

# COBHAM BUS MUSEUM

# MAGAZINE



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	manicured hedges in Surrey. Photo Don Allmey
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	RT3710 touring Europe 50 years ago.
	Photo Michael H.C. Baker

## Editorial

Bill Cottrell

Many of you were confused to receive a loose page of text with your Autumn magazine. This was the missing last page of the AGM minutes that you received with the Summer edition, so I hope not too many of you discarded it. Don't you just love it when a plan comes together?

This is the last magazine that you will receive before the open day on 6th April. With this issue there is a postcard to return if you wish to volunteer. Even if you have indicated to a 'team leader' that you are helping on the day, please send in the postcard so we have a record of all volunteers. Without labouring the point, if you can help for a couple of hours on the day (or the day before), especially if you are coming anyway, please help. In this case, many hands really do make light work.

This year is the 50th anniversary of the Coronation, does anyone want to share their memories of the special bus services associated with this event? Articles large and small welcome on this topic, please.

We intend running trips of transport interest using P3 this year. Details of the first trip appear in this magazine. If there are any trips you would like us to run, if there is enough interest, we will organise it. In addition to these trips there will be visits to rallies by Trust buses. Members are also invited to come along, room permitting. Details of proposed rallies will appear in the Spring issue.

Subject to certain conditions, members can take Trust buses to appropriate events. Details of these conditions will also appear in the Spring issue.

Here we are at the start of another exciting year. Work on G351 is going at a pace that amazes me, with tangible progress apparent every week. At this rate, it is possible that by the end of this year we may be discussing the adverts we may wish to have applied. With progress on RT2775 also gaining momentum, 2003 should be a year that is the springboard for the completion of two major restoration projects in 2004.



## Chairman's Report

Peter Plummer

In December, Bill Cottrell informed the Trust committee that he would be donating Q83 along with the chassis of Q69 and associated spares to the Trust with effect from January 1st 2003. This is a most generous donation of a very rare type of vehicle and I would like to express thanks from the members of the Trust to Bill for his commitment to the Trust in ensuring the coach will be available for display within the collection with security for its long term future.

Conversely, T792 will not be returning to the Cobham museum after an absence in excess of four years. The Trust committee made an exception to a very strict rule that when a resident vehicle is sold by its owner, the vehicle space is surrendered. This was in the belief that the return of this unique vehicle would again enhance the collection for the viewing public.

However, the space surrendered has now been allocated to the first production Metrobus, M6. This vehicle became available some eighteen months ago at a time when no space was available within the building and was kindly purchased as security for its future by member Keith Rose until such time as the Trust could allocate space and purchase the vehicle from Keith. Our thanks are given to Keith for his valuable assistance in securing the vehicle which I understand is in reasonably good order. The vehicle is expected to take up residence at the end of April 2003 and Paul Morris has expressed his desire to be responsible for its refurbishment only once all outstanding work on coach P3 is complete.

Meanwhile, work on Trust vehicles has been progressing both night and day. The team of Andy Baxter, Richard Hussey and Bill Cottrell have changed the engine block of coach T504 and fitted re-conditioned heads so converting the engine to toroidal configuration as opposed to pot cavity. Work proceeded at a remarkable rate over the Christmas holiday period and both Andy and Richard soldiered on in freezing conditions right up to within a couple of

hours of New Years Day which would have been even later if the heads had been available, to expedite the overhaul. A road test took place on Sunday 12<sup>th</sup> January and first impressions were encouraging that the rebuilt AEC 8.8 litre engine is more responsive, has greater power than prior to the rebuild with far less smoke emission. Andy seems confident that a few fine adjustments can transform the vehicle from its former sluggish nature. Andy is investigating the possibility of getting the old engine block, which incidentally was overhauled at Chiswick as late as 1953, rebored. Well done team for a splendid effort.

RT2775 for which I am project leader, has progressed by having all but upper deck window drop-lights refurbished by Dave Bray and Nick Abbott and myself. The front dome inner skin was removed to beat out a number of shallow dents in the outer dome by no means severe enough to warrant the fitting of a new outer dome.

The work of re-profiling the front dome has been undertaken by John Bedford and the rear emergency window has been stripped and overhauled by Steve Hook and Alan Milliner and I thank all those that have given assistance when the need has arisen. A member has very kindly made a donation to the Trust to cover the full cost of the seat re-trim for this vehicle and I express my sincere thanks to the member who wishes to remain anonymous.

The re-framing of G351 is proceeding very well with virtually all the upright members in place. Re-manufacture of extremely corroded rear wheel arches are being progressed by a member and the whole project has an air of excitement as weekend volunteers view the mid week progress.

STL441s lower deck offside interior has been rexined and painted by Peter Hamilton and Peter Smith under Roger Stagg's leadership and again, another double deck vehicle nudges closer to completion.

Andy Baxter has been 'working under wraps' on the RML3 frontal bodywork and Nick Abbott has been practising aluminium welding in support of this project. If a member has any experience on this subject and can call in one Sunday to give us advice, please drop me a line.

Richard Hussey travelled to Birmingham in December to visit Tearne's to organise the order for the production of



varnish-fix fleet-name transfers for the Bedford tractor unit 702b the proof of which has now been approved.

The new uniform store has been fitted with low output night storage heaters by Alan Milliner and the process of painting the interior of the store is underway by Museum Development Officer, David Mulvey.

Publicity Officer, Graham Smith received notification that the last ex London General Country Bus Services wooden (oak) bus stop pole dating from 1924 had become available. Despite standing roadside on Limpsfield Chart near Tandridge for three quarters of a century and finally pushed over by a car, it is in remarkably good order with two flag positions on a gentle tapering four sided post. The item was subsequently collected by Tony Lewis, Richard Hussey and David Kinnear.

John Bedford has been in collaboration with tree surgeons and the local council following the potentially dangerous October gales. A number of trees in our vicinity are earmarked for height reduction or possible removal from Redhill Road.

The Christmas lunch on the 8th December was well attended and was a good opportunity for me to meet up with some of the Wednesday crew who I rarely see. As usual practice, the opportunity was taken for the chairman to recognise outstanding contribution throughout the year and on this occasion, Richard Hussey's loyalty and dedication was noted. Richard's considerable voluntary contribution to the restoration of STL2377 went completely unrecorded for some reason but I admire his ability to work in a team, take the initiative to get a job done and represent the Trust as a responsible member of the management.

I acknowledge all the assistance from all of the unelected members who perform sterling service such as shop crew, publicity, the important Open Day team, restoration team leaders and the volunteers who support them, not forgetting Mike Nash who despite massive upheavals in his busy private life, stayed on to perform the role as treasurer.

Lastly I acknowledge the effort of the committee of management who at times have sat at four hour meetings often in cold temperatures sometimes approaching midnight at the museum in order that important issues are dealt with.

It should be noted that in ten years of chairmanship I have never had to exercise my casting vote, which speaks volumes for the accord, which exists within the Trust.

I wish all members a Happy New Year and thank you for your continued support.

## **Membership Report**

Mike Nash

We are continuing a period of great stability in terms of numbers at 635, and whilst I doubt that further growth will be possible, the hard work that Graham Smith puts in with publicity coupled to facilities such as our website ensure that we continue at what I feel sure will turn out to be the Trust's ultimate size.

Paul Morris is presently adapting the membership database to incorporate e-mail addresses as it seems likely that more than half the membership can now communicate in this way. It doesn't seem two minutes ago that I thought faxes were never going to catch on, but certainly as far as the Committee is concerned, all but two members now keep in touch in this way which does much to cut down evening phone calls and speed up responses. Of course, we all like to wallow in nostalgia but it is equally important that certain aspects of Cobham keep up with the times. The Secretary has recently demonstrated this having finally replaced the solid tyres on his car for some of those new-fangled pneumatic ones! Anyway, please send your e-mail addresses to Paul at [plm@enterprises672.freemove.co.uk](mailto:plm@enterprises672.freemove.co.uk)

We warmly welcome the following new members and hope they soon feel part of the firm. Will those that haven't yet done so please ensure they return their yellow Members Details form as soon as possible.



963	Brian Jordan	Hook	AH
964	Mark Davies	Chilworth	
965	Martin Bateman	Ash	
966	Chris Peirce	Wealdstone	
967	B. Shean	Surbiton	
968	Peter Compton	Walton-on-Thames	
969	Grit Philippe 13xRT's & 2xRM's !	Tallende, France	KR
970	Roger Shaw	Amersham	
971	Arthur Whiting	Chesham	
972	John Hammel	Iden	
973	Kevin Quinton	Merton Park	
974	Not yet issued		
975	Roger King	Huddersfield	KR
976	David Taggart	Twickenham	AH
977	David Rowe	Upminster	
978	Ian MacBeth	York RTL554	PM
979	Geoff Lemon	Eastsound, Wa, USA	
980	Mark Kirby	Grays	
981	Dr. Mark Sleep	Eversley	RH

Recruited by :- AH – Alvin Hale KR – Keith Rose PM – Paul Morris RH – Richard Hussey

*Ed's note.*

Seeing a mention of RTL554 reminds me of the day we collected it from Acrows at Denham for temporary storage at Kingsbury. As it had an engine fault it had to be towed, and we managed to borrow Prairie Coaches Austin Champ to recover it. Talk about the tail wagging the dog!

## Open Day 6th April 2003

Simon Douglas Lane  
Chairman Open Day 2003 Sub Committee

You may have wondered whether your Sub Committee had left the planet but we have been busy as usual trying to plan another memorable event after what was the best ever in 2002. We have had one major problem and that has been the intrusion of the Go Kart track on our event and of course a major planning application for the Southern Runway which is currently in the planning process. We should be all right for 2004 (4th April) but we will have to find somewhere else for 2005!

All the major items that you look forward to are in place: the catering (new franchise at Brooklands), the loos, St John's Ambulance, our stalls with some new non transport ones, our shop at both sites with new merchandise and models for you to buy, police cover for Redhill Road, the Cobham Theme (the Roaring 20's) with appropriate vehicular support, VIP's from the local community to enjoy the road run and see the museum improvements and of course the Ticket to Ride put together by Graham Smith with input from names you know and love! And I have to thank Roger Stagg who after months of frustration for many of us in trying to negotiate with Brooklands has at a recent meeting when he was joined by Mike Nash has secured enough of the Southern Runway for us to have 300 display buses, car parking for up to 1000 cars and a dedicated road for the bus service to have easier access to and from the Runway. All this hard work is done by a dedicated team BUT you will with this newsletter receive a Model Order Form, a volunteer card to complete (if you volunteer FREE ENTRY), a request for help with publicity trips before the Open Day and a request for bus washers on the Saturday.

