

COBHAM
BUS
MUSEUM

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Front, Rear and Inside Front Cover
 T357 Departing for Home
 Photos. David Kinnear

Editorial

Bill Cottrell

What a start it has been to the year! The return of T357 is well chronicled in this issue. A start has been made in investigating under the skin and a few mysteries are yet to be answered. Rubbing down the layers of paint has shown that under the current green was a deep blue, then the first mystery! There is next a coat of red over the wartime grey, but only down to window level. The red extends under the canopy and the white body number transfers appear to have been applied onto the red. The implication is the bus roof was painted red before export.

The second mystery concerns the chassis number. The bus identity was confirmed, before we went over to see it, because someone had come up with the correct chassis number for T357. Now the bus is home, we cannot find a chassis number anywhere. The front of the dumb iron where the plate should be fitted is missing.

Next mystery concerns the engine. We know the T had a petrol engine when last in service in London. The engine currently fitted is a hybrid diesel engine. The bottom half is stamped A187. This was a direct injection 7.7-litre engine fitted to the AEC Matador 4 wheel drive Army truck. The top half comes from an indirect injection 7.7 litre diesel engine and appears to be a type A171. There were many versions of this engine and this one is interesting as it is adapted for the braking system of this bus, i.e. causing a vacuum for the brakes by the induction process of the engine and not by having an engine driven exhaust. Whoever fitted the engine had to adapt the mountings to fit the radiator, as this engine is longer than the original. Extension pieces have been riveted to the bonnet top and sides to fill the gap.

The final mystery is the bonnet side has the plate from T384. The probable explanation for this is that the buses were both sold in May 1945 and were probably adjacent to each other when in storage, so the bonnet sides could easily become transposed after removal to start the engines.

Chairman's Report

Peter Plummer

The first few months of the year have seen immense activity not only in the run up to Open Day on the 6th April, but in a wide number of ways.

Publicity officer, Graham Smith has worked extremely hard to promote the Trust's 30th Open Day furnishing local media, national, and club magazines with information and photographs in addition to sending out invitations to our list of guests and formulating a list of events throughout the year. It should not be underestimated the impact this role has had on the Trust's fortune in recent years since Graham's appointment and the visitor numbers continue to rise. I would like to place on record the recognition of the long hours of input to achieve this.

Open Day sub committee chairman Simon Douglas Lane suffered a broken arm just before the event and therefore was not able to attend what I consider to be the Trust's most impressive display ever even though the day was overcast with a chill in the air. Sebastian Marshall, Andy Baxter and Graham Ruddock had arranged for the oldest London buses in existence to attend our theme for this year, the 1920s, which were lined up within the grounds at the museum. The London Transport collection K424 and S742 were joined by Barry Weatherhead's K502 and Mike Sutcliffe's Chocolate Express Leyland together with the Trust's Dennis D142. Only the contingent from Staplehurst cancelled at a late date, but despite this, it has been decades since so many vehicles of this era have been seen together. In addition to the London display, the White Rose Leyland Lioness and Jersey Leyland TD1 belonging to Peter Stanier completed the scene. I digress here to recall when at the age of fourteen, I first met Peter when he was an inspector at London Transport's Dartford garage and believe me, in his younger days he was a good double for the principle actor I had seen in a film called 'Reach for the Sky' starring Kenneth More. With all the garages visited, Peter at Dartford was by far the most helpful.

Details of RTs and RFs freshly back from overhaul and which were about to go and to some extent his keen interest in buses then encouraged me to take up this hobby in later life. It is warming that contact is maintained after all those years.

Full marks go to Andy Baxter and Graham Ruddock for a perfectly organised Cobham site and to Steve Fennel for an excellent connecting bus service to the Brooklands runway using the Wellington Way service road for the first time which was a significant improvement all superbly overseen by Roger Stagg. During the Day, the lady Mayor, councillor Wyn Heasman and invited guests, were greeted at a reception well performed by Dawn Stagg, Mary Ackroyd and Liz Smith.

After short speeches, a cavalcade of the 1920s buses made its way to the Brooklands site for a formal photo opportunity. Notable was visitor Jasper Pettie from the Scottish museum at Lathalmond who showed much interest in the rebuild on G351 and Leon Daniels, Divisional Director of First Group-London who once played a part in Cobham's early days. At the museum, the shop was doing a brisk trade after its interior repaint by shop manager Alvin Hale the previous weekend. The ever popular Cobham special models, this year featuring RF168 sold out very quickly but the example portraying RF534 was not available from the suppliers in time but will be mailed out as soon as possible. A flurry of activity in the weeks leading up to Open Day saw Richard Hussey and Tony Lewis assembling the dismantled Bedford 702b. Door transfers were affixed by Richard and myself late one evening, the sign-writer added the legal lettering the following week and Paul Morris waved his magic brush to produce a glass like varnish finish to the doors on 5th April. The result was outstanding and this smart little vehicle made its debut at the Brooklands runway looking almost new.

A considerable amount of tree surgery has taken place around the Cobham site and groundsmen Peter Wall and Mike Garside did well to clear what appeared to be a lumber yard just days before Open Day. A sincere thank-you to all the volunteers who made the day probably the best ever.

Moving on to other news. A group of long standing friends came to visit my home on 7th January during which, the subject of T class vehicles came up. The conversation got around to the existence of a T class in France of which I had no knowledge thinking this was confused with T499 in Australia. The next day Bill Cottrell asked questions via e-mail and a positive response was received. Identity was unclear whether it was an 11T11 or a 5T4 and rumour initially suggested T351 then T354. It was decided to send a small party of Trust members to Dunkirk to ascertain true identity which is now established as T357 (original registration GN8242). Within days, the Trust had purchased the ex Green Line vehicle exported in 1945 and arrangements made to repatriate the coach which arrived in the UK on Friday 14th March overseen by Bill Cottrell. This is a truly remarkable survivor. Built in 1931 with what was considered a dated body, it was rebuilt with a new body by Weymanns of Addlestone in 1935. It appears the vehicle was allocated to Addlestone garage in which case, it would more than likely served Deot 45 which now is the Cobham Bus Museum, on short journeys on route 462 bringing workers to the site which made wing sections of Wellington bombers. In every sense, this is a home-coming.

Close inspection of the bonnet plate shows that this item was once affixed to T384 but the cab-side number revealed by careful sanding is definitely T357. Bill Cottrell has added sequences of its recovery to the film available for all to see in 'The Regent Cinema-STL 2093' at the museum and Richard Hussey has taken on the task of obtaining T 357's original registration. Well done to all those involved in this recovery.

In February, member Graham Ruddock wrote to me offering the Trust his single deck LT1059. This donation has been formally accepted by the Trust although the date of hand over has yet to be agreed. This vehicle is derelict and will require a very heavy rebuild similar to that of Acton's LT1076 but it is a very rare bus of 3 axle configuration and a welcome addition to the Trust's collection and our sincere thanks are given to Graham for his generous donation and securing the vehicle's future.

Yes, buses always come along in threes.

In March, the Trust was offered superb RMC1461 by its owners, Stagecoach East London. This vehicle is currently in service in Green Line coach livery from time to time on route 15 and is due to come out of service in August this year. The Trust has always had a keen interest in this coach as it a very good example of the type and fills a gap in the history of Green Line at the museum. It has been suggested that the hand-over could take place at the Romford (North Street) garage Open Day on Saturday 13th September but this has yet to be finalised.

I continue to get letters and many phone calls about T499 in Australia. At a meeting in February, a true reflection of the actual costs involved in this vehicle's possible repatriation was called for which revealed the shipping figure alone would be £8,000 - £8,500 as the vehicle would not fit into a standard container. The overall figure is estimated to be in the region of £12,000 and this would only duplicate a type we already have within the collection with another derelict vehicle requiring extensive rebuilding. With the Trust's current financial and labour commitments, the committee felt it is unlikely that we would be able to extend to this project.

The trip to Milestones museum at Basingstoke organised by myself for Trust members using coach P3 on 16th March went well. Twenty-two adults and one child took up the opportunity to see many vintage vehicles in a town setting within an enormous glass domed structure. Thornycroft vehicles featured strongly being once locally built as well as the well-known name of Taskers. A lady sitting in a car showroom in a superb 1930s style art deco building tried hard to sell me the latest in motoring miracles a Morris 8 tourer, a real tough decision. We all thought P3 would no doubt be the oldest coach in the coach park that day but we were upstaged by a beautiful Bedford SB Super Vega with butterfly grille in glorious sunshine with a party from Hampshire.

RT 2775 continues to head toward external completion although preparation for Open Day lost us a few days. STL 441 has progressed with the fitting of the nearside waist-rail and cleaned out lower deck formed the venue for the Open Day invited guest reception with unrivalled serving hatches. As I was unable to effectively monitor the movement of spares on days I was absent from the museum, Bill Cottrell has now assumed the role of spares co-ordinator.

Lastly, Graham Smith has mentioned to me that he has a collection of ticket machines that require a tasteful display put together within the museum. If a member feels they could assist with 'window dressing' skills, please contact Graham or myself.

Purchase of Spares from the Museum

Bill Cottrell

As the chairman has stated in his report, the sale of spares will be channelled through me. Stocks of some items are getting low to the point where we have to put the interest of the museum fleet first. However, we can sometimes help in an emergency where a part can be 'loaned' pending the repair/overhaul of the broken item.

