. We would be wise to take our trade union cards. Cameras can be taken.

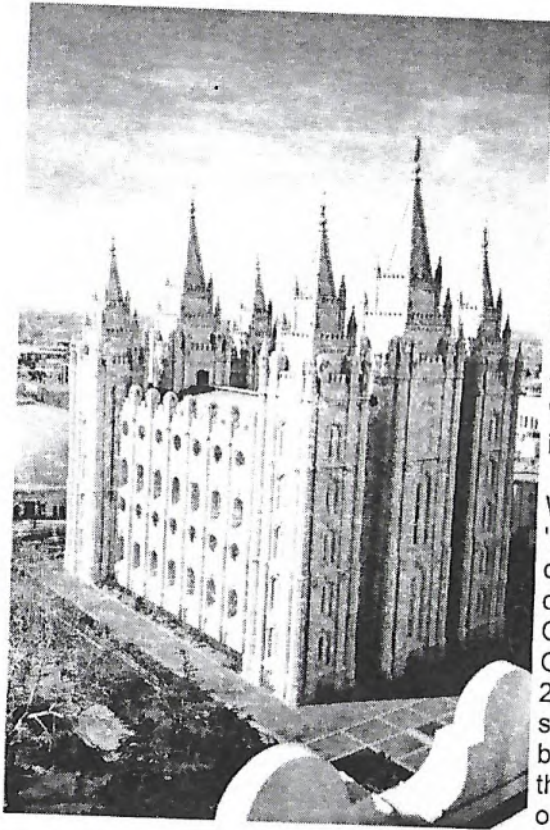
**A big Thank-You
to everyone who donated heavy duty
coathangers for the uniform store,
not forgetting everyone who donated
uniforms in the first place**

Olympic Drivers in the City of Zion

Ultan O'Sullivan

'Zion' is a word often associated with the concept of hope, describing that place where a group of people yearn to see their hopes fulfilled. Israel comes to mind in this regard where the Jewish people are concerned. It is a word with spiritual connotations. Other meanings given for 'Zion' in Webster's New World dictionary include "the heavenly city", and "the hill in Jerusalem where the Temple was built". Along with the concept of hope, these meanings stand out as particularly relevant with regard to Salt Lake City, where this year's Olympic Winter Games were held. A city with few parallels in the western world, it is a unique place, where it is difficult to separate the spiritual from the temporal, as can be done easily almost anywhere else. It even has geographical similarities to the 'Land of Jerusalem', with its own 'dead' sea, the Great Salt Lake, into which flows its own River Jordan, aptly named by the Mormon Pioneers, who arrived in the Great Salt Lake Valley in 1847. Since the founding of their church some twenty years earlier, these people had been suffering mindless persecution because of their religion, in a land that guaranteed religious freedom. Having been forcibly ejected, often violently, from every place they tried to settle, they longed for a place where they could build a Temple and practice their faith without fear. In their hearts and minds, their 'Zion' was still out there in the mountains over that faraway western horizon.

In those hills they finally built their Temple, a magnificent monument to Almighty God, which stands to this day, equal in beauty to Europe's finest cathedrals. Brigham Young, President of the Church and leader of the pioneers at the time, went on a mission to England, his ancestral home, in 1840. He was very impressed by English architecture, and was particularly interested in London's Westminster Abbey, St. Paul's Cathedral, and the Tower of London. He also loved Worcester Cathedral, and was fascinated by the intricacy of its Gothic carvings.



These buildings all influenced the design of this Temple, which was completed in 1893. Today, the city in which this Temple was built is still affectionately referred to as the 'City of Zion' by its citizens.

Why was this 'heavenly city' chosen to accommodate the Olympic Winter Games of 2002? Although some claim that bribery landed the city this honour, it might possibly have

been the fulfillment of an ancient biblical prophesy. "And it shall come to pass in the last days, that the mountain of the Lord's house shall be established in the top of the mountains, and shall be exalted above the hills; and all nations shall flow unto it" (Isaiah 2: 2).