Every year I say it and I say it again: 10% of a membership of 635 respond and we are dependant on other transport groups to help us.



This is our 30th anniversary Open Day and only a few of those who started the whole thing off are still active: so make this year different, answer the call and volunteer and stop me having to say the same old thing at the next AGM!

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## **British Pathe**

With the aid of a lottery grant, British Pathe has placed its entire archive onto a website. Within the archive of the 90,000 pages on his website there are many bus related items. These can be down-loaded, albeit at poor quality, free of charge. Better quality images can be accessed albeit by an exorbitant fee. However, it's still worth viewing and down-loading, especially as many images are unedited. For example, the famous incident of the bus in the bomb crater at Balham is shown from just about every angle with the camera being moved around whilst still running.

Samples that have so far been located are:

- RTC1 on road test before service
- STLs being scrapped at Rainham
- The new canteens, showing 700b at Ealing
- RTs being unloaded in New York at beginning of tour
- RTs at Horse guards prior to Festival of Britain Tour
- B type on the skid patch
- Opening of new driving school at Chiswick with STLs
- RTW on tilt test at Aldenham
- King George visiting Hanwell trolleybus depot and Victoria garage during the war
- 1946 street scene with many buses, including TF9
- and many, many more.

You can order a VHS video copy of a compilation of your favourite clips. Single stories are £18 each, up to 7 stories are £75 and 8 or more stories can be use for £10 each, inclusive of VAT. Postage and packing costs £2.25  
See the website for further details

## **Passage to India**

Roger Stagg

Or perhaps more correct "Passage in India"...there is not very much to say about 10 hours in a 747.

Our visit to India was not for purposes of reviewing the transport there, or at least not as far as Auntie D was aware. Despite some extensive travel, most of the contents had some pretty unusual sights. There is little can compare with the variety and chaos that this country has to offer, particularly, in the more industrialised north. Intercontinental arrival appear to universally occur between 2:00 and 3:00 a.m. in the morning and it is quite some sight to the tired eyes at that time, to take in nothing but literally hundreds of Hindustan Ambassadors, the late 1950's Morris Oxford is still being produced in vast numbers, albeit that the latest versions feature a Japanese designed engine. Out of character the car that was to collect us was actually a Hyundai, but at least it made it easier to spot later on as the only non-Ambassador around.

The first thing we noticed when leaving the airport, was that most of the other vehicles on the road either had no lights or perhaps only one, although maybe at the front and maybe at the back. Even at this time in the morning there was no shortage of bicycles, bicycle rickshaws and tuk tuks, a 3-wheel Vespa type taxi that is commonly known in Thailand. All of these appeared to be exclusive of lights; in fact most didn't even appear to have the provision to have any to switch on anyway. After a few miles we turned left onto a dual carriageway packed with lorries with incredible loads driving close behind one another and absent of any form of lane discipline and many again, without any form of lights. We were quite amazed by the constant blowing of horns from every direction until it was explained that these commercial vehicles around Delhi are only allowed to travel at night, so they are all out at the same time. The reasons for all the horn blowing were not to be discovered until the following day.



A 9:30 a.m. departure the same morning took us into Delhi, a relatively small area compared with a UK City, but accommodating some 10 million people, all of whom it appeared were constantly in the same place as we were. At this time, the Ambassadors were in the minority and the yellow & black tuk tuks were king of the road, together with thousands of bicycle rickshaws and bicycles intermingled with vast numbers of camel carts, donkey carts, horse carts, hand-drawn or hand pushed carts, mechanical pigs, tractors/trailers, tractor vans, cows, pigs, goats, dogs in conjunction with the 10 million who were actually in one of these vehicles. In addition, there are lorries with permits to travel by day and the Delhi bus system, consisting of a mixture of 30ft single deckers and bread vans.

A brief description of what all of these things are will no doubt be of assistance: tuk tuks' are already mentioned, but as well coming in the standard size with seats for 2 persons other than the driver, they come as small pick-ups and a bigger version with a steering wheel rather than handlebars, probably be the equivalent of a 700cwt van. Mechanical pigs are also 3-wheelers driven on the front wheel rather than the rear wheels and occasionally feature, what would have been the original cab enclosure akin to a sit up and beg Ford Popular with an extended bonnet over the single cylinder engine driving the front wheel. These are a sort of Transit equivalent but most have already lost their cab and virtually all, their bonnet. Tractors need no explanation, other than they are the small Massey-Ferguson type tractors rather than the air-conditioned monsters seen in British fields today, but they can be found permanently coupled to a trailer as much as 20ft long, and will be found right in the middle of the City, just as much as out in the country. Next comes the tractor-van, some form of home built contraption with a chassis of 2 channel irons with rear axle removed of any redundant lorry, any form of available gear box and prop shaft, but universally driven by a single cylinder Lister type engine, with a huge flywheel. No form of bodywork, cab, bonnet or anything is provided, sometimes not even a driver's seat as he stands on a plank of wood over the chassis members. Every moving part is exposed with room on the back for a couple of tonnes of goods capacity, or even more.

Bicycles need no explanation, but I seemed to recall the sit up and beg bicycle with its rigid brakes operating in a simple pull mechanism on the underside of the wheel flanges, was something that my mother had as antique during my early teens, but this is the standard bicycle in use and on sale. Such luxuries as calliper brakes are a rarity, and gears, even Sturmey Archer, are unknown. Not surprisingly, there is not even a bracket for fixing a light to. A brand new bicycle in India is around £8. Up on the bicycle is the bicycle-rickshaw and again this comes in 2 forms: the passenger rickshaw with room for 2 in extreme discomfort and the goods rickshaw. Next up the line is the Vespa under Indian manufacture with theoretical seating for 2. If it needs something more rugged than your Ambassador does, then go for an Indian manufacture Jeep, production of the standard W.W.II type, has not long since given over to the similarly styled but slightly larger version which has been outdated in Europe and America for the past 20 years.

And so to the commercial market. Dominated, because there are no others, by Ashok Leyland and Tata. A good 60% of the trucks are Tata of two designs: A forward control two or three axle model with lots of stainless steel embellishment, two opening front cab windows separated by a foot wide pillar, a Leyland Ergo-cab type grill invariably missing and a one and a half times depth cab (as the driver's actually live in their vehicles). The only real options appear to be the doors, which take the form of either sliding, rear hinged or absent. The other heavy goods is the Leyland and later Ashok Leyland in two and three axle models as well as fifth-wheel tractor units and these are very similar to the Leyland Ergo-cab model with later examples having a slightly different cab with a look 20 years older. Many of these vehicles still run on 0.680 engines, which appear to be available as brand new or reconditioned units. Smaller two axle 5/7 tonners are to be found by Tata using the normal control Mercedes cab of 15 years ago and Ashok Leyland using the cab of the five tonne Ford Iveco of only a few years ago.



Buses come as almost the standard 1980/1990's British bread van bus, with unglazed windows and twice as many seats, manufactured by Tata with a Mercedes 604 cab but these will be found only in fairly large towns operating local private services.

Next come 33ft single deckers, the Tata models without a curve anywhere, with a variety of entry and exit door positions, 1-door/2-door/3-doors, front entrance, middle entrance, rear entrance and any possible combination thereof. All constructed on absolutely straight channel iron chassis, they have the ground clearance of a military vehicle and steps for disabled access as high as our D142. Seating capacity seems to vary, but is on the basis of how many people can be conceivably fitted in, both inside and outside and on Inter City buses, on the luggage rack on the roof. The Leyland buses take a similar format but have rounded corners to the front, or at least one can gather that they were rounded at one time, as we were at pains to see one anywhere that had not been beaten with a club hammer to the extent of appearing similar to the surface of the moon. But then the 'coupe de gras' whilst driving into Mumbai (Bombay to us), coming in the opposite direction a decker, an 8ft wide 30ft long, Leyland tin front half cab with open platform, 7 bays on the lower deck, 9 on the upper and suddenly it was gone. On reaching the centre of Mumbai however, they were to be found everywhere, apparently PD3's or the equivalent Indian version thereof, they came in two forms, the only real difference being that in the early Leyland models, front wheels were set right at the front and in the later Ashok Leyland models, they were set about 2'6" back. Absent of any curves, the upper deck overhangs the cab like a Bluebird LT. Windows are glazed only in the upper third and on many, unglazed at all on the upper deck, except for the front and rear. Seating capacity 98, standing capacity unlimited on both upper and lower decks as well as stairs and platform. Over 200 passengers counted getting off one at Mumbai's bus/railway station. General livery is red & grey, but most are painted in all over advertising. Surprisingly little body sag considering the capacity, but one I managed to peer into certainly had the 0680 engine and a manual gearbox.

Clearly they don't get to travel very quickly, but watching one come round a corner fully laden or pulling into a bus-stop on a cambered road, looked like a photo of the tilt test equipment at Chiswick. We never did find out how they collected fares, but I didn't pluck up courage to take a ride on one for fear of being crushed to death. Mumbai was merely a transit point on the way back to London and as you are not permitted to carry cameras in hand baggage through Indian airports, by the time we got to the hotel and unpacked to get the camera out, it was too dark for photography, so a sketch will have to suffice.

No photograph would do justice to try to capture the atmosphere of being on the roads in India, there is no highway code, it doesn't appear that there is even a driving test and few vehicles are fitted with mirrors, and those that are, rarely have glass in them. Many vehicles are not fitted with lights and those that are, rarely have any bulbs or are turned on. We asked several questions of our driver from time to time regarding the rules of the road in India, and have used these together with our own observations, to produce the basis of a Highway Code based upon national custom.

#### The Indian Highway Code:

1. Whatever your position on a road in India, be it pedestrian, rider, animal herder, car, truck or bus driver, you have priority over everybody else;
2. Rear view mirrors must not be fitted to any vehicle and in default of this, must not be used at any time;
3. Lights if fitted to a vehicle are for decoration only.
4. All vehicles should be fitted with a loud horn and it is to be used continuously day or night, whether the vehicle is in motion or not.
5. When entering a roundabout you have priority.
6. White lines drawn in the roads are principally for decoration and can be used as a guideline when driving. Try to position your vehicle centrally over the line.