Procedure

- The disposal/loan/cost of major units and sub-units can only be sanctioned by a decision made at a committee meeting.
 - The disposal/loan of minor items, where stock is marginal, can only be sanctioned by a decision made at a committee meeting.
 - The disposal/loan of minor items where there is abundant stock can be made without reference to a committee meeting, but the committee will be informed to decide the cost.
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Open Day CTH April 2003

Simon Douglas Lane
Open Day 2003 Sub Committee Chairman

A broken right arm ten days before the event rendered me out of action for the day and so I do want to pay a special tribute to the Open Day Sub Committee who after such a splendid result last year more than did the business this year with ticket to ride sales up over 400 in total. Stalls income was also up (thank you to Ian Robertson) and we had a splendid donation from the new caterer at Brooklands who had a wonderful day.

The weather was cold and cloudy and had it been like the day before even Jeff Stoute would have been hard pressed in the parking department at Brooklands: he and his team worked miracles. The bus service, able to use Wellington Way, made its separation from the crowds at the main entrance a plus point (thank you to Steve Fennell and his team) and we have had this year many kind letters of appreciation from far and wide as we did what we could to address the problems of last year especially for the photographers amongst you all. And of course as each year passes we run a bigger event with less ground available to us, and so a special thank you to Roger Stagg who has been heroic in sorting out the lay out with incessant difficulties and making a site plan such that revenue leakage (getting in without paying in old money!) is almost zero, and thanks to Debbie and her Revenue/Admin team for another splendid job. Mike Nash as Treasurer beams mightily, and Keith and his volunteer section together with our regular outside help provide the essential oil to a smooth running day. At Cobham, thanks to Andy Baxter and Graham Ruddock for the Roaring Twenties Display (already in Buses May issue) and to Paul Morris for excellent photos from the internet which I looked at the following day and did not feel so out of it! A big thank you to Graham Smith for an excellent media blitz which in our 30th year contributed to such a successful day.

And of course Alvin Hale and the Shop! They also had a magnificent day and preliminary figures indicate that the initial income calculation shows an increase over 2002 for the event of £3,378 and we await the final figures from Mike.

The Open Day is the grand opening of the rally season: again this year we have done the Preservation Movement proud. The way the event runs can only be excellent publicity for the Trust at Cobham Bus Museum and an indication of the strides we have made over the last eight years or so. I am happy to go into the fray again for 04/04/04, and I think the rest of the sub committee is too.

So what of the future? We have many uncertainties to consider: the Brooklands site is now the subject of a major planning application from Mercedes-Benz which if successful would bring a co-ordinated and professional approach to our transport heritage. The Sub Committee at its review meeting on 12th May will be considering what the options are for 2004 and where we can go if Brooklands is not available. Meanwhile my thanks to everybody for making Open Day 2003 another great success and if I have missed anybody out in the thanks department, it wasn't intentional. I hope to be back with two arms during May! With my best wishes to you all and thank you for the kind thoughts I have received to aid recovery!



Two Old Ladies Go To Cobham

Colin Read

As a Friend of London's Transport Museum, I was afforded the opportunity this year of a ride to Cobham Open Day on either of the former LGOC AEC 'K' or 'S' types which currently reside in The Depot at Acton. Wild horses could not have held me back!

The one downside was to get to Acton by 0730 or so for an 0800 start: no easy feat on a Sunday morning from Croydon, considering that the first Underground services west of Victoria are at around 0710. Still, I made it successfully and found that both K424 and S742 had been moved out into the back yard, together with RM1.

The K-type was suffering last-minute radiator leakage problems and the offside front wheel had to be run up on to a wooden ramp to provide a slight tilt in order to effect a suitable repair. It was touch-and-go whether she would be fit enough for the journey of about fifteen miles.

After a welcome coffee and a wander round the Depot, all was declared OK, the vehicles were duly watered, engines were swung - no self-starters in those days - and soon both old ladies were merrily purring away and I took my seat aboard the K for what was my first-ever ride on a solid-tyred vehicle. Meanwhile the drivers had changed into authentic white coats complete with LGOC-type PSV badges - a nice touch and so much better than those awful (and often unnecessary) high-visibility jackets.

We set off at around 0915, stopped off at a local filling station and I was surprised to see that unleaded fuel was being used. Apparently they would have used such poor quality petrol in their day that unleaded was quite OK.

Soon we were bowling along at a good 20mph, the K in the lead, followed by the S, then RM1 and a rather scruffy privately owned RM 2023. I realise that most preservationists are short of money but I do feel that a certain standard should be reached, at least with exterior paintwork before a vehicle is rallied.

Past Kew Gardens and across Kew Bridge I was surprised at the remarkably smooth riding on solids; I have certainly had worse rides on pneumatics. Modern-day road surfaces are obviously so much better than wood blocks and cobblestones. It must have been most uncomfortable in the 1920s - no wonder such buses were dubbed boneshakers.

By now I had decided to brave the elements (it was cloudy and cold all day) and I moved upstairs (outside if you prefer) to get some photos of the S-type following, albeit a little shakily. Through Richmond the K must have felt quite at home, being boarded for the 37s, although I don't think anyone actually hailed us. Perhaps even the Great British Public can recognise an 80-year old veteran when they see one!

At Petersham, I changed on to S742 so as to compare its riding qualities and get some different photos. We threaded our way through Kingston, where we stopped at the Fairfield bus station. A number of Chinese or Japanese were very much taken with the old ladies and I told them the year of manufacture. They produced the inevitable cameras and seemed suitably impressed. One wonders just what their families made of the end results!

Along the Portsmouth Road, I took the opportunity to observe the driving characteristics on the S. The throttle is situated between the clutch and footbrake and the gearchange was extremely slow by modern day standards - into neutral, let the revs die down and several seconds later drop it into the next highest gear. I'm sure the K type was similar. Clearly a technique that had to be learnt. The driver had the minimal amount of gauges, i.e. nothing whatsoever and of course no windscreen wipers, mainly due to there being no windscreen.

Further on we negotiated an extremely low arch under the LSWR main line - we were able to touch the roof from the top deck and had to use the middle of the road - then down through Esher and so on to Cobham. The S was struggling a little by this time and was backfiring merrily and came to a complete stand on the roundabout over the A3, where we pulled over to inspect the underside.

Apparently it was a problem with a blocked carburettor jet.

This was evidently sorted out and we finally pulled into the yard at Cobham Museum having parted company with the K-type, which had gone on ahead. We found ourselves surrounded by dozens of photographers and I felt quite like a film star on the upper deck. We reversed into position and the veterans had a well-earned rest for a few hours.

For those who were not there, there were five open-toppers in the line up: K424, Barry Weatherhead's K502 of 1920; S742; Mike Sutcliffe's superb Chocolate Express Leyland LB (XU 7498), representing the 'pirates' and the LBPT's ex-LGOC Dennis D142.

After the obligatory few bus rides 'twixt Museum, Brooklands and Cobham, I was able to take part in the afternoon parade on K424, when all five veterans processed over to Brooklands and back, after which I returned home by more conventional (albeit far less enjoyable) means.

So ended a thoroughly enjoyable day, which would have been so much better had the weather been kinder. It was one I shall remember for many years to come.

K424 leads S742 on the parade to Brooklands



Brooklands

Roger Stagg

For some years now, Members will know that our annual Open Day has been held at the nearby Brooklands Runway, which was of course one of the manufacturing plants of British Aerospace, previously Vickers, before that a private runway in the middle of Brooklands racing circuit. Currently, there are proposals afoot for Mercedes Benz to buy Brooklands and to turn it into a Mercedes Benz Heritage facility and if that happens, we shall be desperately looking for a new venue in our area. So if any of you have any ideas as to where we can locate a large firm accessible space with good links, there are a number of us here on the Sub-Committee who will be only too happy to hear from you.

The area that is now Brooklands extensively built-up was once part of a small backwater of Surrey owned by a Fortiscue-Locke, a local landowner and Architect who lived close by at a mansion called Brooklands. As the last Century turned and the motor car was than 20 years old, he decided to build the Brooklands track as a self-financed private venture. The use of concrete as we know it today was in its infancy at this time, indeed reinforced concrete was an experimental medium, but linking with Hennebique of France and Mouchel a Consulting Engineer (whose head office is still in Byfleet just down the road) it was decided to make Brooklands the centre of engineering innovation, not only for reinforced concrete but for cars and aeroplanes.

The track was a pear shape with a 2.7-mile outer circuit and 3.2 miles to the finishing straight. The track was 100ft wide and at a maximum the banking reached 28ft 8". The estimate to prepare the ground, which at the time was mainly woodland, lay the track, build 3 bridges and erect 8 miles of fencing was £22,004, £1,276,000 in today's money. Remarkably, it took only 7 months to construct and complete the track, which included removing 30 acres of woodland, redirecting the River Wey, cutting through a hill, building the bridges, club house and the track itself. 7 miles of railway line were also built to bring in sand and gravel from Reigate.

Works commenced in 1906 and remarkably were completed on 17th June 1907 just 7 months later when the track opened. Unfortunately but reminiscent of current major construction projects such as the Channel Tunnel, the estimated cost of £22,000.00 ran to close at £150,000.00 (£8,550,000.00). Unfortunately on the day the track opened and in the inaugural run, some of the concrete had only been placed days before and parts of the concrete surfaces were thrown up during the first circuit. Motor cycles were trialed at Brooklands shortly after their introduction and the first aircraft at Brooklands in 1908.

Brooklands was the first of the racing tracks and led to the construction shortly after of Indianapolis and Monza. Famous drivers have raced at Brooklands include Malcolm Campbell, John Cobb and Billy Cotton, the Billy Cotton band show leader. Thomas Sopwith took his first flight from Brooklands in 1910 and then founded his factory at Kingston-upon-Thames subsequently to become Vickers and eventually British Aerospace. Alcock & Brown flew the Atlantic in a Vickers Vimy aircraft actually made at Brooklands.

Four months after opening, the speed of 150 miles per hour was recorded on the track and putting this into context the maximum permissible speed for vehicles on public highways at that time was 12 miles per hour and being increased later in 1907 to 20 miles per hour.