Now being a union bus driver (Amalgamated Transit Union-ATU), I could have cared less where the Olympics were held, however exciting they might have been. They came and went every two to four years, whether here in the USA or some other part of the world. One afternoon early in the year 2000 however, while reading an article entitled "Salt Lake Organizing Committee Begins Recruitment of Drivers" in the ATU's 'In Transit' magazine, the venue for the coming Olympic Winter Games took on a new importance for me.

Called the 'Drive for the Gold' programme, the Salt Lake Organizing Committee (SLOC) for the Olympic Winter Games of 2002 was being assisted by the ATU in looking for drivers like me for its proposed Olympic Spectator Transportation System (OSTS). Professional bus drivers and mechanics from all over the United States could apply, including retirees. Those interested were invited to contact SLOC by phone or online.

Applicants' names were entered into a database over the next few weeks, and we soon learned that SLOC would send us information about the job regularly over the next two years. We in turn would be asked for information about ourselves over this period. Selection would be based upon one's ability to secure a February vacation, the number of days one could devote to the Games, one's driving record, and, depending on one's outlook, a greater or lesser degree of 'good luck'.

I was willing to devote 21 days to the Games (good), had a great driving record (better), and with ten years of service, could secure vacation time in February, 2002 (best!).

My employer, NJ Transit, had to send a letter to SLOC verifying my employment as a bus driver, and confirming that I had enough seniority to secure a February vacation. This done, I sat back and waited, praying for a kind of 'good luck' I was never used to.

Sometime in July, 2001, I received a letter from the Senior Transportation Manager for SLOC, Alan Waxman, and realized I had just been invited to what would eventually become a bus driver's 'Zion'. Out of nearly 4,800 applicants, I was one of less than 650 selected to be a shuttle bus driver for the Salt Lake City Olympic Winter Games of 2002! And the trip wouldn't cost me a penny. Not only would SLOC pay for my transportation, they would also pay my lodgings. Not quite a 'volunteer', I was to be paid a wage almost as good as what I got for my 'real job' in New Jersey, along with a generous 'per diem'. Originally from Dublin, vacation pay plus Olympic pay shed new meaning on the old adage, 'the luck of the Irish'. The leprechaun's crock of gold was finally mine! The only hitch was that I couldn't bring my family.

I chose the prerequisite three weeks from February 3rd till February 24th, 2002. By December, 2001, my airline tickets were delivered, and I had some idea as regards my accommodation in Salt Lake City. Although still five weeks away, time went fast. At 07:30 on Sunday, the 3rd, I took off from Philadelphia International, and in just under five hours was once again on solid ground in Salt Lake City. From the airport all 'Drive for the Gold' personnel were bussed to the 'Team Processing Center', where each driver was given a Federally mandated drug test, and issued a uniform-complete with Olympic logo. Everyone was then taken to their lodgings, which for me, along with six companions, was the Motel 8, in downtown Salt Lake City. Monday and Tuesday would be spent in training.

Officials from the local transport company, the Utah Transit Authority (UTA), and SLOC staff provided our training. Monday was spent learning procedures and rules in the 'classroom'. That evening, everyone was treated to a Celebration Dinner, hosted by the Salt Lake branch of the ATU (Local 382) in the South Towne Exposition Center, in Sandy, slightly south of Salt Lake City. Tuesday we familiarized ourselves with our designated routes. Wednesday we found out what our respective days off would be-everyone would get one day off per week.



All drivers except those on the 'spare' list would be on the same route for the duration, so as to avoid getting lost due to unfamiliarity with the city, which had created havoc in the 1996 and 2000 Olympics. SLOC knew that good transportation planning could really make the Olympics, and the OSTs, which was run by the UTA with professional ATU-drivers behind the wheel, proved this with an operation that, except for a few minor fender benders, went off without a hitch.