7. Do not overload your vehicle, the recommended maximum capacities are as follows:
  - Bicycle – 5 persons
  - Vespa – 7 persons
  - Camelcart/Horsecart/Donkeycart – 4 persons per square foot
  - Tuk Tuk – 15 persons
  - Large Tuk Tuk (Tempo) – 25 persons
  - Motorised Pig – 40 persons
  - Bread Van – 70 persons
  - Single-Decker Bus – 120 persons inside/50 on roof
  - Double-Decker Bus – 250 persons
  - Lorry – unlimited –
8. A child under the age of 15 counts as one-half person
9. The red, amber and green lights provided at some road junctions have not purpose other than to beautify the junction itself.
10. The rule of the road is to drive on the left, unless the right is more convenient.
11. Dual carriageways should be considered as two roads running parallel, there is no obligation whatsoever to drive in any particular direction on either of them.
12. Do not distract the driver behind by giving signals indicating your intention of turning left or right. Always watch the driver in front, if he is looking towards the right he is going to turn right, and if he is looking to the left he is going to turn left.
13. When arriving at a level crossing, the person who gets there first has priority.
14. Cows are sacred and you must avoid them at all costs. Any other form of animal or person other than an elephant can be banged out of the way.
15. Beware stopping after an accident as it delays traffic.
16. The speed limit for a motorised vehicle is shown at the end of the dial mounted on the dashboard.

Whilst these rules may sound humorous, they are a fairly good representation of how driving is carried out. It is a disturbing to be driving down a dual carriageway and to be passed both on the offside and the nearside by two vehicles going in the opposite direction. You really are not required to know what is happening behind you when the person in the front always has the priority position. All vehicles are dramatically overloaded, not just with persons but with cargo and it is far from unusual to see an 8ft lorry covered with cross planks, so it can then be loaded 12ft wide. Few people take notice of traffic lights and roundabouts are part of your worst nightmare. Animals are found in great quantities, even in the centre of Cities, in particular cows. An elephant, particularly carrying a tree is a formidable obstacle walking along a main carriageway as elephants walk extremely slowly. It is officially said that driving on India's roads requires just three items: good horn, good brakes and good luck.

India has the second largest railway system in the world. Standard gauge, narrow gauge and broad gauge and steam still operate on some smaller lines, but most of the country operates on electric or diesel traction. Whilst the "Palace on Wheels" continues to operate weekly on a round-trip through Rajistan centred on Delhi, we were unsuccessful in viewing it, although I understand it is not quite to the standards of the Orient Express.

Apparently another "Palace on Wheels" has recently commenced operation in another of the States and a third is due to commence operations next year.

The technical write-up doesn't seem to add a great deal of credence to the publicity that the coaches were in fact the private coaches of the various Maharajas, and it was noted that Indian Railways was providing the shells of the rolling stock before fitting out.

India is a big country, but there are few places that cannot be accessed by road or rail and in some areas the density of railway lines looks like a pre-war map of South Wales. Passenger trains are found in areas close to Towns and Cities, but most of these do take the form that we often feel is only portrayed in films where people travel on the outside and on the roof, but they most certainly do and this despite



the fact that Indian lines are 25,000 volts overhead electric. Most Towns and Cities are connected by passenger rail services, although one train a day is not uncommon. The amount of freight carried is phenomenal and I imagine this attracts its fair share of passengers. There is no protection to the railway tracks anywhere in or out of Town, and in many cases the Railway provides the only non-circuitous way of getting from A to B and accordingly, people can be found using the tracks as a footpath or roadway for bikes, scooters and even camelcarts. People travel apparently oblivious to the dangers of railways and hence, most trains are relatively slow and all trains travel with their horn blowing virtually constantly day or night.

There are a few so-called expresses joining points like Delhi, Calcutta, Chennai and Bombay and most journeys take several days. Such journeys are not recommended for the European, particularly as air-conditioning, sleeper berths or restaurant cars are an uncommon feature. Trains stop at intervals where station tearooms can be used supplemented by the stall vendors that surround every station. India's premier train is the so-called Shataki Express, which leaves Delhi daily at 6:00 a.m. for Agra and Bhopal, returning to Delhi at 11:00 p.m. This is an all "executive class" train, and so-called luxury train. Made-up of 12 bogey coaches that were probably cream on the outside at one time, it is fully air-conditioned.

That is there are eight fans mounted on the ceiling in each coach. Twenty-five rows of four abreast seating in airline style seats, probably recovered second hand after some disaster in India, with the whole of the inside of the coach tastefully finished in cream and orange emulsion paint applied during a sand storm.

The windows are double-glazed but this appears generally ineffective as the rubber gaskets holding the yellow outside pane of glass in place had shrunk away leaving large gaps around the outside, which allows copious amount of dirt and water into the cavity. Nevertheless, pretty chintz curtains cover all of the windows. The views outside, particularly near any Town are frequently not what you would wish to see whilst eating your breakfast.

Yes breakfast – car number one has a pantry and serves breakfast made up of a vacuum flask of hot water/teabag and a cup, a bowl of cornflakes in boiling milk and a vegetarian entrée, a large patty apparently made-up by mixing mashed potato with ground chillies/pepper bound together with chilli sauce and coated with powdered senapods. "Mr. I can eat anything" was soon to be realising that the Shataki Express needs one of the A's replacing with an I. (A case of 'Back Passage in India?' –Ed.) That leaves us with air travel, which is an absolute total contrast. Brand new aircraft, fantastic staff and service, good food and security of such a level that a minimum two-hour check-in period is required even for internal flights. India is a land of contrasts there can be no greater contrast than between surface travel and air travel during a "Passage in India."

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Apropos nothing in particular, RFs 627 and 364 at Uxbridge  
August 1976





## 1952 Goodwill Visit to USA and Canada

### ALBERT DENNIS'S DIARY – PART 2

Graham Smith

Members will recall the last Magazine contained entries from Albert Dennis's Diary. Mr Dennis, an Electrician employed at LT's Gillingham Street (Victoria) Garage, was one of the LT staff members chosen to participate in the 1952 Goodwill Visit to America. Magazine no. 38 contained the first entries from his Diary and covered the staff selection process and the early days of training those selected. Further extracts – up to 6<sup>th</sup> February 1952, the day King George VI died – are printed below and record details of the thorough training provided for the tour's members. However, they do not provide just a bland journal of events. Mr Dennis writes with such enthusiasm – whether he is learning to drive different bus types (including a crash-box STL), or practising skidding at Chiswick, or visiting the AEC and C.A.V. works – that, over 50 years later, we can relive his experiences vividly. His writing was not confined to operational and technical matters. Also, it records such gems of social history as his obvious delight at eating chicken for lunch in C.A.V.'s executive restaurant!

May I remind members that Mr Dennis's Diary is among the collection of items kindly donated to the Trust by Mrs Audrey Dennis, his widow. I have yet to meet Mrs Dennis but have had the pleasure of speaking with her on the telephone a number of times. She lives in Scotland but is looking forward to visiting Cobham to see RT2775, which was the Goodwill Visit's Crew Bus. Indeed, Mrs Dennis had no hesitation in accepting the invitation to be the Trust's Guest of Honour at a future event date to celebrate 2775's restoration. I am looking forward to meeting her very much....and, of course, to seeing RT2775 in its former glory!

I should like, also, to thank my good friend, Gavin Booth, the editor of *Classic Bus* magazine, for sending copies to Mrs Dennis of the two *CB* issues which featured the *Atlantic Crossing* articles.

These were written by fellow member David Thrower and myself and were richly illustrated with photographs and other items from the Albert Dennis collection. On both occasions Mrs Dennis rang me within minutes of receiving them, to record her grateful thanks.

The Diary continues:

1952 – Wednesday, 9<sup>th</sup> January

Driving instruction continued today without interruption. Tried several roundabouts today on the offside.

Thursday, 10<sup>th</sup> January

A little reversing this morning while waiting for Mr. Bonny who wanted to see us. After 11 o'clock decided to go out for a drive. We changed instructors and went for a drive with Jim Latham along the Great West Road. Didn't do as well as expected. After dinner went out again with original instructors. One or two faults again. Received PSV form. Filled in and signed by Medical Officer and employer. Must get a 5/6 P.O. and take to Carriage Office.

Friday, 11<sup>th</sup> January

Went out driving and calling for Pay. Saw some of the write-up in the locals. Not much yet. Visited Clothing stores again in the afternoon to get ready for the American magazine journalists tomorrow. Dustcoats and hats again. Driving again in the afternoon.

Saturday, 12<sup>th</sup> January

Reversing in morning until 9 o'clock then American magazine Photographers came and we were soon being photographed on the Parade Ground with our dustcoats and hats on again. Went out about 10.30 for a drive and finished about 12.30.

Monday, 14<sup>th</sup> January

Driving again in the morning, and in the afternoon we went to the Passport Office for passport examination. All OK, am now awaiting return of passport credential.

Tuesday, 15<sup>th</sup> January

Just filling up radiator when Mr. Garner sends me off to Twickenham to get licence for vehicle. Back by 9.20am and pick up the others to proceed to Marylebone Town Hall for vaccination check-up. International medical form was duly stamped by medical authority.



Wednesday, 16<sup>th</sup> January

Weather very cold, and driving nothing to write home about. George G not very well, looks as though he has a cold. Driving all day, will be glad when we have a change. Received notice from Carriage Office for me to call for interview with Police.

Thursday, 17<sup>th</sup> January

Arrived at Chiswick as usual, George G. not in owing to severe cold. Ted Hearne went home at 9am also with severe cold. Notified Mr. Garner of proposed interview with Carriage Office. Found that all those filling in PSV forms will have to attend at either Harvest Road, Walham Green, Caledonian Road or Lambeth Road. Told to report there tomorrow at 8 am. Mr. Bonny wants to see us this afternoon but will see us tomorrow at 9 o'clock instead. Driving again in afternoon. Passports arrive.

Friday, 18<sup>th</sup> January

Visited Carriage Office at 8 o'clock this morning. Very little they wanted to know. Arrived Chiswick at 9.20 am – conference with Mr. Bonny just finished. Just to say that Leyland man was coming with us and a demonstration engine. Went out driving again all day, O'Connell and Hindebank getting browned off waiting for test. Gwynn not in yet, still bad cold.