A few other facts - Brooklands was the first place that concrete was used as a wearing surface for high speed vehicles, most of the track is of concrete carpet and led to the first concrete road in the United Kingdom being laid in 1912. 200,000 cubic yards of concrete were used and these were mixed by hand in 8-hour shifts 6 days per week. The track was designed with inclinations between 1:2 and 1:2/2 on the Weybridge and Byfleet bends respectively with radii of 1000ft and 1550 ft. The design was for speeds up to 120 miles per hour. The biggest single structure on track was the bridge over the River Wey, considered the most innovative structure of its kind at the time, 110ft wide and 180ft long using principals of reinforced concrete developed in 1892. The concrete deck is only 4" thick and has lasted almost 100 years.

Interesting to note that if we were to do this today using the principals set down the by the Highways Agency with a life expectation of 100 years, we would be looking at concrete of 4 times the strength and 3/2 times the thickness. So much for the advances in technology.

Whether we are back at Brooklands for Open Day next year will remain to be seen, but when you have the opportunity to be at Brooklands and perhaps go around the remaining parts of the banking, just contemplate the historical significance of what you are driving on.

Procedure for The Use Of Trust Vehicles by Members

The committee has agreed a procedure to cover the use of Trust buses by members, as follows

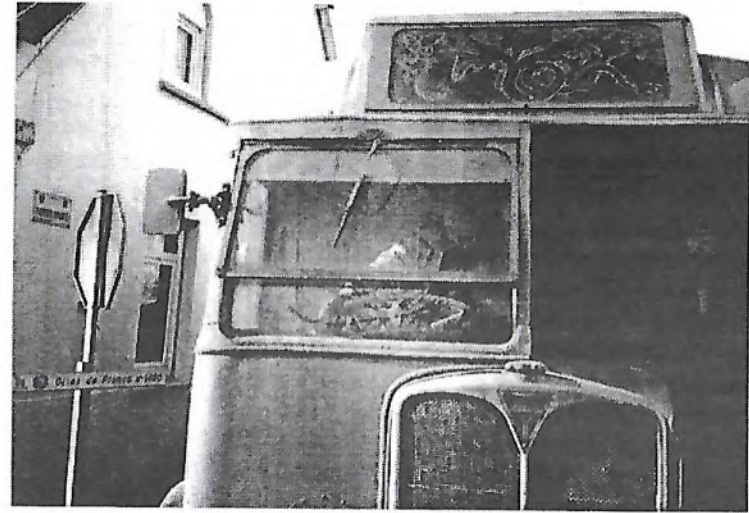
- Application to use a Trust vehicle, giving destination, proposed number of passengers and driver(s), should be addressed to the secretary for discussion at a committee meeting.
- The driver(s) must be type trained and approved for the vehicle.
- The driver is responsible for ensuring oil, water and fuel levels are sufficient for safe completion of the journey.
- Unless previously agreed by the committee, the applicant will pay for the fuel used and return the vehicle fuelled up, or arrange for the vehicle to be fuelled.
- In the event of a breakdown, the applicant is responsible for safe return of the vehicle to Cobham
- The applicant will ensure the vehicle will be cleaned, or arrange for the vehicle to be cleaned, as soon as possible after the excursion.

We believe the above set of rules are fair and at the sametime safeguard the Trust vehicles.

Getting T357 Back from France

David Kinnear

Being a relative newcomer to Cobham Bus Museum, it was a considerable honour to be given the responsibility of organising the expedition to extract T357 from its shed in the village of Millam, about 15km from the northern French city of St. Omer, and return it to the UK. As I know the Nord/Pas de Calais region of France quite well and speak a little French, I suppose I was reasonably well equipped to sort out any problem that might occur. After having made the pick-up arrangements with Danny Chabaud our contact in France who had acquired T357 for us, with UK Customs and Excise (very helpful) and French Customs ('you want to do wot, wiz zis ole bus?'), I decided that I would use Norfolk Line Ferries from Dover to Dunkerque, as their new ships, specially designed for easy access by heavy freight, dock at the closest port to our destination. An important consideration for a charity like ourselves, they also offered, by far, the most competitive fare. And so at 0115am in the early hours of Friday 14th March, myself and Bill Cottrell hauled ourselves up into the cab of Ray Avery's enormous 480hp Volvo 60 foot long low-loader for an uneventful run to Dover, catching the 0415am sailing and an early breakfast. Armed with Bill's formidable engineering experience, a veteran of many international bus expeditions including repatriation of Cobham Bus Museum's stars, STL 441 and RTL139, and Ray Avery, the owner of R.D.Avery Motor Engineers of Landford, near Salisbury, with his enormous specialist heavy vehicle recovery expertise, I felt that we were an indomitable team for this historic mission. It was also a pleasant surprise during the journey, to discover that Ray himself is also a classic bus fan. Our ship, Northern Merchant arrived just before dawn in Dunkerque. The sun came up on a perfect day, with frost sparkling on the fields as we thundered through the flat, silent Flanders countryside, across the famous Bourbourg Canal, scene of the courageous rearguard action by the BEF in the 2nd World War.



Turning off the D600 road led us along the picturesque Canal de la Haute Colme and into Millam. At 8.15am French time, our huge vehicle drew up outside the house, and Madame and her family, who had kept T357 safe for so many years, came outside to see what had blotted out the light. After introductions we were swept inside to the usual warm French hospitality and much coffee. Some minutes later, an ancient London Metrocab taxi hove into view from the direction of Dunkerque, an incongruous sight in a French country lane. It was Danny Chabaud arriving to join our meeting. Talking with the family and Danny, I learned that T357 was bought by Madame's husband, now sadly, in poor health, and his brother, together with another ex-London Transport early Regal and that this vehicle is also still at large somewhere in France - perhaps another preservation opportunity waiting to be discovered! Fortunately for T357, Monsieur's project to convert it into what the charming French customs girl referred to as a 'camper', had been abandoned thirty years ago. Now though, the space it occupied was urgently needed for other more pressing purposes. A friend of the family had offered to help find a new home for T357 and after advertising in the local newspapers, such as le Voix du Nord, it had come to the attention of Danny Chabaud, a French enthusiast of British classic buses, who put it on the web...where the

news was instantly spotted.... and the connection with Cobham was made.

Madame and her family are delighted that their bus is going to a good home and want to have news of its progress towards restoration. Formalities over, it was time to wake T357 from its long sleep. With the massive low-loader carefully reversed alongside the building, the Volvo three-axle tractor was manoeuvred across the road in front of



T357 and fitted with a stout tow chain. Efforts were made to free T357's rear nearside brakes, which had rusted solid, but to no avail. The Volvo inched forward and with myself in the cab, with much strenuous effort on the steering wheel and feet up on the dashboard to get a better purchase, I had the honour of guiding T357 out into the bright sunlight,

the first time it had moved for forty years, out of its store, traversing the cross roads opposite, the reluctant wheel scribing a thick black diagonal line pointing up the road towards Cassel.

Bill detached the chains and the Volvo disappeared up the narrow lane, reappearing the other way to provide the muscle to pull T357 carefully backwards up onto the low-loader, which by now had had its swan neck hydraulically lowered to a gentle slope. The chain was then re-attached to a non-original steel beam across the back of T357 and so gently, it was winched up onto the low-loader trailer, the ancient tyre leaving another black line the opposite way over the cross roads, making a sort of 'au revoir' giant French kiss as it slowly ground its way up onto the trailer. Within minutes T357 was safely secured to the low-loader, lifted by powerful hydraulics and recoupled to the big Volvo tractor. It was finally time for T357 to begin its historic journey home. After much photography and cheerful farewells, our convoy with Danny driving his Metrocab and Bill filming from its passenger seat, Ray and myself in the Volvo, set off for the ferry port. Embarkation was uneventful, although T357 had to be 'sniffed' by two men in biological suits carrying a sensor on a long pole. Pronounced free from illegal immigrants, we rolled slowly onto the ferry and at just before 5 p.m. British time T357 came ashore after 53 years. 'The Regal has landed' as Bill aptly put it!

On the M20 and M25 home, T357 was the subject of much interest from passing motorists, who no doubt wondered what this strange old bus was doing, being carried along considerably faster than it had ever managed when in service. At about 6.30 p.m. the big loader inched its way through Cobham Museum's gates carrying its precious load. Personally, it was a great privilege to have played a part in the repatriation of this historic vehicle and I can genuinely say that it was one of the most exciting things I have done!

Over now to the engineers and restorers!

Recovery of T357

The Bill Cottrell version

Since the report in the Winter magazine of a bus, possibly a 5T4, found in northern France, things have moved on to the point where the vehicle is now resident in Cobham. The identity of the bus was confirmed to be T357 when our scouting party went over to just outside Dunkirk to check the condition and see if the bus was fit to move.

For the recovery phase, David Kinnear made arrangements for the low loader and sorted the ferry bookings, and so I found myself at Cobham at half past midnight on Friday 14th March with David waiting for the recovery low loader. It duly arrived ahead of schedule and after making our introductions to Ray Avery, the owner, we climbed aboard the Volvo for the trip to Dover. At the port, the tickets were ready for our collection after handing over the required £650 for the ferry journey. This left on time and I have never been on a ferry with so few other passengers. After an early morning breakfast, there was plenty of room to stretch out and have a doze. We arrived at Dunkirk and approached the dock as the first arc of the blood red sun climbed over the far horizon of the billiard table flatness of the French coastal plain, silhouetting the skeletal outline of the chemical works and imparting a (fortunately external) golden glow on the steaming chimneys of the nuclear power station.