With 70,000 visitors expected per day, the city realized that free public transport was the only sane way to get people into town for the Games. Since many streets in the city centre were to be off-limits to cars for the duration, that alternative was simply unthinkable. The transport problem was solved by setting up a number of hubs, all of which were within walking distance of the downtown Olympic venues. Various temporary park-and-rides were set up north, west, and south of the city from which people could take the bus to these hubs. There would be no fares charged and no intermediate stops on any services. On February 6th, 8th, and 24th, the dates for the Dress Rehearsal, and the Opening and Closing Ceremonies respectively, the buses would run from the park/rides directly to the Rice-Eccles Stadium, the venue for these events. During training, drivers were familiarized with these routes too. Buses would run from 14:00 till 01:00 on all services. A 45-minute break for meals was provided about halfway through. The Motel 8 drivers were issued free tickets to the Dress Rehearsal for the Opening Ceremony, but only those who were off on Wednesdays could attend. Guess who got to go-that leprechaun was trying hard to win back his crock of gold!

Ordinary souls paid around \$350 to watch this event, which was indeed a spectacular show, in which featured, among others, the Mormon Tabernacle Choir singing 'The Star Spangled Banner' and local Native American groups performing Ceremonial Dances.

Our 'garage' was a large gravel lot opposite the UTA's Meadowbrook depot. All downtown venues were served from this location.

The buses we drove were loaned to SLOC by transit agencies from across the United States, including the UTA. (SLOC also provided bus services to the mountain venues outside the city, but I was not part of this operation). Of the many downtown routes, mine was the shortest of them all. It went from the Utah State Fair Park, at North Temple Street and 1000 West, to the hub at North Temple Plaza—a total of five (long) city blocks.

My first day at 'work' was February 7th. Dutifully showing up at 14:00, I reported to the shack, picked up my radio and defect-card, and proceeded toward the buses. As I gazed over my choices, I realized that I had never driven any of these types before. There were New Flyers from Atlanta, Georgia; Orions from Buffalo, New York; Gillig Phantoms from Orange County, California. Others came from St. Louis, Missouri; San Diego, California; and Foothills Transit, California. Finally, there were GM Classics belonging to the UTA, and compressed natural gas buses from the Nation's Capital, Washington, D. C. Unfortunately, this latter type I was not to touch. I decided on an Atlanta New Flyer and climbed into one. There was no time for 'familiarization runs' on buses you were not used to. You were expected to use logic and common sense to figure out which switch was which, and to familiarize yourself with the handling characteristics of a bus while en route. Before long, I was going 'special' up Interstate 15 towards the Utah State Fair Park. These New Flyers were aptly named, doing 60 - 65mph with ease! Soon I was back on city streets, making my way up North Temple Street to our staging point opposite an enormous parking lot—the White Ballpark—which was already beginning to fill up with spectators' cars.

Here some information about Salt Lake City's street system would not go amiss. Temple Square, in which the Mormon Temple is situated, is the centre of the city, around which the main streets are laid out in a perfect grid. Consecutive blocks in all directions are numbered 100, 200, 300, etc. At 800 West, for example, you are eight blocks west of the City Centre. Most striking is the width of these main streets, which from the foundation of the city—planned by Brigham Young through inspiration—has been one hundred and thirty-two feet.

The foresight shown by this planning is appreciated today as congestion is not that bad here, and was definitely not encountered by this driver during the Games.

Back in the bus at the staging area, I was waiting my turn to load up with passengers. After each bus in line ahead of me loaded up, it left for North Temple Plaza, at North Temple and 550 West.



When a bus departed, it was supposed to make an immediate right turn through a gateway into the State Fair Park, proceed to a second pick-up point inside the Park, then make a right turn out onto 1000 West. From there it would turn left onto North Temple and head straight for the city. On this my first day, however, the gateway was locked. Loaded with passengers and ready to go, the guy with the key hadn't shown up yet! I then got this gut feeling that I was about to do something I had never done before with a bus.

When the pedestrian light turned red, the UTA supervisor walked out into that 132-foot wide street to hold back all traffic, and told me to "turn her round". Steering full lock to the left, I made a perfect U-turn with that forty-foot bus on North Temple and drove straight to the city! Can that be done anywhere else with a bus?