Saturday, 19<sup>th</sup> January

Very cold morning freezing hard. Filled rad. and had a tea. Mr. Garner then informed me we're seeing Mr. Shepherd at 9 o'clock with Mr. Bonny. Jim Latham the other instructor was not in so we decided to find out where the others were. Hindebank was not in owing to a chill. Gwynn was still away too with 'flu. We went round to Mr. Streeter's address to see where they had got to. We eventually met them and called on Mr. S. He told us that those who were organising the tour had decided to pay us a sum in advance of what we may get afterwards for any necessities we may want on the trip. We were to give Mr. Bonny a list of items we want to buy and the sum we would require – say about £15.

Monday, 21<sup>st</sup> January

Arrived as usual and had to see Mr. Bond to supply him with our passports and medical forms. Two of us, Mr. O'Connell and Mr. Hearne, are taking first aid lectures in case these would be necessary.

When I arrived with bus in the evening was told that we were to meet at 3.30pm in the classroom next Thursday for a talk from the American representative of the British Travel Association. The others with Jim Latham had Mr. Taylor out with them this afternoon for a tryout.

Tuesday, 22<sup>nd</sup> January

Weather still very cold. Mr. Taylor chief instructor of the driving section of the training school came out with us this morning for a preliminary test. I took the wheel first, and after an hour Mr. Taylor seemed quite satisfied with my progress. He said I should keep a little more left than I do otherwise I should easily pass my test. The others too were satisfactory with slight suggestions for them to watch. We were all very pleased and the real test was fixed there and then by Mr. Garner for Thursday. We went out driving again in afternoon and I brought it in in the evening.

Wednesday, 23<sup>rd</sup> January

After a session of reversing this morning Mr. Garner the instructor secured us an RTL for a run round. We have a very useful morning with it and found it quite different to drive than our RT. The throttle much more touchy and footbrake very hard in comparison. The afternoon spent back on our RT 68 and we found it easier to drive than our RTLs.

Thursday, 24<sup>th</sup> January

Driving Test Day - We are all on our toes this morning with Highway Code and reversing practice. Mr. Taylor arrives in a very cheery mood, and we have soon all passed our offside reversing tests. Then we are out on the road. I am up first and the hour is gone in no time. What a day – needless to say we all passed the driving test. The weather was atrocious, a fine drizzle was falling on and off. The roads were wet and slippery. Fog came up and we were travelling with our lights on because of the darkness. We couldn't have had a worse day for weather. After dinner we had the nearside reverse and I was then taken into Mr. Taylor's office for questions of the Highway Code, and didn't he question me? Anyway it was a day of days. I had passed - !!!!! I received my pink form duly signed and this entitles me to obtain a proper Driving Licence and also entitles me to my PSV Badge and its responsibilities.



Skid drill came next and I was soon skidding merrily and doing my level best to put the bus over on its side. But it's all very scientific. I soon learned how to get a bus out of its dangerous skid and keep it more or less on the road. I wouldn't have an instructor's job for all the tea in China. At 3.30 we met in the classroom to see Donald Martin, British Travel Association Head of the New York Office. He told some of problems we would be up against in America.

#### Friday, 25<sup>th</sup> January

Snowing this morning and settling. Went out this morning on STL 2672 with a crash gearbox; and didn't we need some instruction!!! - Crash was the word. Were told at lunch that we would be having our photos taken again tomorrow so our white caps and dustcoats would be necessary again. Also that we were going to Hounslow on Monday to see an RT and RTL docked – as if we didn't know!! Out again in the afternoon and we went to County Hall to see about my new licence. I received a stamp on my provisional and was told to come again in February for my full licence.

#### Saturday, 26<sup>th</sup> January

Having tea at 8 o'clock and preparing for the photos later on when a tragedy occurred – Leslie Hindebank is not coming on the tour!!!! No reason was given and silence rained when we were told. What a terrible thing to happen. Of all those coming it had to be him – what a blow!! He did not come to see us before he left Chiswick – why? I must get to the bottom of this. I just can't believe it. After all this training, vaccinations, passports, photos etc. what has happened? Along came the photographers at 11 o'clock and Don Martin, Maclean and we had our photos taken in all sorts of positions and ways. We stood and shivered for nearly two hours with snow on the ground trying to look as though it was a warm sultry day. We were told that O'Connell and myself with Mr. Barnes would be visiting the Works on Monday. Hope it's not the last we will see of our instructors.

#### Monday, 28<sup>th</sup> January

Arrived at Chiswick as usual. Mr. Barnes took us for a look around Chis. Works. Frank and I we went to the Pump shop for very interesting hour and then proceeded to the Air line shop.

We heard that two others were being interviewed to take the place of Leslie and they had not made up their minds yet just who to choose. They will be told tomorrow. We had a look at our vehicles today to see how they were going. I will be glad to see the wheels turning. I received my PSV badge today which is valid for 3 years and can be renewed.

#### Tuesday, 29<sup>th</sup> January

Arrived this morning to find Ted Uwins had been chosen to take the place of Leslie Hindebank. Ted is likeable chap and comes from Chis. He has started to take his polishing up on driving. We all went to see Mr. Bonny at 9 o'clock who told us of lectures that were being run at Vauxhall Divisional Office. We, that is, Barnes, Frank and myself, were going to Hounslow Garage tomorrow for a look at an RT being docked. We were introduced to Uwins. Was told that Sharpe would be coming to Chiswick for a look round and would be giving me an idea of some of the trials and tribulations we would encounter on the way having had actual experience. I went to see Mr. Barber in his office at 10.30 and met Mr. Hood there too. Had a long chat with Barber and he got out all the drawings and blueprints I would want on the trip. He took me to see Mr. Mays in the Dynamo and Regulator department, and what nice chap he is! Easy to talk to and I should think pleasant person to work for. I would be doing some regulator adjustment and would have a good look round. I was then introduced to a Mr. Judd in charge of the Electrical and Batt. Section, also a very helpful and interesting man. Rather busy apparently on Tuesday, but not too busy to give any help that was required. From there we went to the Drawing section where we met a young man – I forget his name, generally in charge of the electrical drawing. Mr. Barber then took me to see Mr. Bonnor who is one of the quietly spoken boffins for want of a better name. We met him in his office writing a report but he laid down his pen and we were soon chatting away about some of the details of the equipment. He is one of those people who is unassuming, friendly and nothing is too much trouble to do for you. We soon made arrangements to meet at 2 o'clock and have a look at the gear on the tour in the Experimental Department.



At 2 o'clock we were in the Experimental Department and was introduced to Dave, the sparks who is wiring them up. Then we met Mr. Lloyd who is in charge of the Department. Mr. Bonnor made arrangements for me to visit C.A.V. on Monday, Tuesday, Wednesday of next week. I met a Mr. Milne who would see I was put into contact with the right departments. What an experience!!!

Wednesday, 30<sup>th</sup> January

At Hounslow this morning to see a docked RT. Had a chat with Mullins, electrician of Hounslow Garage. Mr. Hill, Dock Foreman, received us with the Garage Engineer, Mr. Nil-tam.

Thursday, 31<sup>st</sup> January

Arrived at Chis. as usual and received a lecture in the classroom given by Mr.--- on the work of a conductor and the operation of the ticket issuing procedure. Mr.--- said that present-day fares were based on the 1d. railways and the word (fare stage) came from the old stage coach fare, and were today in approx. ½ mile intervals. The fare card on show in the bus must in fact be shown by Law. There were in fact no tickets issued in those days and it was left to the stage coach driver to decide. Then came the roll of tickets and the operator gave a torn off ticket from a roll as a receipt for payment. A little later came the cancelling device which was brought in to stop the possibility of passengers passing on their tickets to other passengers. The cancelling was then devised to cancel the validity of the ticket when a certain distance had been reached by the passenger. Further improvements were made by having different coloured tickets for ease of operating and the Bell Punch machine came into its own and styed for many years. It was noted that today £58,000 was spent by Central Buses alone on the printing of these tickets. Trams and Trolleys another £34,000. This year a new machine the TIM had been brought in which printed its own tickets from a roll of white paper and could be operated much quicker. Each machine was costing £38 to produce and 10,000 were on order. It weighs just about 5lbs.

General training of the conductors today was split into two parts and lasted about 14 days.

Approx. 9 days was spent in the classroom after which an examination was set and the conductor was passed out.

After lunch we went to the Tyre Fitting department to learn how tyres were removed and refitted and general information concerning them. The pressures were 90lb for the fronts and 60lb for the backs. Pressures must be taken in the morning when the tyres were cold. We were told the bus numbers:-

RT2776 - Passenger Vehicle, RT2775 - Crew Vehicle and RTL1307 - Display Vehicle were the vehicles coming and we would have cause to remember the numbers. We gave our lists for clothes wanted in today.

Friday, 1<sup>st</sup> February

Went into Hammersmith Garage (Riverside) and met the three sparks West, Ralph and May. We had a very good reception and were shown round with great hospitality. Had a chat with Simms, the Shop Steward and generally had a fine day. Mr. Bonney arrived in the afternoon and told us to meet at Chis. for photographs on Monday afternoon, so I will come back again from C.A.V. Going to AEC tomorrow.

RT2775 in March 1976. Photo Richard Zarywacz





## More on RT793 - the Tower Bridge Bus

First, a letter from Mike Smith (member 163).

Dear Bill,

I was most interested to read Peter MacDonald's article in the Autumn CBM magazine about RT793 'jumping' Tower Bridge as I have its bonnet plate. It came from Chiswick Works in 1979 among a package of six bonnet plates sold to me by LT. Not until I checked the numbers against records did I realise the significance of 793.

It is, of course, most unlikely that my plate was actually on the bus involved in the jump. The Aldenham 'mix and match' overhaul policy would have ensured that any reusable parts from the damaged vehicle were spread around the fleet. Likewise the stock number 793 would have been allocated on more than one occasion to a freshly overhauled RT leaving the works.

But close examination of my plate shows clear outlines under the red paint of the same RT793 gold transfers having been applied on several occasions.

As you will see in the following copy of a letter from LT detailing the incident, 793 was withdrawn at the very end of 1974 and sold to Wombwell Diesels of Barnsley. So quite how the plate came to be lurking at Chiswick Works five years later is anyone's guess. Perhaps it was earmarked for a museum display and got overlooked.

I wonder if Peter's article brought any more forth about RT793 or the bridge jump? In the meantime, for the record, the other five plates in my Chiswick batch were 813, 840, 2182, 4281 and 4641, all of which I still have. None of these appears to have achieved any outstanding claims to fame unless someone out there knows differently!