Pausing only momentarily to take in all this beauty, we set in search of our quarry. A left turn off the main road took us over a canal bridge and we followed the canal through small villages just waking up, with David looking for a familiar landmark. Soon he recognised the house and garage where the bus had lain undiscovered for all those years. We were invited in for coffee and Danny Chabaud, our contact in France, soon arrived. So far we were on schedule.

We adjourned to the garage and Ray and myself viewed the prize for the first time. The son of the owner set about trying to move the garage doors which had seized over the years, confirming the lack of use.

We knew from Ian Barrett's investigation that the near rear brake was seized on and we tried to free this with copious amount of WD40 and a big hammer. The conclusion was the the brake cams were free but the brake shoe was rusted to the drum. The hope was that when we came to tow the bus backwards, the shoe would free itself.

The bus had been stored on blocks, so the first job was to get the jack out and return the bus to ground level. Although the tyres were in poor condition, they did hold on to the little bit of inflation that remained.

The lowloader was backed into the lane next to the garage and the lorry detached. The swan neck of the lowloader was powered by a donkey engine driving a hydraulic pump. This was fired up and the trailer made ready to winch the bus aboard. The lorry was then backed up to the garage doors, which by now had been forced open, and some lengths of chain were joined together and attached to the front spring hanger of the bus.

Slowly T357 was dragged out of its hiding place, into the sunshine for the first time in over 40 years. The near rear tyre left a long skidmark as the bus was dragged across the junction. The truck then reversed around the bus, a move carried out with much care due to the narrowness of the road with deep ditches either side.

Fortunately T357 had a towing hook fitted to the rear of the chassis the bus was soon ready to be towed backwards. As predicted, the seized brake did free itself at this point. The lorry carefully squeezed past the trailer, drawing the bus by the long chain to the foot of the swan-neck.

Steering the bus was made difficult due to one of the front tyres being much softer than the other. The wire from the trailer winch replaced the chain and the bus was slowly pulled onto the lowloader, pausing occasionally to adjust the steering. This successfully done, the bus was secured and the truck and trailer were re-united, a process that took a little time due to the camber of the road making it difficult to make the required alignment. The time was just after 10.15. We had planned to catch the 1600 ferry out of Dunkirk, and we could have made the noon but we were invited in for coffee and home-made biscuits it would have been rude to refuse.

David conversed freely with our French hosts while Ray and myself smiled and nodded as seemed appropriate from the tone of the surrounding conversation.

Eventually we departed and within 30 minutes we arrived back at the dock gates. After saying our goodbyes to Danny we entered the checkpoint with the minimum of formality.

On entry to the dock we were asked,

'Ow long is ze trailer?'

Reply '18 meters'.

Question 'and 'ow much does ze camper weigh?'

Reply '6 tonnes'

Next stage was to be probed by a carbon dioxide monitor looking for stowaways, and that was it. First in line for the 1400 ferry.

Time to adjourn to purchase a few souvenirs from the duty free shop, in my case a crate of my favourite tipple, Shepherd and Neames Bishops Finger, (its a beer!)

The ferry home carried no more than a dozen trucks, so after dinner, another doze followed by an uneventful trip around the motorways to Cobham, reached in daylight.

Richard Hussey and Tony Lewis had spent the day re-arranging the museum to enable the bus to be parked inside. All that remained was to unload and park away. Then home, and so to bed!

The following Sunday, Andy Baxter rigged up a set of batteries with a switch direct to the starter. Fresh diesel was plumbed to the injection pump from the filter and with the assistance of 'Easystart', the engine fired up.

A decision was made not to strip anything off the bus until after open day so the bus could be viewed as found.

Fortunately, open day was dry, as was the trip from France, so the T has really been kept from the weather for over 40 years.

Since open day, the panels covering the offside windows have been removed, revealing the original glass and window pans. The covering over the front bulkhead and part of the false ceiling has also been carefully removed and the original fixtures and fittings have been revealed, as was a 1945 French franc. A solid days work by a small team should be able to return the bus to its as withdrawn condition.

T357, Producer Gas Buses and subsequent disposals

From a booklet 'London Buses in Wartime' by J H Price, an Omnibus Society publication, price 9s 0d, and developed from a talk he gave on 30 November 1965.

Bus liveries

London Transport had some grey buses, for reason of camouflage on services passing near the Vickers Works at Weybridge. Every vehicle based at Addlestone was grey, as were a few Ts at Leatherhead for the 462, and six single-deck LTs at Kingston for the Vickers Works journeys on service 219. The 'grey zone' was fortunately limited by the route changes of 1937-39 which cut out the 217 Kingston-Chertsey and the outer part of the 214 in favour of country area services; the remaining part of the 214, from Kingston to Walton-on-Thames, had been double-decked in 1941 and renumbered 131, worked by ex-LGOC red STs.

Producer-gas vehicles

In 1942, the Ministry of War Transport requested operators to turn a certain percentage of their vehicles over to producer-gas operation, in order to save petrol. These vehicles hauled a two-wheeled trailer resembling a hot-chestnut machine, and this episode in London's bus history is one of which I have particularly vivid memories, but which busmen no doubt prefer to forget.

The most unforgettable feature was the smell. The trailer, with its firebox, anthracite hopper, water-tank and cooler, produced the gas from activated anthracite and water, and the smell was that which you get from throwing water or wet slack on to a hot boiler fire. Secondly, there was the performance: a gas-bus was quieter than a normal one, but decidedly sluggish in getting away, and seemed positively unable to re-start on a hill; the only way with hills was to rush them. Then there was the question of re-fuelling (each bus consumed a ton of anthracite per week), which was done either by exchanging trailers at the garage, or topping up the supply from a London Transport lorry at the terminus.

Most of the pioneer work was done at Grays, so as to benefit from the experience of Eastern National, whose chief engineer (W J Morison) had devised the type of gas-producer plant adopted by the LPTB and the Tilling companies. The gas-buses at Grays were ex-LGOC red STs with an altered compression-ratio and cylinder bore. Most of the Grays routes were flat, but when gas operation was extended to other garages, the choice of route and garage presented problems; gradients had to be slight and capable of being rushed, the route had to pass its garage (to exchange trailers), the trailers required parking-space, and space was needed alongside the garage to construct a servicing plant and coal store. Scheduled journey times were increased slightly during the period of producer-gas operation, and stops along the routes were re-sited to take advantage of gradients, so that a gas bus on starting would be aided by gravity where possible and would never have to re-start on a rising gradient. Some of the altered stops (as in Portland Road, South Norwood) became permanent, but others such as the odd stop near Hornchurch Garage where the 370 gas bus stop was moved over the brow of a hill, leaving the diesel buses on 86A and 165 unmoved, are now just a fleeting memory.

Vehicles converted for gas operation totalled 252 of type ST and nine of type T, though of the STs only 146 are definitely known to have run on gas; the official history gives the vehicle total as 160. Country area routes predominated, owing to their fewer stops; Two Waters and Tring garages ran gas buses on services 301 and 302, Addlestone and Leatherhead on 461, 461A and 462, Grays on 351, 370 and 371, Epping on 392 and 396. Central area gas operation was at first limited to Camberwell (and possibly Catford) for services 36 and 42, but later spread to Croydon for services 59A and 197. Many were the complaints from Caterham Valley residents about the irregular service, and it was with a sigh of relief that Croydon and the other garages changed back to petrol almost overnight in the autumn of 1944, when the fuel situation became easier. Gas buses could still run on petrol, indeed many of those converted were never actually operated on producer-gas, as the full scheme was never implemented.

The nominal dates of gas operation in London were from 2nd June 1943 to 29th August 1944, and at the time gas operation ceased, plans were afoot to extend it to the Enfield-Hertford route (with a servicing plant at Hertford garage) and to others. Special regulations were issued to allow the buses to haul the trailers, and to stand at termini with the engine running, to avoid having to switch over to petrol to re-start. It is a pity that no producer-gas trailer was kept for museum purposes, for memories are short and wartime restrictions on photography meant that few photographs were taken.

The 1945 Disposals

Dealing in former London buses is now a major industry, but one which falls outside my present scope. Two classes were however involved in disposals in 1945, and form the last chapter of the wartime story.

To help restore transport in devastated Continental Europe, the ECITO arranged the provision of surplus British buses, among which were twenty LPTB Leyland Cubs and fifty-five petrol-engined T class, including all the snowplough buses and those that had run on producer gas. The Cubs went to Belgium and ran there for up to six years, the Ts went to the British Army and the Control Commission for Germany to reduce the need to requisition other buses in Germany. When the army sent me to Germany in 1946, I caught up with some of these Ts. Four had been used as leave transports between Neheim and Munster, two (still in pre-war livery) were among the derelict vehicles stored at Vahrenwald airfield in Hannover, and T355 and T392 (both in khaki) were used by the BAOR Combined Services Football Eleven and were stationed at Buchholz Barracks, Hannover, T392 still bearing its Windsor garage code. T355 was replaced late in 1946, and T392 was withdrawn soon after.

In 1947-48 these buses and others in British Army stock were sent to Northern France and sold off through the French 'Service des Surplus', finding their way into the hands of local operators in the northern French coalfields. In September 1948 I found several working around Douai, including the Amersham snowplough, T66B, then used by Georges Lecomte of Douai on a service from Douai to Esquerchin.

The driver, emerging from a café, said that it was a good bus with a wonderful overload capacity, and once had carried a load of ninety people! Inside, on the bulkhead, was a black sticker: 'Dogs Will Not Be Carried During Blackout Hours'.

Only once again did I see one of these Ts. It was T350, one of the rebodied batch, and was in Lille on 3rd September 1950, on the occasion of the Braderie, a local fair. It was owned by Marcel Noel of Aire sur la Lys, and had the bonnet side from T66B, which the Army had evidently exchanged. In 1951 and 1952 I was in Northern France again, but found no ex-London buses, and suppose that they had finally vanished. So, if truth be told, had my interest in London's buses.