A few minutes later I reached North Temple Plaza, discharged my passengers, then proceeded back to the Fair Park, where I waited in line at the staging point as before. Sometimes, one or two people might ride back with me in this direction. On one such trip, my load consisted of two young Arab gentlemen, with long beards and turbans. Just me and what looked like Osama bin Laden's twin brothers! I couldn't help remembering friends and relatives-including Mum back in Ireland-telling me to be careful in Salt Lake City, as it would surely be a terrorist target. It turned out that, far from being terrorists, these guys were just two Canadians who were in town to cheer for their country's team. When getting off at the Ballpark they thanked me very politely and went about their business. Security, now that we're on the subject, was actually very thorough during the Games, with nobody having anything to be afraid of. So it went, every day, back and forth. Around 18:00, the first drivers were sent on break. I usually opted for a 19:30 or 20:00 break. To go on break on this route, you merely pulled your bus out of the staging area, and 'went special' down the route until you reached one of the restaurants towards the hub-end of the line.

At your favourite restaurant-and you had a different favourite each night-you just pulled over and parked your bus on the side of that 132 foot wide road, like it was a small car, went in and enjoyed your meal! Once finished, you drove the bus a couple of hundred yards down the road, to the hub staging area, where you waited until called. From here, buses could be seen loading up at North Temple Plaza with passengers who were now homeward bound after enjoying an event. When there was just one bus left loading at the Plaza, the staging area supervisor was signaled to send another bus down, where it would start loading passengers for the return trip to the State Fair Park.

This method of operation, whether going to or coming from the city, ensured that once passengers reached the 'stop', a bus was always waiting for them, instead of the other way around. Once a bus filled up, or there was a gap in approaching passengers, but in any case never more than 4 - 5 minutes, that bus was sent on its way. The next bus then moved up on the stand and waited for more people to arrive at the stop. As a passenger the night I attended the Dress Rehearsal, this system worked so smoothly, that the only waiting I did was on that nice warm bus in out of the freezing weather!

At around midnight, drivers began to be released from duty, and started returning to the garage. At least two drivers were kept out until the last bus departed North Temple Plaza at 01:00. By this time, there might be only one or two people travelling. Once these passengers were dropped off at the Fair Park, another Olympic day on the buses was over, and the remaining drivers went back to the garage. While working for SLOC, drivers were accommodated at various places around the city. Those who stayed at apartment complexes were bussed to and from work. Others, myself included, were accommodated in smaller groups, at local motels. The seven of us at the Motel 8 were allocated a minivan for our transportation convenience! We could even use the van on our days off, provided we drove the others to and from work. Since a condition of employment at SLOC was free use of UTA services, I usually opted for this and gave the van to the others for their trip to work.

For pay purposes, work started upon leaving the motel and finished upon one's return. This generous arrangement resulted in each of us at the Motel 8 submitting similar hours at the end of each week. A slight disadvantage of this was that we all had to wait at the garage for the last one of the group to be released from duty before we could all leave! SLOC's workweek started on a Saturday, with everyone guaranteed 40 hours pay per week.

Anything above forty was paid at time-and-a-half. Since everyone's last week commenced on February 23rd, a Saturday, those leaving Salt Lake City over the next two days to return home were paid 40 hours even though they may have worked only 15 or so, like myself!

Upon leaving, I was presented with a gift package in which was a wrist-watch complete with Olympic logo, and a bronze Olympic medallion, plus a 'Drive for the Gold' uniform patch, which I proudly attached to the shoulder of my Olympic driver's anorak. It was with heavy heart that I departed the City of Zion that Sunday. The UTA supervisory staff, and Alan Waxman and his magnificent team had been beyond doubt the greatest bunch of people I had ever worked for, and I won't encounter their equal anytime soon.

Utah is a place of great natural beauty, but so too are Maine, Virginia, and the Appalachian Mountains, all much closer to home. From almost anywhere in Salt Lake City, you can see the mountains, but Dublin is also close to the mountains, with the sea thrown in as an extra, not to mention old friends and Mum just down the road! Now that I've returned to New Jersey and have had time to think about my experiences in Salt Lake City, I firmly believe that our Lord wanted me to go. For a mere mortal it would have proven a Herculean task to persuade me to spend my holidays in this for me slightly off-the-beaten-track place, even with my family along for the ride. In His infinite wisdom, however, all it took was the intoxicating combination of Olympic prestige and my love of buses.