*Editors note.*

The RT793 withdrawn in 1974 started life as the chassis of RT542 (cu1408) and the body of RT2871 (no.6464)

London Transport  
55 Broadway  
London SW1H 0BD  
Telephone 01-222 5600  
May 1979  
Our reference 841/RJF

Dear Mr Smith,

I am replying to the recent telephone request you made to my assistant for information about the bus that jumped Tower Bridge in 1952.

At 0935 on Tuesday, 13th December 1952 a route 78 bus, fleet no. RT793, registration no. JXC156, was on its way to Dulwich and was crossing Tower Bridge. When the bus was about halfway across, the bascule it was on started to rise. The driver, who was based at Dalston Garage 'jumped' the gap with his bus - a distance of about 3 feet onto the other bascule which was stationary.

There were 20 passengers on the bus at the time, 12 of whom, including the driver and conductor, were taken to hospital for treatment. Two passengers and the conductor were detained. Later, the City of London Corporation accepted responsibility for the accident. The bus driver was presented with a reward by London Transport for his presence of mind.

RT 793 was sold on 31st December 1974 to Wombwell Diesels Ltd, near Barnsley, Yorks

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RT793 came to Dalston after overhaul on 14th October 1952. Reference to the records for 'Rolling Stock Variations' for the 1st January 1953 show the bus withdrawn (delicensed) at Dalston. RT793 next appears on the 10th February as relicensed and transferred from Dalston to New Cross.

The chassis of the bus involved in this incident was withdrawn as RT4439 in October 1969.

Thanks to John Black and Alan Bond for additional information on this bus.



From Peter Larkham  
Wendover,  
Bucks.

Dear Mr. Cottrell,  
More usually, I would  
be taking photos at  
the Open Day or the  
Christmas Lights  
Tour, but in the ab-  
sence of any photos  
of the RT jumping  
Tower Bridge, I  
thought "Cobham"  
waiting for it to open  
would do instead.

The geometry of the  
bascules is interest-  
ing, in view of the  
accounts of the bus  
incident. Even when  
the roadway is noticeably sloping upwards, the gap is still quite small. For any really worthwhile gap to be jumped, the roadway would have to be steep enough to defeat even first gear.

To have stopped on the bridge would have risked disaster, unless the opening had been quickly cancelled, so the driver made the right decision, but I wonder how soon he realised that the bridge was moving. For the bus to have landed without damage, the angle between the roadways, and hence the gap, must have been quite small, though to have seen the river beneath would nonetheless have been very unnerving for both crew and passengers.

I suspect that the bus was very close to the middle when it started to open, or if not, the bridge had stopped opening by the time the bus reached the gap. Someone must know!

I grew up near Northolt Airport, where an airliner failed to get airborne and just missed the rear of a 97 in West End Road. Any news of a near miss involving a bus and a train, I wonder?

Many thanks for the magazine.



Top. The Trust's active service fleet pose at the gate in the recent snowfall. Photo Graham Smith  
Bottom. GS62 reconnoitres Oxted in preparation of the GS50 event due later this year Photo Alan Charman.





Top. RLHs 48 and 32 head for Guildford in last October's 50th RLH anniversary celebration Bottom. RLH24 was driven over from Switzerland to take part, seen here at Staines with RLH32 and 48 Photos Graham Smith

Top. The RLH celebration finished at Harrow Weald Garage where RLH23 and 44 prepare for the trip home. Photo. Graham Smith  
Bottom. RLH64 at in service Stratford Broadway, terminus of route 178. Photo Michael Blackburn





T792 at the classic Aldbury Pond Terminus of the 387 route September 2002. Photo Graham Smith

## **STL834 Wartime Repairs**

Tony Beard

Those of us who maintain an interest in older London Transport buses will be aware that, in 1944, to reduce the pressure placed on the LPTB's body repair shops, outside contractors were engaged to undertake this work, some 14 being involved with STL types.

STL834, went to A W Watkin Ltd of Biggleswade in August 1944 from which company it was returned the following December. The charge for this work was £650.6s.10d and this resulted in a visit being paid to Mr Watkin by a member of staff from the Board's audit office to confirm that everything listed on the invoice was in order.

When examined, the clock cards for the total number of hours worked on the Board's job was:

Men 1,450 hours

And Boys 1,431.1/2hours (equal to 286 adult hours)

Boys' time was divided by a factor of five, which the auditor considered fair as they were paid a fourth or more of the rate paid to men. The standard hourly rate for men was 2s01.1/2d for a 48-hour week, with an addition of one-third for the next two hours and one-half for subsequent hours on weekdays. Work on the body of STL 834 was completed wholly by overtime on weekdays; no Sunday work being undertaken.

Although the adjusted hours worked were 1,736 (1,450 + 286), the invoice submitted showed a figure of 1,763 due to an estimated time for completion being included. However, in the event, the latter figure was deemed excessive and a credit of 27 hours was requested and agreed.

Where material had to be bought, as was the case with all large items, the invoice was marked by Watkin with the Board's name and the material went into store and a proper issue requisition was used to withdraw it. However, in two cases (the Widney windows and aluminium sheets) charges for the containers used for transportation were passed directly to the LPTB although both had subsequently been returned and a credit for £4.0s.0d. obtained, the Company subsequently agreeing to amend its invoice.



Chiswick expressed some doubt regarding a charge for £15.18s.11d for screws, panel pins, washers and glass paper etc. But there was a significant number of items requisitioned for the STL body which actually came to £1 or so more than that invoiced, but no additional charge was expected.

In order to produce a profit on the project, Watkin had added 20% to both labour and material, which was stated as commensurate with charges made to other customers of the Company.

The foregoing is submitted to provide an historical overview of wages and costs that existed towards the end of the last war and the practice of the Board to reduce the final cost by scrutiny of all working practices. In the event the invoice was reduced by £11 5s.7d to £639. 1s.3d.

But all was not well when the STL834 was returned to Chiswick, where, at a cost of £79.11s.10d a great deal of rectification was necessary. Adjustments mainly centred upon hoop sticks having been used on the roof, contrary to regulations; the splicing of pillars instead of their complete renewal, the retention of several cracked treads and risers where the Board operated a replacement policy and several other defects of a similar type. Watkin claimed that he had received no specific instructions as to the extent of the work required of him and thought that in most cases he should exercise his own judgement as a body-builder of repute. When he required advice he had sought and acted upon the opinion of the Regional Commissioner's Inspector.

In retrospect the auditor bemoaned the fact that Chiswick had been unable to send a member of staff to Biggleswade when the body was dismantled as he considered that a good deal of time was wasted in hesitation or experiment on work improperly completed such as the hoop sticks.

A copy of the report was sent to L C Hawkins, the Board's Comptroller who replied:

Repairs to Bus by A W Watkin

25th January 1945

"I have read your report on the above subject and accept it, subject to the comment that an addition for profit of 20 per cent to the cost of labour and material is far too much.

Will you please send a copy of the report to whoever is responsible for agreeing the price to be paid, with this comment."

No prisoners taken here, obviously.

STL834 was eventually returned to service, its "tunnel" body easily recognisable by virtue of the absence of corner radii from its front upper deck windows. It was withdrawn in July 1953

## Reviews

THE LONDON TROLLEYBUS VOLUME 1, 1931-1945

Ken Blacker

Published by Capital Transport at £25

Reviewed by Phill Cruise.

Back in the days when Trolleybuses still ran in London there was a little series of soft-back books about London's transport called 'The Dryhurst Series' produced by that pioneer of bus enthusiast matters, Michael Dryhurst. One of these slim volumes was called 'The London Trolleybus' and that was all we had then to tell us about the fast vanishing fleet.

Seventeen years later in 1978 Ken Blacker wrote a book called 'Trolleybus' which I think was the first book from Capital Transport and set a style for years to come. This book became 'the Bible' as far as LT trolleybus matters were concerned. Although much bigger than the Dryhurst publications by today's standards it is not all embracing and now we have the revised edition. This time however, the 'Bible' comes in two volumes, rather like the old and new testaments.

Volume one covers the years 1931 to 1945 and is much thicker than the original book. Volume two is to be published some time later this year. The information and illustrations in the first volume are incredible and indicate much in depth research. There are twenty chapters and 208 pages. The first six chapters cover the years up to the first LPTB scheme and then the following take us through the various schemes with the vehicles involved and into the war ending with the PAYB trials of 1945.



Appendices include details of the fleet with re-bodying, delivery dates, service maps and a map showing when the various routes were sanctioned by Act of Parliament. The photographs show vehicles in service and being built tested and damaged in the war. There are a number of interior views too. Some of the photos are old favourites but most are 'new' and will be pored over by the model making fraternity. This is another 'standard work' that in future years will be a collectors item. I look forward to volume two which will doubtless awaken many memories from the time I bought that Dryhurst book in my bus spotting days.

Twenty-five pounds sounds a lot until you look through this book which I hope will not have sold out by the time you read this. When the original Blacker book came out that one had to be reprinted soon after its original publication.

**GLORY DAYS MAIDSTONE AND DISTRICT** Colin Morris  
Published by Ian Allan at £16.99

Reviewed by Phill Cruise.

Recent but not brand new, I don't think we have reviewed this one in the magazine so far. This excellent book is part of the well known series and produced in the landscape hard back format that will be instantly familiar.

The front cover has an atmospheric scene showing an M&D Marshall bodied Leopard emerging from a medieval archway on its journey from Rye to Hastings, good M&D territory. The always beautifully turned out vehicles met LT Country Area services at many locations and in 1933 the LPTB took over many of the M&D routes and vehicles in the Gravesend and Dartford areas. The history of the company including the LT connection is told in the first part of the book and continues through to its corporate destruction by Arriva in 1997. The more modern illustrations that accompany this are in colour. There are plenty of brilliant shots. The most relevant part of the story for most of us will probably be the fifties and sixties when the dark green and cream livery could be enjoyed in vast areas of Kent and East Sussex and the fleet contained a plethora of interesting vehicles. There are 96 pages, the last of which has a brief colour illustrated ticket survey. I know that many Cobham members have an interest in the bus companies that linked in the country area and they will enjoy this book.