T357 Details

Registration number GN8242,

Chassis number 662630.

Original body, in service January 1931 with a rear entrance
31 seat coach body manufactured by London Lorries.

Operated by Queen Line Coaches and BaldockMotor
Transport of London SW4, livery light greenish cream.

Absorbed by Greenline 26th April 1933.

Withdrawn in early 1935 and fitted with front entrance 29
seat Weymann body, number M274, London Transport
number 15132

New at WT, seating increased to 30 early 1939. Seating
changed July/August 1942 to peripheral seating (27) plus
20 standing

Vehicle classification original body 6T5, with Weymann
body 5T4, producer gas conversion 13T4/1.

RLH Reprise



Top. RLH24 in June 1965 at Walton-on-Thames
Photo. A.J. Wild.

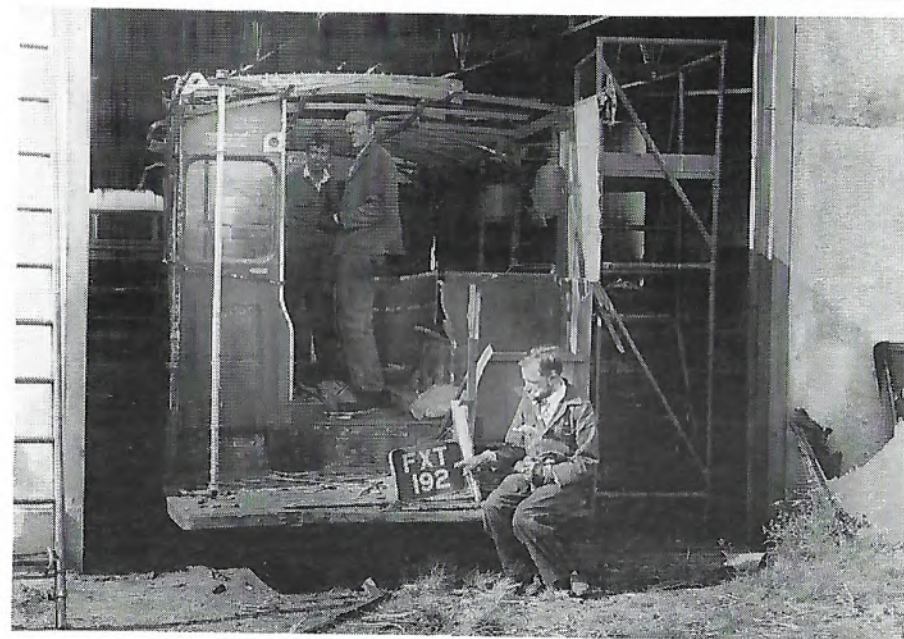
Bottom. RLH24 at Staines at last years RLH50 event.
It travelled over from Basle, Switzerland for the week-end.

RT113, Forty Years



Top. First faltering steps in preservation at Alperton.
Bottom. RT113 and RT44 meet up for the first time in preservation in Harringay in August 1964.

In Preservation



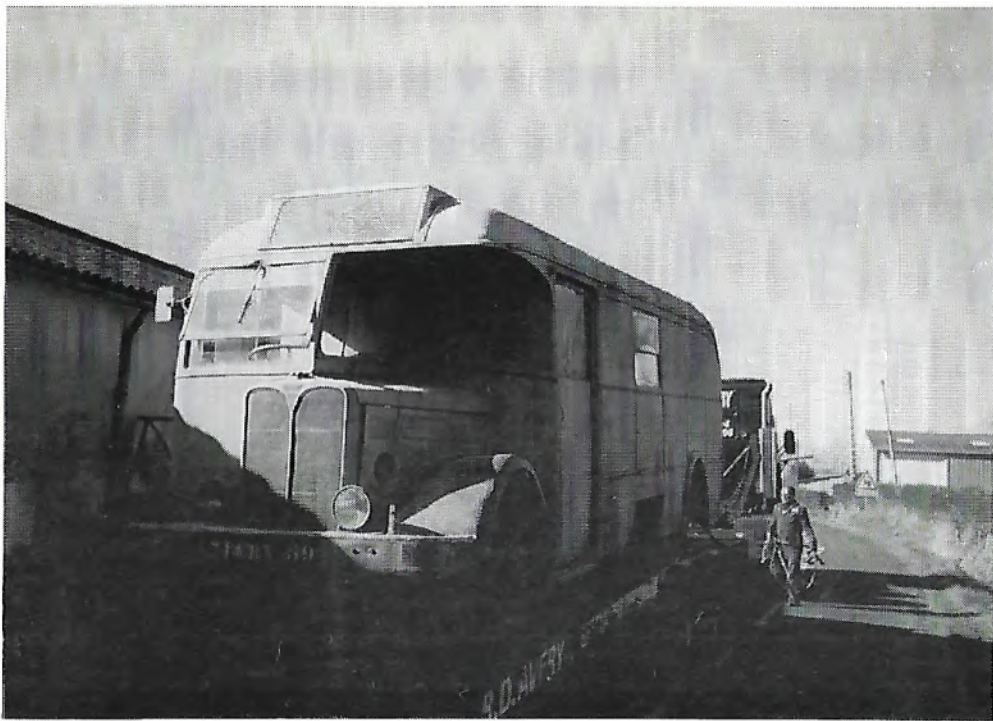
Top. RT113 at Canvey Island where the lower deck was reframed between 1966 and 1974.
Bottom. RT17 was dismantled for spares at Canvey.
All photos copyright 2RT2 Group.

Open Day 2003



Top. The 'Roaring Twenties' at the museum on 6th April.
Bottom. 702b debuts at Brooklands, now for the trailer!

Bottom. RTL1256 and RT604 compare shades of green
at Brooklands.



Top. T357 winched onto the lowloader in the narrow road next to its erstwhile home.
Bottom. T357 dwarfed by the recovery truck at Dunkirk

Top. The windows were found to be in place under the extra panelling.
Rear. The added towbar proved invaluable during the recovery process.



Top. RT3871 awaits its first duty outside the railway station.
Bottom. T747 returned to its golden commemorative livery first worn for LTs 50th anniversary.

1952 Goodwill Visit to USA and Canada

ALBERT DENNIS'S DIARY – PART 3

Graham Smith

Saturday, 2nd February

Arrived in Southall Garage and met Mr. Bickers, Garage Engineer. Proceeded to AEC and was introduced to Mr. Thorpe in charge of Experimental Department. RT 2776 was being overhauled and high deflection front and back springs were being fitted, the AEC type and not LTE type. Atlas injector system was being fitted. At about 10 o'clock Mr. Bonny arrived with Mrs. Bonny. Were introduced to Mrs. Bonny and a very likeable lady she was too. Mr. Bonny gave AEC a list of possible faults for them to look at. We visited the Experimental Machine Shop and looked at the diesel rail cars which were being overhauled. We had a very interesting morning.

Monday, 4th February

Arrived at C.A.V. at 9.30 and was introduced to Mr. Milne, head of the Sales Department. He took me to the Experimental Laboratory and I was introduced to Mr. Thirkell who is head of Dynamo Section. I was taken round to Dynamo Section and had a very interesting tour I would have not missed for worlds.

The reverse shunt field was fitted to control dynamo on high speeds. When high speed was attained, control by regulator was difficult so reverse shunt came into operation and neutralised main field, keeping dynamo under control. Dynamo brushgear is now screwed to yoke and is made of strip brass insulated from yoke. Roller bearing far end and balls comm. end. Pole pieces are expanded in and assembled on belt system. Mr. Milne said he would give me service literature. Hand filing was still done on armature stamping and comms were made by hand jigs. Comm. undercutting was done by small circular high-speed saw. Yokes were made in two halves from flat sheet, windows punched out and welded automatically down the seams and field screw holes were drilled through yoke in one operation.

Had lunch at Chiswick and had a drive to AEC with Mr. Garner and Ted Ewins. Picked up Frank and Ted Barnes and brought them back to Chiswick. Had Mac and photographers down and we were soon having more photos taken. Received photos of ourselves and collected uniform from Stores for any alterations. Mac brought down some more literature and new itinerary which incidentally has been extended for another fortnight. All had tea in Canteen and off home.

Tuesday, 5th February

Arrived C.A.V. 9.15 and met Mr. Waters. He is expert on regulators, had a long and interesting chat with him. Visited Regulator Department. Most regulators are made at the Rochester factory and only repairs in the main are done in London. Compensating voltage which is the system on RT and RTL types with split field dynamos was, of course, the general practice at the moment. Current voltage, the new system of course, was very interesting and more so because it was fitted to RTW and all RFs. The charging plant was made up of the high speed G7s and C.V.R. units and were to be used for the auxiliary charging plant. I noted that most of those employed at C.A.V. laboratory were younger men and took an acute interest in their work. I examined their testing floor where all types of dynamo were run to destruction including regulators. Automatic methods were used in various ways to keep units working day and night until something gave way. Trafficators, wiper motors and blades, starters and every known means were taken to put them under every conceivable test.

A cold room, where temperatures of 15 degrees below zero were obtained, and tropical room where humid and heavy atmosphere of the equator was found. I found it all very exciting and interesting.

Wednesday, 6th February

C.A.V. again for the last day. Met Mr. --- and was soon delving into electric door operating equipment – not my line but I could not resist knowing more about it. Wiper motors of BWN pattern were stripped and examined and new rack type was gone into, which incidentally is 6 times more powerful than the BWN. It was suggested that suppressors may be needed on wiper motors for television over there.