Acknowledgements

I would like to thank Mrs. Sherrie Allred, from Lindon, Utah, without whose help I would have substituted historical 'hearsay' for fact quite a few times in this article. Were it not for her, I wouldn't have been able to write this feature as confidently as I did. Sherrie, and indeed my sister, Niamh, refreshed my memory regarding the Osmond Brothers. My thanks also to Alan Waxman, from Memphis, Tennessee, who provided me with some 'behind-the-scenes' details. I must also remember missionary Sister Kahalepuna, from Hawaii, and many of her colleagues for helping me understand the doctrine and history of the Church of Jesus Christ of Latter-day Saints. Last, but certainly not least, my gratitude to my wife, Jenine, who despite being seven months pregnant during the Games, selflessly gave my trip her blessing, knowing she couldn't accompany me. Wherever she is will always be Zion to me.

Beyond the Gates

John Hinson

Firstly, a couple of follow-up notes on the last episode: RT3323 was seen in Doncaster by Simon Austin in 2001 in good order and still in use. Also, BEA MLL735 mentioned in the last issue was with Simon & Kevin Austin in August for head-gasket replacement. Roland Graves remembers often seeing this vehicle parked up amongst other commercial vehicles at a farm at Bethersden alongside the A28 over many years. It had been under cover in a "pole barn" which would have kept it reasonably dry. If it was ever sold (when advertised) it certainly didn't move location! Formerly preserved RT4497 was at the Lydney premises of the London Bus Export Company in August, and one wonders where its future lies. Also there (in September, at least) were RM460 (unseated) and DMS 2151.

DMS1002, DMS2357, DM2646 and SMS637 are with an owner in Royston (Herts) for preservation.

RT4588, a vehicle that may be better remembered by many at Cobham under fleet number RT2507 as Q995 CPE (converted to open-top), has hopefully finished its troubled travels and is now in preservation with Jim Cowdrey in Devon. I hear he has been successful in re-acquiring the original registration for the bus. At some time the bus was painted to match the San Monique Transport livery of the Bond Film "Live and Let Die" and it currently remains in these colours.

David Thrower writes on progress with his RT2794 on its "second time around" restoration. It has had all lower-deck panelling stripped off below window level, all woodwork and metalwork in the lower saloon framing treated, all rotted woodwork replaced (although not too bad), some steelwork replaced or strengthened, and has been prepared for a complete external repaint (about two-thirds now done).

Activities in France include the likelihood of RTW335 being repatriated to the UK, whilst the remains of RTL960 have been offered for sale for spares. The latter comprises the complete chassis with engine, mechanical parts etc. along with wings and front dome. Contact is Danny Chabaud by fax at 00 33 5 49-87-58-74

It is reported that an STD survives in Novi Sad, Yugoslavia, in semi-preservation. It is thought this must be STD170 or 171 but so far nobody has been able to make a positive ID.

(Eds. note, see after this item.)

Simon Austin has confirmed that the two vehicles previously mentioned with McCulloch Realty, Lake Havasu City, California are RT1582 and RLH39, although other sources suggest the RT is 3193. Another mystery, perhaps . . .

Back to the UK, and some interesting sightings at rallies:

At Staines on 11th August there was, of course, a good range of London vehicles, and it was particularly interesting to see Keith Rose's "other" Cravens RT (1431) there. We spent some time looking through the windows at the non-standard fittings.

The Showbus Rally at Duxford also had good LT representation, although they were spread around the site owing to some having been earmarked for special displays. It was nice to see RTL554 down from York with its newly sign-written period posters.

A curious vehicle also at this event was Bristol VR DCK 988K (which is presumably ex-Ribble) fully painted out in London Transport red/cream garage plates w/livery including underlined gold fleetnames, and with garage plates etc.

I didn't manage to establish whether this is deemed to be "preserved" or whether the livery was applied for film work or something of that sort.

The Amersham Running Day (6th October) is partly run by the RT/RF Register so strong representation is always to be expected there. A special for the day was to have two green RLHs working over their old haunts on route 336 - 32 and 48. Popularly nick-named the Amersham Raining Day, this event surprised us all this year by being blessed with the late extension to summer.