Lowbridge and highbridge M & D Bristols April 1964

**LONDON'S GOLDEN JUBILEE BUSES** David Stewart  
Published by Capital Transport at £9.95.

Reviewed by Phill Cruise

If you felt left out when your nearest and dearest were buying expensive Jubilee souvenirs Capital Transport have provided the bus enthusiast with their ultimate purchase. This soft back book in its almost square format has colour photographs of all the Golden Jubilee gold painted and vinylated buses and one TXI taxi too. The chapters include an explanation of what it was all about and how the transformations were carried out. The Golden Jubilee Pageant and the buses in service are the main section but two of the highlights are the chapters on the gold RT with inclusions of its special Friends tours and the elusive beast in service.

A nice touch is a selection of rear views showing the all-over adverts. The bus modellers will be appreciative of that. This is another 'standard' work from Capital that deserves your attention and at just under a tenner it isn't too pricey either. A great souvenir and work of reference rolled into one.



## Letters

From Tony Beard,  
Honorary Secretary 2RT2 Group

Dear Bill,

Following its presumed success in reprinting the early editions of *Buses Illustrated*, I would have expected that Ian Allan Ltd might have reprinted *Fares Please* by O J Morris, which was probably the first hardback book produced for the London Bus enthusiast.

However, perhaps the Company's hesitancy is due to the fact that the tome did contain a number of factual errors, one example having been perpetuated over the years the most recently appearing in a book published by Ian Allan in 1990. The error concerns the vehicle from which the body was removed and subsequently fitted to the prototype RT chassis to create ST1140. This was quoted in *Fares Please* as TD118 when actually the vehicle in question was TD111 (GO1348, body number 14772 fitted 1/7/1938). The chassis from TD111 went to the Steel Breaking and Dismantling Company, although based in Chesterfield, had established a base for the destruction of surplus London buses in Edgware.

At the other end of the scale we now appear to have some indication that the registration applied to ST1140 was not EYK396. Unfortunately this cannot be substantiated by photographic evidence, there being only two known views of ST1140. One, 'broadside on' in Hanwell Garage fails to capture the registration number whilst the other, taken in Chiswick shortly after completion, shows the vehicle on trade plates, the registration and fleet numbers having yet to be applied.

However, thanks to Dr Gilks, the log card for RT1 was rescued some time ago from the loft at Chiswick. Log cards were raised upon delivery of new chassis to the West London works and that for RT1 is shown thus:

*(Ed: see at the of this letter)*

According to the records of meetings of the Joint Experimental Committee (AEC/LPTB) the new 1939 double deck bus was designated the code RT in mid-1938 and thus a log card was produced in anticipation of the prototype carrying bonnet number RT1. However when it was decided to road test the chassis under experiment numbers S 4810 and S 5046 in public service conditions, the aforementioned TD body was mounted and a new stock number (ST1140) is entered on the card (in a smaller hand) only to be deleted once the experiment was complete. There can be no doubt that the chassis was allotted registration number EYK396 upon delivery, this being substantiated by the entry on the card made at the time of the receipt of the chassis. Incidentally, the Leyland Museum holds all of the delivery notes for the 2RT2 chassis and that of RT1 and I maintain some hope that there might be additional photographs of ST1140 at this establishment and, if so, these will appear in the reprint of the First RTs.

For sometime it has also been held that the body of RT1 was metal-framed but those who have followed its restoration in the capable hands of Ian Barratt may have noticed a predominance of timber framing which tends to contradict such widely held speculation.

Whilst this could be offered as yet another similarity between the 2RT2 class and the prototype, there were many variations. Most noticeable were such niceties as the curve applied to the cab door and the rearward sweep of the mudguards. Moreover the offside signalling window, roof ventilator and the additional upper deck half-drop on the nearside were also apparent. However the design of the front dome, which extended beyond the front upper deck windows in a style later emulated by those experimentally fitted to RT25 and RT100, is less evident to the trained eye and obviously to those who maintain large files on the vehicle.

*(Eds note. Unfortunately the copy of the log card will not scan successfully so I have transposed it onto the following page.)*



### Key details from the Log Card of RT1

Registration Number EYK396.  
 Chassis Number 06616749.  
 Bonnet Number ST1140 (Crossed out)  
 RT1.

Date in	Garage	Plate No.	PSV Licence	Date
6/6/38	Chiswick	N9149	S32005	9/7/38
13/7/38	Hanwell	W/drawn		
31/12/38	Chiswick	31/12/38		

Unladen Weight	Code		
T. c. q.	Chassis	Body	Vehicle
6. 17. 0 (crossed out)	1RT	RT1	1RT1
6. 14. 1	2/1RT	RT1	2/1RT1
6. 15. 3 (6/7/39)			

From John C. Broderick  
 Cobham.  
 Surrey

Dear Bill,  
 I whole heartily agree with the comments made by David Lindsell No.294 on page 15 of the Autumn 2002 bulletin, having been on the receiving end of several events in this respect,

From Phill Cruise.

Dear Bill,  
 A few items recently in the magazine have prompted me in-to letter writing mode. The first is the everlasting saga of volunteers. Those of us that usually get involved in the open day and other events during the year end up having a moan. I think what really niggles us are the minority of members who are never to be seen from one week to the next. but turn up for events and then criticise everything from the entrance fee to the bus services.

However lets put this into perspective, they are only a minority. We seem to be getting a steady influx of the general public to events and they it is who provide the money to keep things going. Enthusiasts will turn up whatever is on offer and I think Graham Smith (Publicity Officer) needs all the support he can get to spread the message further and wider. I agree with his analysis that we need to have up to date publicity which can be distributed well beyond the local area.

As far as comments on authenticity of restorations is concerned (long correspondence from Roger Stagg) I agree, if you can do it better, try.

Finally as an avid reader of 'Beyond the Gates' who regularly braves the weather to ride round on the 'lights' tour I would like to pose a question. A few years back we had a 'Summer Lights' tour which was a one off. I wonder for wimps. such as me and my bus co-owners, if this might be tried again John? This year there were fewer buses and people on the Christmas Lights tour, which turned into a very wet but nevertheless enjoyable evening.

(Ed's note. *An open-top RT on a balmy summer evening London tour sounds very tempting, Phil.*)



## Anniversaries

Tony Beard

In bus preservation, as with any enthusiast-based activity, there always appears to be time for remembering anniversaries such as the entry into service of certain types, for instance the RT (60 years in 1999) and the RM (50 years in 2006). RT113 will chalk up another milestone on 1st May this year. having reached 40 years in preservation and the 2RT2 Group hopes to celebrate this achievement. with its friends at Cobham, the LBPT being the only organisation to which the bus is affiliated.

RT113 made its debut in preservation on 8th July 1979 at the Shillibeer Rally that brought a number of varying types to Hyde Park for an event celebrating 150 years since the commencement of George Shillibeer's first horse bus route in London. Interestingly the 100<sup>th</sup> anniversary of the same event had not been allowed to pass. The Operating Department of the LGOC placed three horsed omnibuses on special services on Wednesday 3<sup>rd</sup> to Friday 5<sup>th</sup> July 1929 and organised a procession of omnibuses of various types on Saturday to round off the week.

Another centenary was celebrated in July 1956 when London Transport staged a parade in Regents Park that focused upon the fact that the LGOC. had, just over 100 years previously commenced bus operation on the Capital's streets. With the precedent for the marking of 150<sup>th</sup> anniversaries established in 1979, can we look forward to a similar event in 2006?

### Vehicles attending Shillibeer Centenary 6th July 1929.

The Shillibeer Bus	K Type
Old Times Knifeboard Bus	S Type
The Garden Seat Bus	NS (Covered top)
B Type (B43 Ole Bill)	LS (Covered top)

### Vehicles attending LGOC Centenary 16th July 1956

The Shillibeer Bus	The RF type
Old Times Knifeboard Bus	The RFW Coach
The Garden Seat Bus	Motor Cycle
B Type (B43 Ole Bill)	Mobile Canteen
K Type	Route Survey Van
S Type	Tree Lopper
NS (Covered top)	Master Breakdown Tender
The STL Type	Auxillary Breakdown Tender
The RLH Type	The RT Type
The GS type	The Prototype RM

## Brooklands Development

A planning application from Daimler Chrysler UK Retail Ltd for the 'Erection of Heritage and Technology Centre (Mercedes) with associated parking and driving circuit, hotel with associated parking, business (Class B1) building with associated parking, formation of new access road, provision of recreational park with riverside walks, following demolition of existing buildings and removal of part of existing runway'.

If this goes ahead, this will obviously affect future open day plans as our current venue will not be available. We are suffering at the moment due to creeping development of the Go-kart track eating into the area we currently use. On the plus side, there may be an opportunity for events tied in with the heritage aspect of this development.



## London Buses In Miniature

BY ALAN  
PURSSEY



Craven RT 1431  
Acton Depot last June  
Owner Keith Rose

### "6 new models for 2003"

Buses and New tube stock

KIT REVIEWS - Two new models from the Little Bus Company

#### 1/50 SCALE RF

I only had time to examine this kit before the publication of the last magazine. Now its completed it takes pride of place in my collection. Three versions can be built from this kit Central red with the removal of the door, or the Greenline and country with the door left in situ. Knowing scratch builders I would expect to see the modified and short wheel-base version as well.

The kit the first 1/50th scale from The Little Bus Company comes with a full instruction sheet, and brief history of the RF. The kit provides parts to build one off three versions.

- \* Resin one piece body
- \* Combined resin chassis and seating unit
- \* Resin axle keeper unit
- \* 1x4 seat unit(offside front buses)
- \* 1x5 seat unit (nearside front buses)
- \* 3x2 seat units(forward facing front on coaches)
- \* luggage pen (coaches)
- \* metal steering wheel
- \* metal route indicator plate (above door on buses)

- \* 2x side mirrors
- \* 2x side indicators
- \* 2 x Green line side boards
- \* 2 x safety rails
- \* Pushfit solid rubber moulded wheels
- \* 2x metal axles with sleeves
- \* Glazing

A small selection of transfers in 1/50th scale is available including Routes, fleet, and number plates, fleetnames, legal lettering, and garage codes, see last magazine. to complete your model.

The model is easy to assemble due to the few parts involved but at the risk of repeating myself (careful when cleaning any flash around the windows, they are delicate.) Care is also needed if you remove the door, as the step is delicate Details like the handrails moulded to the seats show up well when painted and are worth that little extra attention external detail is well moulded with lights reflectors, and rear indicators, together with inspection panels moulded into the body to scale.

All in all this is an excellent kit and I feel sure will be popular not only for the larger scale enthusiast but modeller's like myself, until now who have confined themselves to just 4mm scale.