Trafficators were looked at and the new improved supported filament ----. Oil on the plunger and locking gear is essential. Had lunch with Mr. Milne who did me well. Chicken for lunch!!!! at executives Rest. Heard news of King's death at 11 o'clock, very sad. At 5 o'clock I arrived at the Albert Stanley Institute for the lecture on America by Mr. Brewer of the Acton Works. Interesting lecture with many slides. General opinion was that the Americans have a long way to go before they will catch us up technically.



RT2775 sunk into a soft ground whilst on a diversion near Jefferson City

Reviews

BATTLES OF THE GENERAL

LONDON BUSES OF 1918-1929.

By Ken Glazier. Published by Capital Transport at £18.95.

Reviewed by Phill Cruise.

Another excellent book from Capital in its usual house style, this one features an era much earlier than usual and one few if any Cobham members will remember. 22x28cm hard back with a dust jacket and 144 pages it represents pretty good value.

Ken Glazier writes with his usual informative style and uses plenty of interesting pictures to support the text. Looking back at our recent Open Day this book has appeared at just the right time as many potential readers will want to find out about the vehicles that were on show.

I can remember my grandparents talking about horse buses and open topped solid tyred petrol buses My father can remember the NSs that ran from local garages in South West London and the Pirate buses both of which we can read about in some detail. Ken relates how the fortunes of the General fluctuated over the period described. The irony being in the end when as it had a virtual monopoly and very strong operating base the labour minister of transport Herbert Morrison was planning to take London's Transport into public ownership.

The book is divided into chapters that chart the development of the motor bus both 'combine' and private and the expansion of the General in the Geographical areas of London. The development of suburbia provided the biggest spur to increased services and vehicles coinciding with the development of more modern buses and the use of pneumatic tyres on these and older types. Naturally given the age of the originals the illustrations are all mono- chrome but their reproduction is excellent. A book on a London bus topic that I know very little about is always of even greater interest than usual. This one fits onto my shelf in front of all the others chronologically speaking and is essential reading to those interested in London's buses preparing the ground so to speak for the era that more of us are familiar with.

LONDON COUNTRY IN THE 1970s

By Steve Fennell. Published by Ian Allan at £14.99

Reviewed by Phill Cruise.

This hardback book has 96 pages in a large size 21x28cm format and covers the time when London Country shed its London Transport image and became just another part of the National Bus Company.

Little did we know at the time that even this would soon be subject to change and London Country itself would be split up and disappear. This book however contains information and pictures of vehicles that were in the main transferred or ordered by LT.

By 1980 standard NBC vehicle types had replaced most of these and the scene had radically changed. The 1970s were difficult years for both London Transport and London Country with similar problems due to staff and vehicle availability. This book takes a different path in painting a picture of the times by looking at each operating area during the decade and charting the fortunes or otherwise of the vehicles, garages and route operations centred there. Being the 70s there are plenty of colour illustrations plus the usual monochrome ones. At the end of the decade with 100% opo most of the old LT bases and routes were still there .but Nationals and Atlanteans had replaced the RTs RMs and RFs. I can remember the era as if it were the last decade and reading this interesting book it seems hardly possible that the events recorded are up to thirty three years ago.

Worth a second look and a good slice of nostalgia.

Remember

The Trust AGM will be held at
St. James Parish Centre,
Church Street, Weybridge , Surrey,
adjacent to the free car park in the middle of town.
Date Saturday 14 June
Start 1.30pm.

Letters

From Peter Macdonald
Member No 713

Dear Mr Cottrell,

I was pleased to see Mike Smith's letter in the Winter CBM magazine regarding the history and eventual withdrawal of RT793, the bus which "jumped across" Tower Bridge. However, his reply from London Transport gives both the wrong date and the wrong time for the incident. The national newspapers reported that the accident took place on Tuesday 30 December 1952 at about 9.35-p.m. (i.e. 2135); consequently the story did not appear in the London evening press until the following day. Moreover, the date quoted by 55 Broadway - 13 December - fell on a Saturday.

From Tony Beard
Honorary Secretary 2RT2 Group

Dear Bill,

Further to my recent letter regarding P. Gomm's statement in issue 38 which raised a question regarding the registration number applied to ST1140, I contacted Ken Glazier and Ken Blacker to seek their opinions on the subject.

Ken Glazier replied:

"I agree that there is no foundation in the suggestion that ST1140 had a different registration. It is recorded in the Chiswick licensing book as EYK396 without any other entry or alteration to suggest that something else was used at some stage. Photographic evidence seems pretty conclusive about the complete bus with its new body but in the only photograph, where you might see the registration number, the plate is blank, with trade plate 032H in use.

Frustratingly the only photo that seems to exist of the bus, when in service, is at such an acute angle from the rear that the plate on the platform, although just about visible, is unreadable. I am quite sure that the Chiswick record book would have revealed a different registration, had there been one".

Ken Blacker replied:

"With regard to Peter Gomm's statement about ST1140, I can only quote from the Chiswick record card which showed the vehicle as being delivered on 30/6/38 and licensed at HW as EYK396 on 13/7/38. It was delicensed on 31/12/38 after which it was sent back to AEC, presumably for inspection and/or modification prior to rebodding. It was at this time that it was officially numbered RT1. Chiswick's record cards weren't always totally accurate, but this information rings true and is in line with contemporary reports. If Peter Gomm thinks it was not registered as EYK396, what registration number does he suggest it carried?"

Mr Gomm's revelation in issue 38 is not new, he has raised the topic in print before and upon reading his earlier observation, it is quite easy to determine an explanation for his misleading assertion. By chance when Mr Gomm reviewed 'The First RT's' in the October 1996 edition of the RT/RF Register's newsletter he commented:

"One question which still hasn't been answered is, what was the registration number of ST1140? Our Swansea document shows EYK396 as being first registered on 1st July 1939, in time for its press run."

Oh dear, oh dear! So this is the only evidence upon which is based the ST1140/EYK 396 controversy. As most London bus enthusiasts will be aware, the registration of RT1 as it now exists should be JXC183, this having been applied to the chassis of RT1420, whose body was eventually withdrawn and scrapped after it made contact with a low railway bridge in Norbiton on 26 June 1955. In June 1956, the prototype's body was transferred to the chassis of RT1420 (its fourth and final!) from that formerly supporting SRT45 and the resulting vehicle numbered 1037J. Although photographs of this vehicle exist, none show it sporting its post war registration number.

Indeed when last I saw the vehicle in West Ham garage, just before it was declared surplus to requirements, the rear registration plate displayed FXT194 (RT 19).

After his purchase of 1037J in 1978, Prince Marshall was faced with the dilemma of securing RT1s original registration and presumably went through the same rigmarole as that which my Group had to endure when we re-registered RT113. This required our 2RT2 to be presented for inspection bearing FXT288 following the subsequent completion of documentation wherein the date of first registration was requested (if known). As we were (and still are) in the possession of the original logbook for RT113, we knew its original licensing date to be 1st May 1940.

Obviously Prince decided to opt for a date around the time when RT1 was first registered (17th July 1939), omitting (conveniently?) the time when the chassis supported the body from TD111.

In recent correspondence with DVLC, they were unable to give precise details, although current regulations state that if a vehicle is scrapped or dismantled for spares, its registration number ceases to exist and cannot be reassigned. No doubt the LPTB surrendered EYK396 to the LCC after its chassis was dismantled on 4th September 1946 but Swansea is unable to clarify this information, although one suspects ulterior motive.

Eds note: Given the difference at the riser area of both the body and chassis of pre/post war RTs I wonder if any mods were necessary to make the body of RT1 structurally stronger when fitted to the post war RT chassis?

From Phill Cruise

Dear Bill

In a recent letter with other comments I mentioned people who moan about bus services, paying entrance fees etc on Open Day.

This year I shared a usual duty on the gate at Cobham and apart from the rather chilly weather it was one of the more pleasant years that I can remember.

We didn't have any moans about the service buses probably because the system this year seemed to work so well. Vast queues were efficiently cleared so that the visitors did not have to wait too long. That bendy-bus could certainly shift a load and the buses seemed to be keeping to time with few gaps. Well done to the organisers and crews.

We had no moans from members who had to pay, but one or two members of the general public who had 'left their programmes in the car' I don't remember this one being tried before. I think the general public in future need reminding that the 'Ticket To Ride' is just that, plus a ticket into the event and not just a programme. Numbers seemed very good even with the rather chilly weather which tends to put off the casual visitor. I hope we have had another record year and as a volunteer and vehicle owner it certainly seemed a well run and enjoyable one.

PS. Why didn't I get a plaque for the bus?

From Mike Little,
Sparsholt,
Wantage

Dear Mr. Cottrell,

As a very young lad I was always impressed by the 'Picture Post' advertisements carried on the front of many London buses and even now I feel it is the most striking and effective form of advertising ever carried on a bus. It is great to see STL2377 carrying the great 'big eyes' again! I had thought that all such advertisements carried were the same, with the bus staring straight-ahead watching for any traffic snarl-ups!

The picture on page 38 of Ken Glaziers 'London Bus File 1940-45' shows STL2417 with a different look. Here the bus is giving a rather cheeky sideways glance, as if to see who is about to board it.

I do not recall ever having seen this variation of 'the eyes' before. Was it a one-off spoof done by Godstone garage, or a more widely used alternative?

Maidstone in Deep Midwinter

Roland Graves

Friday 27th December 2002 saw the Museum's RTL139 visiting Maidstone to take part in a special 'running day'. The day was a surprise 50th birthday celebration for Norman Kemp, a director of Nu-Venture Coaches.

Organised by North Kent Vehicle Preservation Group in conjunction with Nu-Venture Coaches, the event consisted of classic buses running on the normal commercial routes operated by Nu-Venture in Maidstone. Combined with this was a special 'round the town' service registered for the day and a display of preserved buses with local interest.