The following weekend, there was a big RLH day commemorating the 50th Anniversary of the RLH class, touring a range of former routes operated by the class. Participants were RLH23, 24, 32, 44 and 48. RLH24 had come across from Switzerland specially for the event. There are photographs and information on this event on the web at: <http://www.timebus.co.uk/rlh/rlh50/>

RLH29 recently repatriated from Switzerland in skeletal form



Yugoslav STD

Recent conversation and speculation with John Shearman over the fate of the STD known to be in former Yugoslavia has prompted him to send this report.

EX - LONDON TRANSPORT LEYLAND PD1 PRE-SERVED IN NOVISAD, YUGOSLAVIA
(situation as noted on 27 December 1970)

- Dumb iron plate (UK nearside); 461626
- Engine no. plate: E181/1020. A locally made plate attached to the engine confirms 461626, and amongst other data this plate states no. 103 (perhaps that is the GSP Novi Sad fleet number)
- The cab retains its mix of standard Leyland and LT fixtures and features. (Such may be seen on the preserved ex-London PS1s (LT's TD class))

- Transposed rear platform with two piece platform doors.
- Transposed rear stairs very neatly repositioned
- Front door cut into first bay behind driver's cab with two piece platform doors. (An additional front staircase is not fitted)
- Front roof route number box remains in situ
- Front destination indicator boxes as original. Indicator box removed above the now closed-off original rear platform
- Original two piece rear upper deck window is retained
- Opening windows all appear to be original and unaltered including the opening bulkhead window overlooking the bonnet
- Lower deck seat frames are those typical of Leyland bodies whilst retaining the LT moquette (because the bus is locked not possible to view the upper deck)
- Radiator retains its 'London Transport' enamel badge
- Original front and rear registration number plates are retained but are completely blank
- All wheels appear to be original
- The bus appears to be sitting high at the rear (maybe extra leafs have been fitted to the rear springs)
- Metal Novi Sad emblems are attached to both sides of body
- Livery seems to be turquoise and white (in poor light - evening dusk)
- Overall assessment: bus in good basic, and surprisingly original, condition

Above notes (typed 06 August 2002) are abstracted from original notes made by John Shearman on location in Novi Sad on 27 December 1970. The bus was then stored in the open air behind the new bus depot on the Futog bus route. Preserved tramcar no. 57 was stored with the PD1.

By reference to published PSV Circle records chassis number 461626 is London Transport STD 171 (reg. no. HLW100).

Catering For All Your Needs (Almost!)

Dawn Stagg

To assist in improving our public image and to avoid paying outside caterers, I agreed earlier this year to take on the task of catering co-ordinator for our display day events.

A small team of ladies of the Trust has provided hot & cold drinks and refreshments at each of the display days this year and appear to have become very popular. Despite the highly competitive charges, each display date has turned in a good profit towards the Restoration Fund mainly due to the generosity of those involved in producing delicious home cooked cakes and savouries, which I am sure many of you have tried and approved. To-date we are pleased to say 'no complaints', but should you have any comments or suggestions, please contact me.

I am wondering if there are any other willing ladies who would like to help us continue through next year.

Time involvement need only be one day, or even half a day in the year, but every little helps and IT CAN BE FUN!

Please be in touch even if you can only offer half a day in the year, and not surprisingly my address is the same as that of Roger shown at the end of the magazine.

Editors note.

As we are an equal opportunity organisation this offer is also open to the men.

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Corgi	41901	Southdown PD3 Route 45	£13.50
Corgi	41902	Southdown PD3 Route 31	£13.50
Corgi	43708	LT Q1 Trolleybus Route 603	£17.50
Corgi	43712	LT Q1 Trolleybus Route 607	£17.50
Corgi	OM45701	LT Q D/D Bus Red Livery Route 77	£19.50
Corgi	OM45702	LT Q D/D Bus Green Livery Route 310	£17.50
Corgi	OM43907	Maidstone & District Guy Utility	£14.50

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Items for the magazine to Bill Cottrell (editor)
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 Trust webpage <http://www.lbpt.org>

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