#### CRAVEN RT

The Craven body RT has been available in the past in the ABS street-scene range but has been out of stock for some time. This is one kit that has been awaited by the modelling fraternity to complete another slot in the RT class of bus with the RTW, RTL SRT, already represented by EFE or in kit form.

Deliveries of RT chassis began at the end of March 1946, but there were serious delays from the manufactures of bodies by Park Royal and Weymann. Because of these delays London Transport ordered additional bodies from Saunders Engineering and 120 from Craven Ltd. of Sheffield, delivered between September 1948 and April 1950. They were classified by LT as RT3/4 and were given the fleet numbers RT1402-1461 (JXC165-224) and RT1462-1521 (KGK721-780).



The first thirty were green and allocated to Watford and Windsor garages. The central area allocations were treated as part of the standard RT fleet so they could be found in small numbers at many garages throughout the area. They were short lived with LT with the final withdrawals in October 1956.

The now familiar format of two-part resin body applies plus chassis metal base Push fit wheels with rear disc profiles. Modelling points to note were that the cravens had gone before the introduction of trafficator "ears " and also prior to lower case lettering on destination blinds. They were however, introduced with cream upper windows and restricted blinds. They did not carry rear upper deck adverts

Both kits fit together well, and apart from a little flash around the windows did not require much work on the assembly side. The Little Bus Company have captured the look of the RT well, and I rate this the best RT model to date I am a comparative newcomer to resin models having only started a couple years ago, but now have a growing number in my collection.

#### LIVERY DETAILS

The central red appeared with upper deck windows in cream plus mid height band or all over red with cream mid height band. The same applied to the green versions. An addition to this kit is the printed screen which is fitted to the outside the cab and comes in either red or green for choice of livery. with black lining representing rubber surrounds. It has sold well and Tony Asquith has planned a re-run

#### PROJECTED MODELS FOR 2003

LONDON TRANSPORT L3 CLASS TROLLEYBUS 1939 WITH THE UPPER DECK CURVED RAINSHIELDS IN THE CLASSIC WEYMANN STYLE.

The Little Bus Company is to produce a model of the London Transport L3 class Trolleybus, and the master is being constructed by Rod Blackburn who made the master for the pre-war STD last year. However the model will not be available until next September 2003



These buses differed externally from earlier buses as the upper deck rainshields were curved neatly into the front pillars giving a more streamlined appearance.

The L class classes of trolleybus consisted of three types, L1 class was fitted with run back and coasting brakes for operation on Highgate Hill. Whereas the L2 were not. The L3 class was the largest Individual class and contained 150 buses, differing externally from the others as the side lights were faired smoothly into the front panels rather than mounted externally. They will be a welcome addition to the range of existing trolleybuses from Pirate and O.O.C.

#### UNDERGROUND STOCK

Last year the Little Bus Company launched into a new range of kits with there underground stock. Two coaches from the Q stock used on the district line. Q23 driver from 1923 with a full clerestory roof and straight sides. It was converted to Q class in the 1950s and Q38 trailer are of the later flared- skirt style. Both styles ran in mixed formations until the 1970s. L.B.C have planned re runs on both kits and are launching two new additions Q27 driver in December 2002 Q35 trailer January 2003 to make up a four car set of Q stock.

Later in the year. L.B.C. are to introduce the R stock, which represented the final development of pre war designs for the district lines, but showed the shape of things to come with there unpainted aluminium bodies, they served from

#### NEW from R.T.C. MODELS

David Eden has announced to meet the demand from potential customers who are unable to satisfactorily construct white-metal kits, RTC are now able to supply any kit with the body shell built, leaving the customer to fit the seats, stairs bonnet and interior fittings. The cost is £55.00+£3.50 p&p, and they will be carried as part of normal stock, at the bigger events this year. If you require a kit to be constructed, please contact RTC as this has turned out to be very popular, (there is a waiting list)



## NEW TRANSFERS SETS

The latest transfer sets in the 'General' style of destination are now available.

- TR90 (KIT NO.203 route 131 Epsom Race Course.
- TR91 (KIT NO.205 STL1) route 54 Elmers End.
- TR92 (KIT NO.206 LT5/1) route 15b Ladbroke Grove.

Also newly introduced for kit no.203 LT3 London Transport livery with fleet no. LT675

- TR89 route 12 Dulwich Library.

All the above are £2.95 each + P&P 40P (Per Order)

A fully illustrated catalogue £1.50 + SAE is available from RTC see contact information. RTC welcomes correspondence and comments via e-mail and their address is [davjac.rtc@virginet.co.uk](mailto:davjac.rtc@virginet.co.uk)

## Gareth Jones

Also all the latest news from the die-cast scene. Do not forget Gareth Jones website were you could get up to the minute information on all the latest news on diecast models. With release dates and Gareth is a member of Cobham, updates his website four or five times a week log on to [www.britishmodelbuses.co](http://www.britishmodelbuses.co)

## News just in from Pirate Models

Two years ago John Gay announced that he proposed to release new models based on the RT he has now released five new models based on RT97 which was used in a pay as you board experiment.

* Standard pre-war RT 1939	£36.95
* RT97 Pay as you Board 1940	£38.95
* RTC1 Greenline double deck coach. 1949	£38.95
* RT 46 revised destination 2 roofboxes 1939	£36.95
* RT110 revised destination rear unused roofbox 1939	£36.95

You may remember I reported that the masters for these kits were lost in transit from the master maker. Well John has had new masters remade and the kits are now being produced, and should be available by the time the magazine goes to press.

The top two coaching stock Q23 and Q38 were released early last year Two more coaches Q 27 and Q35 have just been released, to form a four-car set of mixed Q stock. Based on the examples in the London Transport Museum at Acton depot.

Mike Pannell model bus specialist is now offering the 3rd prototype Routemaster RML3 which was a standard RM the L denoting Leyland power unit. This carried the front style as used on the prototype RM coach CRL4 , It ran on routes 8 and 8b only and had a short life from January 1958 until November 1959

Price ready finished (Inc p/p) is £41.45.

Also available is the Little Bus Company Craven RT in kit form for £31. or ready built for £89(Inc p&p).

## COBHAM SHOP NEWS

### NEW BUS GARAGE CARD KIT

O.O.C. have released a self-assembly card kit (not illustrated) of a Southdown garage for Southdown collectors made for Corgi by Metcalf models, excellent for displaying your models in a real setting.

Alvin has some in stock plus all the 4Q4s including the latest Q in Greenline Livery due for release in February with sideboards copied from originals held at Cobham which were used on the Trusts Q. And remember when you support the shop you are supporting the Trust. Plus books including the London Bus File range by Ken Glazier see review by Phil cruise in the last magazine, a must for model collectors.

In the next magazine I shall be comparing the differing fronts of the 1938 tube stock with the 1959 stock proposed by EFE PLUS news of another of Cobham's buses to appear in model form

PLUS reviews on the latest white metal kits

Cobham Shop Garage kit £11.00 £1.00 p&p if ordering by post

All Q models to members £18.00 plus £2.00 p&p Alvin offers by return of post service.



## CONTACT INFORMATION

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E MAIL  
mike.pannell@

Pirate Models  
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Upchurch  
Sittingbourne  
Kent ME9 7AL

Metcalf Models  
Bell Busk,  
Skipton  
BD23 4DU.  
WWW.metcalfmodels.com  
Send two 1st class stamps  
for colour brochure

RTC Models  
Rosslyn Crescent  
Harrow  
Middlesex HA1 2RZ.

Little Bus Company  
Queenswood Avenue  
Hutton, BRENTWOOD  
Essex  
Craven RT £30 +£1.00 P&P  
e-mail tony @ .com  
WEBSITE  
http://www.little-bus.com

TUBE STOCK AVAILABLE  
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111 Norwood Crecent  
Leeds  
Enclose 4 1st class stamps  
with order for postage  
TEL 01132 563415  
Q Stock £35.00

Cobham Shop  
Cobham Bus Museum  
Redhill Road  
Cobham Surrey KT11 1EF  
020 932 868665 OR Alvin at home  
01252 962

## Beyond the Gates

John Hinson

Following on from the last issue, RT4497 apparently reached the London Bus Company after being sold out of preservation by its Collier Row owner to Geoff Lister, a dealer in Bolton sympathetic to preservation who in turn sold it to a preservationist in Cheltenham. The bus was apparently sold by London Bus Export to a film company for use in a new Harry Potter film. RT3882 was also sold out of preservation in Lancashire, directly to London Bus Export, and this followed to the same film company in November. I'm told the film people need three, so which is the other one? It is said that two will be combined into a triple-decker and the other to be dropped from an aeroplane. I'm not sure if I want to believe that!

Rather more exciting, perhaps, is the discovery of a T-class vehicle in France. No, not a Titan, but a 1930 specimen. It appears to be one of the 1935 rebodysings, and I believe it is T350 or 351, although there is currently no way to confirm this. It is registered 214 BV 59 and is safely dry-stored undercover in Dunkirk after use as a caravan for many years. There is talk of a preservation project under way in France, but as so often in such cases nobody even seems to know who the owner is, never mind whether he wants to sell!

Further afield, RTL547 has been sold out of preservation in Australia and is now under conversion to a catering outlet which will operate in the Sydney area.

Three London double-deckers were being advertised for sale in the United States on the Ebay internet auction site in October - RTL543, a coffee bus in Washougal, Washington, an unidentified RT in Knoxville, Tennessee with "Pullman" restaurant seating, and RLH13 in Southern Oregon as another coffee outlet. I would hasten to add that I'm not encouraging anybody to buy (for Ebay have come for some criticism recently for ducking out of their responsibilities when things go wrong) but there is no harm in looking!



The Summer 2002 issue of Marks & Spencer Magazine illustrated one of the Routemasters at Lake Navasha in Kenya seen by Mike Clarke some issues back. It was in overall plain (and dull) red so unfortunately no identification can be made of that one.

Back home, I've heard of P7 (BLA594H) which was converted to a motor home/racing car transporter during the 1980s. Although still in this form, the owners (Matthew Hill and Stuart Cliff) regard it as "preserved".

RF183, a long term resident in the Edgware area in fairly inactive private ownership has resurfaced in Dover, now owned by Tony Alexander. Tony is an ex Walworth and Windsor driver, subsequently working as an inspector and driving instructor.

And that is all I have this time round, many thanks to Tony Alexander, Dave Churn, Matthew Hill and Mike Lloyd for their contributions - this would have been a pretty blank sheet of paper without them!