RTL 139 was used on three 'round the town' services during the day.

Other buses running in service were Blue Triangle RT3871, Sullivan Buses RM1069 and T747 in Leyland commemorative livery, two ex Maidstone and District vehicles, Leyland PDR1 Atlantean 5558 and Leyland Leopard/Marshal 3448. Both these latter are in the traditional M&D green and cream livery and are owned by Chatham Historic Dockyard. They are used on park and ride services to do with the dockyard.

There was also a display of invited preserved buses together with a large part of the Nu-Venture fleet. This included their latest MAN Morcopolo bodied coach, a pair of rare Caetano Dart SLF's and some older types including series 1 and 11 Leyland Nationals. Another local operator, Farleigh Coaches, sent an S registered Short pod series 1 Leyland National that has operated for many years in the Maidstone area under several owners. Nu-Venture also had a before and after pair of ex Red Arrow Leyland Greenways. The 'after' example had only returned from the paint shop the day prior to the event. It has been converted to single door and been resealed ready for its new life in Maidstone. The 'before' example was in as received condition and served as the event control for the day complete with a special blind display of happy birthday Norman and the route number 50!

Sullivan's also displayed one of their brand new Dennis Trident Plaxton President bodied buses.

The star of the day was undoubtedly the ex M&D Knightrider, a 1950 Petrol engined Commer Avenger with Harrington body to luxury specification with only 16 leather armchair type seats and tables. It has an early form of air conditioning as well as a full cocktail cabinet! For many years this vehicle was kept lovingly by the company and only used on very special occasions, usually by the directors. Arriva decided that they no longer wished to keep it and it passed into the safe keeping of David Hurley of Worthing. David was able to take Norman and his family for a little outing and collected a very surprised retired M & D employee who used to maintain the coach in its early days. There were several other ex M & D staff about on the day, all commenting on how successful the whole enterprise had been. Despite the time of year and the suspect weather on previous days the event had a dry and rather mild day. It certainly brought out the crowds with many local people turning up and riding on the classic buses. It was very pleasing to see so many who had brought the children along, for in many cases, their first ride on a bus!

BBC Kent and Sussex TV came along and filmed extensively. This included going out on one of the buses with a camera that could be 'stuck' on to the bonnet and outside of the bus while it was travelling. This gave some unusual views of both the driver and the road ahead!

Once again an unusual day but something that gave pleasure to a lot of people. It was especially so for Norman Kemp and his Family.

I would like to thank Paul Morris and Peter Starks who were duty crew for the day for bringing RTL 139.

RT113 Forty Years in Captivity

Tony Beard

It is by chance that the issue number of this magazine corresponds with the number of years which have elapsed since RT113 was driven from Fulwell Garage to a yard belonging to a filling station, a stone's throw from Alperton Garage. On Wednesday 1st May 1963, RT 113 entered the history books by becoming the first RT preserved in the United Kingdom but some sixteen years were to pass before the vehicle made its debut at an official gathering. During this period the bus was to take up residence in four locations, all of which provided space for an intensive programme of body rebuilding. Whilst such achievements are relatively commonplace today in the course of bus preservation, there were no similar projects in the early sixties that would provide a basis for an exchange of information, ideas and sources of material.

When originally formed the membership of the "RT2 Preservation Group" comprised Brian Moore, Francis West, Derek Parsons, and Sid Hagarty, the last two named still being members; Francis West passed away in 1973 and Brian Moore resigned in 1977. However, the name of the Group soon underwent change when Alan Townsin pointed out that 'RT 2' could give an impression that it was the vehicle bearing the same bonnet number which was central to the project. Thus the "2RT2 Preservation Group" title was adopted, 'Bus' being added after the vehicle classification in the 1980s to give some idea of what we were about to those outside the enthusiast fraternity.

Group meetings were held on a weekly basis and until they became more formal with all decisions being minuted, Francis maintained a typewritten record of events. RT 113 was first licensed for public service on 18* May 1940. 23 years later, to the day, the events involving the vehicle were recorded by Francis as follows:

"All four members of the Group, with the addition of Mr.L Ockleford, of London Transport Board engineering

and who kindly gave his services for technical help, took part in the collection. The Group wishes to put on record here, that all are very grateful to Mr Ockleford for his help.

The general trade plates were collected en route by Mr Parsons and Mr Ockleford from London Transport Board offices adjoining Cricklewood Garage; these being registration mark 866GF. The party arrived at Fulwell, London Transport Board Garage at approx. 10.30 am.

The vehicle to be collected by the Group - RT 113 (Reg. FXT 288) was found to have been kindly moved from the original parking position at the rear of the Garage (Stanley Road entrance) to the interior of the garage proper.

After due enquiries and formalities made with the Day Foreman at Fulwell, RT 113 was duly fuelled by Fulwell Garage staff and driven by Mr Ockleford into the garage yard. As certain of the seating was worn or unusable for our purposes, arrangements were made with Fulwell garage staff for members of the Group to exchange (on a seat for seat basis) unusable materials with those on other withdrawn 2RT2 buses still stored at Fulwell awaiting disposal. When this operation was completed, the vehicle was signed for (on behalf of the Preservation Group) by Mr Parsons, who then took over the controls and drove the vehicle through the garage premises to the front exit in Hampton Road.

With Mr Parsons at the wheel, Mr Moore on the lower deck making a tape recording of the transit and Messrs West and Hagarty on the back platform for signalling duties etc., the vehicle left London Transport Board premises at approximately 12.15pm under the trade plates which were affixed by Mr Ockleford whilst the vehicle was in Fulwell Garage yard.

Mr Ockleford followed the vehicle in Mr Parsons' Anglia car (105E) by which means the party had reached Fulwell.

A one-day insurance was used to cover movement. The route from Fulwell Garage was Hampton Road-Twickenham-Twickenham Road-Busch Corner-Brentford-Kew Bridge-Gunnersbury Avenue-Ealing Common-Hanger Lane-Ealing Road to Clayton Garage, Bridgewater Road, Alperton where arrival was safely made about 1.00pm

During certain sections of the movement, Mr Hagarty took various cine shots of the vehicle for Group records, namely the actual departure from Fulwell and at Chiswick flyover and Hanger Lane junctions.

The performance of RT113 was very good being only marred by the discovery on arrival at Alperon that a head gasket had blown en route.

On arrival of the vehicle at its parking position at the rear of Clayton Garage the sum of three pounds was paid to Mr Thompson for rent for parking (at the rate of 15/- per week) one month in advance, until 29th May.

After certain other business matters were attended to the party left and Messrs Parsons and Ockleford duly returned the general trade plates to Cricklewood Garage."

It is difficult to accept that the first major rebuilding work was undertaken in open yards, initially at Alperon and subsequently next to Harringay Stadium where the nearside of the upper deck was reframed in teak. The only protection from the elements was a tarpaulin; a rather elaborate door being erected on the back platform to deter unwanted visitors. I doubt whether the vehicle would have survived at either of its two open air London locations in today's climate, where it would have attracted the attentions of an element of our society, which seems hell-bent on destruction. Even by then STD90 had been subjected to vandalism to such a degree that the vehicle was scrapped, its demise denying us a unique pre-war specimen.

I was still attending school when I joined the Group in 1965, having already participated in working parties at Harringay. Over the years I have witnessed many problems, most surmountable, but these have been far outweighed by the close friendships that have bonded the Group throughout its existence and which I have had the privilege to serve as Honorary Secretary.

My lasting regret is that Francis West never lived long enough to see the bus completed. However, when, in 2001, we travelled for the first time to Crich (for which he also held great affection), I could not help feeling his presence and his pleasure when RT113 was joined by tramcar 1622 to obtain a classic photo opportunity.

London Buses In Miniature by

Alan Perssey



COBHAMS T504 10T10

(TWO NEW KIT REVIEWS FROM PIRATE)
PLUS' DIFFERING FRONTS OF THE 1938 1959 TUBE
STOCK
ANOTHER OF COBHAMS BUSES IN MINATURE

RT97 RTC1

Last year we had the Craven RT from the L.B.C. and now two more RTs from Pirate with a further three from the first batch of RT's designated 2RT2s, RT 2- 151. RT97 was one of the first production batches of RTs and was built in 1940. It suffered bomb damage during the war and was one of the buses chosen for Pay- as-you- board experiments in 1946. London transport had tried earlier experiments with PAYB.in the early 40's with the central entrance STL2284 with its seated conductor, which had a separate entrance and exit with a central staircase. RT97 had some distinguishing features from later RTs the downward curve of the cab was obvious, seven ventilator apertures on the front dash, and the position of the destination indicator at the top of the display. Not so obvious was the position of the staircase pushed back to accommodate the emergency door placed at the bottom of the staircase, unlike RTC1 which had the emergency door fitted on the rear panel.

RTC1 was intended as a prototype for a large fleet of double-deck Green line coaches. After the PAYB experiments had been carried out, RT97 was taken into the experimental workshop at Chiswick and extensively rebuilt .I saw RTC1 in Wood Green on route 715 Hertford to Guilford in 1949. It was received favourably by the public for its modern looks. Us bus spotters armed with our Ian Allen guides thought we had a scoop getting the first in the class, later to find it was a one-off.

With its full front downward sloping bonnet incorporating the nearside wing, and smart chromium grill did this design have an influence on the design of the Routmaster? The design of Routmaster coaches were most certainly influenced by the similarity between RTC1s window surrounds and those that appeared on the later Greenline Routmasters.

The green used for the main body colour was much darker than usual and the central light band much deeper. The amber fleet name was incorporated in the flush fitting plastic bands at the front and rear. RTC 1 was also used as a bus at Leatherhead from December 1949 until March 1953 on routes 416 & 468.(see the front cover of the last magazine).