As always, contributions to this column are welcomed at:

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

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*From the editor*

Exciting news of the possibility of a surviving 5T4 (or 11T11?) just a hop across the Channel.

The mention of RLH13 in the USA is interesting as I delivered that bus to a group of people in The Hague, Holland in about 1974. I remember they complained of gearbox problems and I went back three weeks later with a spare gearbox. Fortunately, it was only a broken bus-bar return spring so it was fairly easy to repair. Because of the external ribbing on the roof which was more prominent on the RLH 1 - 20 batch, the bus literally scraped the 4 metre height limit at the exit to the docks.

## Events for 2003

Graham Smith

The dates and brief details of events at Cobham for this year are shown below. I hope you will agree there are some interesting days in prospect. Please do whatever you can to support as many of them as possible. Others may have said it before – but it does no harm to repeat it here – that all offers from members to help with the event days will be greatly appreciated. It's not just on the event days themselves that help is required, though. There's all the planning work and the publicity needed to ensure the days are successful and that Cobham's coffers are topped up as much as possible so that all of us can continue to enjoy our involvement with our unique Bus Museum.

Sunday 6 April: Cobham 2003 Annual Open Day and Bus & Coach Gathering at Brooklands Old Runway. This will be our 30th Annual Open Day and, to celebrate, a display of some rather special, historic vehicles – called "The Roaring Twenties" – is expected at the Museum with, it is hoped, a road run in the afternoon. Many sales stands and refreshment stalls will be at both locations and a network of frequent bus services will operate between the two sites, Weybridge Station and Cobham Village.

Sponsored by

*Bus & Coach Preservation, Buses and Classic Bus.*

Saturday 21 June: GS Running Day - a combined event with a Display Day at the Bus Museum and an Open Day at Chertsey Fire Station, and a free bus service operated by GS class 26 seater LT Country buses - celebrating their 50th anniversary year - linking the two locations.

Sunday 13 July: "Coaching Days Remembered" - a nostalgic day recalling those long hot summer days of yesteryear when holiday-makers were tempted to take day trips to the seaside and other places of interest in luxury coaches. No trips to the seaside today but a variety of free tours are likely to be on offer in a selection of wonderful coaches.



Bank Holiday Monday 25 August: Display Day and classic buses running on a variety of free services to Woking for the Classic Car Show in the town centre.

Sunday 12 October: Family Day and Pre-Hibernation event, with lots for children and their mums and dads to see, plus free rides on a variety of old buses. Tractor/trailer rides around the Museum grounds for children.

From time to time, I am asked why Cobham doesn't have more event days in its calendar each year. The blunt truth is that the number of events shown is what is considered by the committee to be manageable. Don't forget, we attend a fair number of "Away" events as well each year in order to raise Cobham's profile. Woe betide us and our reputation if we ran events which had not been properly planned or resourced. The bad publicity we would likely receive – and deserve – should this occur is, surely, a sufficient deterrent. End of message!



One of the number of Lance buses purchased by the London General Omnibus Co., Ltd., for service in the Metropolis.

## Country Bus Rallies

### RUNNING DAY PROGRAMME FOR 2003

The theme of events this year will be the 50th Anniversary of the London Transport GS Class, beginning in June 2003 with a day based upon St Mary's Square in Hitchin. from where the first GS Route was operated in October 1953.

#### **Sunday April 27th East Grinstead.**

Probably the largest LT based running day in the South of England, organised in conjunction with the Bluebell Railway. 30 vehicles operating former LT routes from East Grinstead, additional services to Crawley (434/473) and Godstone (409) with the usual links to both Kingscote and Sheffield Park Station.

For the second year services to the South of EG will be operated by the Southdown Historic Vehicle Trust. Stalls and main control will be based at King Street, East Grinstead.

#### **Sunday 18th June Hitchin, Stevenage and Hertford**

The event will be based upon St Mary's Square at Hitchin and will feature the GS entering service. GS2 will re-create the 383 and further examples of the GS class will operate the 329A and 386.

Routes will also work out Stevenage Bus Station and there will be a linking service into Hertford.

The main control point and stalls will be based at Hitchin

#### **Sunday 31st August Dorking**

Following on from the success of the 2002 event, we shall be continuing with the Dorking event on an annual basis. Once again some changes to the routes and times, but it will basically follow the pattern set in 2002, with RTs / XFs / RMs on the 93. and 414, RFs on the 412 and 439 and 714. The GSs will once again concentrate on the 449 to Ewhurst, with the occasional 433 up to Ranmore Common.



**Sunday 21<sup>st</sup> September GS 50 Event**

Based upon the Chelsham Routes from Westerham and Oxted.

We hope to have at least EIGHT GSs operational, and a further 5 on static display for this event which will cover the 464/465/485 group of routes and a very limited service on the 494 out of Oxted to Lingfield. Between CM and EG there were 12 buses covering the Oxted Group making it the largest use of GSs in the South.

The first vehicles were placed into service on or about 12<sup>th</sup> October and by early November the Leyland Cubs had all been replaced. Plans include a service on the 410 covered by an RLH, an RT and an RML from Westerham through to Godstone Green with early morning journeys from Redhill Station.

In order to give a link into the public transport system at both ends we shall run a service over the old 403 road from Sevenoaks Tubs Hill Stn to Westerham,

In 1962 the GS was replaced by the RF and at some time during the day Country area RFs will make this change by operating journeys over the 464/465/485 which will enable the GSs to be assembled for a photo run along the A25 between Oxted and Westerham.

A special programme will be produced for this event which will give background details of the GS class and route/ vehicle histories of the buses in service on the day.

Programmes for each event Cost £5 which will include the vehicle diagramme.

Orders can be placed for all four events in advance at a cost of £16 plus four A5 saes.

Please write to the following address :-

*Country Bus Rallies  
Hampton Way  
East Grinstead  
West Sussex RH19 4SG  
E mail Acharmal@ .com*

**NORTH KENT VEHICLE  
PRESERVATION GROUP**

**PRESENTS  
A 2003 SLIDE SHOW**

**LOOKING BACK AT BUSES**

**WEDNESDAY 19<sup>th</sup> MARCH 2003  
8 PM**

**BOROUGH GREEN  
VILLAGE HALL  
HIGH STREET**

**BOROUGH GREEN KENT.**

**3 Minutes walk from Borough Green rail station.  
Arriva Bus 308 from Gravesend or Sevenoaks**

**Light Refreshments**

**More information from  
Roland Graves  
01732 634**



## Transucopia

67, Tylecroft Road, Norbury SW16 4BL  
 Open Monday to Fridays only 9am - 5pm  
 For the sale of 1:76 scale EFE and Corgi die-cast models  
 from the 1942 - 70 period

EFE	27805	STL LT Red Route 138	£17.50
EFE	10129	RT 'Festival of Britain'	£14.50
EFE	16405	RT 'EFE 10th Anniversary (Roof Box)	£16.50
EFE	25509	RML LT Green	£13.50
EFE	25510	RML in LUT Colours route 94	£14.00
EFE	25511	RML Route 19 Kentish Bus	£14.00
EFE	26401	Midland Red Daimler Utility	£12.50
EFE	12113	Maidstone & District Cavilar Coach	£15.00
EFE	26306	Southdown Guy Utility	£17.50
EFE	20008	Portsmouth PD2/12 Orion	£14.50
Corgi	OM40501	Feltham Tram	£23.75
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

SAE for lists or enquiries on 020 8679 5428  
 Fax 020 8679 1928

e-mail [Transucopia@aol.com](mailto:Transucopia@aol.com)

All items in stock at time of going to press

Postage is at cost, £1.72 EFE , £2.21 Corgi  
 per single item within UK.

All items are now sent recorded delivery.  
 Please send sae for full lists.

## Proposed Members' Visits

Victor Spink

### National Tramway Village

The National Tramway Museum ay Crich near Matlock in Derbyshire is one of the great venues of any kind in the North Midlands. In the next magazine (Spring) there should be details of a visit we ijntend to make there this year. It will be be overnight with a stop at a suitable hotel at either Buxton, Bakewell or Matlock, depending on availability.

Our P3 coach will whisk us up to this splendid museum, and our plan is to be hosted by a member of Crich Museum with a view to have a look at the workshops and other nooks and crannies not available to the general public.

### Calling all Steam Buffs.

Plans are being finalised for us to pay a visit to the local narrow guage railway (11. 1/4") at the Great Cuckrow Railway at Chertsey. This will be a Sunday visitn and arrangements are in hand to be hosted by committee member Kim Richardson who himself has a splendid steam locomotive of this guage which he runs. We are likely to go round the track and workshops late morning andmidday before the public is let in.

Full details will appear in the next issue.

Meanwhile, details of the first proposed excursion is on the following page.



**Trust Trip to Milestones**  
Hampshire's Living History Museum  
at Basingstoke.

'An open air museum inside a massive modern building, with a network of streets and buildings based on those found in Hampshire in the Victorian period

It houses the 'Tasker Collection' of steam engines, agricultural machinery, traction and showman's engines

A number of historic Thorneycroft vehicles

The AA collection of patrol vehicles giving the history of the AA since 1905.

Cafeteria on site.

Members and families are invited to our first trip using Trust vehicle P3

Please contact peter Plummer by mail or Bill Cottrell by e-mail, or phone museum at week-end to reserve seats. Entry fee is set at £6.50, Children £3.50.

If we can get more than 17 people there will be a discount on this if paid in advance

Additional charge of £2.00, children £1.50 to cover the cost of travel.

Departure from Cobham 10.00 am sharp, additional pick-up Weybridge station 10.10.

**OFFICERS**

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**Treasurer and Membership Secretary**  
Mike Nash, *Dorking, Surrey. RH5 5XB*

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Bill Cottrell, *Shaftesbury Avenue, South Harrow, Middlesex HA2 0AW*  
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Roger Stagg, *Teston Road, Offham Kent. ME19 5NE*

**CONTACTING THE COMMITTEE**

If you wish to contact any member of the committee, please do so by letter. Urgent telephone communications can be made through:

Paul Morris 0208 8394  
or the museum at week-ends on  
01932 868665.

Items for the magazine to Bill Cottrell (editor) details above or e-mail BILLQ83@com Trust webpage <http://www.lbpt.org>

Next copy date **April 10th 2003.**  
Cobham Bus Museum, Redhill Road,  
Cobham, Surrey. KT11 1EF.  
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