REVIEW

John Gay of Pirate models has had to find a new outlet to do his castings which has pushed up his costs on average by 30% plus the fact that the moulds are now 50% dearer. And as such along with EFE. and CORGI has forced him to put up his prices. But on the plus side they have introduced a lightweight casting with virtually no shrinkage. As a result all the parts on my example fitted together without little attention from my files. RT97 comes in 72 parts and on my example there was no flash to clean up. A little attention was needed on the rear roof dome to get a tight fit to the sides.

Pirate has followed the usual format in these kits of using one set of instructions covering all five models. Some parts are used in all models, and as a result the lower window on the rear panel of RTC1 is too large it should be the same size as the side windows. My remedy was to insert a small piece of plastic card to the top of the window. Two good views of RTC1 appear in London's Bus File 1946-49 by Ken Glazier on page 93. A rear view clearly shows a smaller window than normally found on the RT. In the companion London Bus File 1950-54 page 87 shows two views of RTC1 dressed as a bus showing the nearside arrangement without rear doors

I recommend you cut the glazing before assembly. The method of construction is to assemble the interior first then fix the sides and rear to the floors ensuring it is square. Detail on both kits is very good and is to scale proportions.

Sideboards are moulded on to the mid height band on RTC1 and would have to filed off if modelling the bus version.

It is the same format for RTC1, which comes in 66 parts. Again the castings were clean and fitted together without to much filling apart from using the file to round of the front corners after assembly. One tip file of the dumb-irons, they are not seen on the RTC1 due to the modified front and enable a close fit for the front part of the kit.

PRICE INCREASE

As I mentioned above John Gay's cost have risen and as a result From the 1st of April John has increased his prices slightly from those published in the last magazine.

Kit no.

4596	1939 AEC RT standard Pre-War LPTB	£38.95
4597	1939 AEC RT46 revised dest.2 roof boxes	£38.95
4598	1939 AEC RT110 revised dest. Rear unused roof box	£38.95
4599	1940 AEC RT97 PAYB	£39.95
4600	1949 AEC RTC1 P.A.Y.E. Greenline	£39.95
4164	1972 AEC Swift Alexander body Greenline SM class	£36.95

Pirate now provide the winged badge in there metal spares for the Alexandra "W" 1971 AEC Swift PART NO.104 kits no.4163-4166 & Daimler badge PART NO.105 for the Fleetline East Kent, kit no.4176 metal .60p each.

Despite the price increases these kits still offer value for money if you consider the work, which has gone into producing these models.

NEW RELEASE FROM RTC MODELS

David Eden of RTCmodels has announced that by the time this issue is published his latest model the low bridge STL should be released. More on this model in the next magazine. He was hoping to have it ready for release at Cobham's open day.

FLUSH WINDSCREENS

Are now available

- WS 12 FLUSH WINDSCREEN for kit no.10 5Q5
- WS 13 FLUSH WINDSCREEN for kit no.201 4RF4(BEA)

These are priced at £1.00 PER SCREEN PLUS 40.p p&p

EFE

I met Frank Joyce Managing Director of EFE at Acton who was showing off the 1959 silver four car set depicted on the Central line on release now. Nothing new in the bus line was on view although amongst the revised castings planned during the next year The STL type will appear in versions without the roof mounted route number box.

As members who are able to attend Cobham on a regular basis know, he visited the museum last year with a view to bringing out a model of the 10T10 Green line coach. However, no release date was forthcoming.

1938 –1959 TUBE STOCK BY EFE

E.F.E have released its 1959 tube stock this time in Silver to represent a train on the Central line to Hainault via Newbury Park. And for the benefit of those collectors not quite familiar with tube stock it's worth a look at the differences in design.

The major differences between the 1938 and 1959 stock was in the front design. 1938 stock had a sloping roof profile with the vents in the roof. A three-tier destination box displaying the destination line etc.under the non-driving window, above a five light cluster consisting of four headlights and one red tail marker.

1959 stock was left in natural aluminium and a distinctly plainer and less curved style including the roof profile with the vents above both driving and non- driving windows. Destination details were mounted on the front drivers door, with a three light cluster consisting of two headlights and one red tail marker under the non- drivers window.

The design of the bogies was different between stocks and this will be reflected in the new model from E.F.E.

It will be interesting to see the interior as the 1959 stock had minor changes to the layout plus changes to the style of moquette for the seats.

MODELMASTER DECALS

Modelmaster Bus and Coach Decals of Troon Scotland now also include London Transport Buses, Trolleybuses & Underground. Early in 2001 they acquired the KEMCO range of Waterslide transfers well known in model railway circles and will maintain the name and range which they intend to expand .As well as catering for the model Bus and coach enthusiast with decals.

They carry a large range of London Transport related transfers for the Model Bus enthusiasts including:

Legal Lettering Unladen weights. Emergency exit. Pay as you enter, Tax Discs. London Country. Plus Legal lettering for the later companies, which have taken on services from LT.

For modellers of the London Underground

A whole range of transfers for the modellers of London Underground including:

Station Nameboards, Station signs. Gold fleet numbers, No Smoking roundels for windows of tube stock, Train reporting numbers plus: A&D: for set ends (white on black)+ (yellow on black)

They also carry an extensive range of posters and signs to put those finishing touches to LT stations pre-war to the present day.

They also do a range of Bus Adverts dating from the 1940's to 1990's including side back and front adverts

OM41005 O.O.C. LATESTS 4Q4

The release in February of the 4Q4 by Corgi in 1937 Greenline livery is the best to date. With the distinctive dummy front grill fitted to help passengers determine which was the front of the bus is well represented. Registered as CGJ188 (fleet number Q83C) it also features photo- etched sideboards on route L Uxbridge to Great book ham.

The route lettering introduced in 1933 with 28 routes was changed again in 1935 to include a further 7 routes.

Though there seems some doubt about the colour scheme chosen by Corgi for the period depicted Judging by the comments recently in the model press by two leading model makers. The period between 1930 and 1939 is a bit of a minefield when it comes to colour schemes for country and greenline services with a number of changes taking place during that time.

The Greenline fleetname is well done even down to the readable London Transport underneath. The legal lettering is correct, with unladen weights plus passenger carrying capacity information on the back. All in all the best yet from Corgi and not one to be missed in this limited edition of 4100.

LONDON'S TRANSPORT IN MINIATURE AT ACTON DEPOT ON MARCH 8th & 9th

Unfortunately the information regarding the open weekends came through to late for inclusion in the last magazine.

Many of you will be familiar with London Transport's Museum in Covent Garden but not everyone is aware that due to restrictions in space that the bulk of the collection is held at Acton Depot.

The special theme for the first of three open weekends at Acton depot was London's transport in miniature. So apart from the chance to view the collection of exhibits on display a further attraction were a number of guest layouts with an Underground theme. E.F.E. demonstrated how their underground stock was produced.

The museum has its own extensive collection of scale models, some specially commissioned and some acquired (not always on view) including a display of underground service stock.

Some visiting displays of scale model buses were also evident. Including the development of the country bus all scratch built to 1/76th scale by Derek Fisk. Derek is well known in model bus circles for his detailed scale model drawings.

Along with many other layouts John Prentice was exhibiting his own working tram layout set in 1934 with a selection of 1/16th scale trams including West Ham, East Ham, and MET trams.

As always on open days continuous films were shown on a plasma screen near the buses in the depot, plus speakers were on hand to highlight particular exhibits, the museum shop and the friends stalls were on hand to help you find your favourite model.

Although under wraps it was possible to part view the progress being made on the LT Class scooter that has been under restoration since 1995 now looking almost complete but awaiting paintwork.

Further Acton open Weekends in 2003 are Saturday & Sunday 17 & 18 May emergency vehicles old and new a special promotion with Kew bridge steam museum. Saturday & Sunday 4 & 5 of October special focus on Victoria Coach station plus visiting Greenline coaches.

The depot is situated opposite the entrance of Acton town station, on the Piccadilly and district lines, route E3 passes the depot. There are no parking facilities.

Admission adults were £6.95 valid both days –concessions £4.95 accompanied children under sixteen free.

Open times 11 am to 5 pm.

IN THE NEXT MAGAZINE

I shall be reviewing the pirate kits Alexander Body AEC Swift and RTC lowbridge STL

Plus for the underground collector, a shop that stocks all London's Underground stock plus motorising kits, accessories and decals .

Look After Those Engines

Tim Stubbs

(Reprinted with permission of RTW Group News)

Like all good preservationists, I like to take the long-term view! To me this means thinking ahead and taking the opportunity when presented of getting hold of "strategic spares", possibly defined as 'things you may never need but might come in handy one day'.

Well, RTW178 (Stevensons No 11), my pride and joy, had been showing some signs of old age in the engine department for some time, the last engine overhaul given to the 0600 probably taking place at Chiswick in the early 1960s. Bear in mind the bus had a few years of London life left even after that and then served a further 11 years with Stevensons, before starting in preservation. The engine was understandably getting long in the tooth! Problems were becoming apparent and heavy breathing, knocking when hot and leaking coolant all showed time was getting on and action would be needed.

But, not to worry, for had I not taken the precaution of buying a second-hand 0600 spare from a yard in Newcastle just a year or two ago? So I resolved to have the engine rebuilt and chose the redoubtable Ward Jones to carry out the work. The idea was to have the spare engine rebuilt, then effect a swap with the present engine. So step 1 was to transport my spare down to Ward's workshop for an assessment of what parts could be re-used. Alas, all too soon, Ward phoned with the bad news that the engine was beyond repair. Years of standing in the open in the north-east had taken their toll and corrosion was so far advanced that it proved impossible even to dismantle the engine. *Lesson No 1- look carefully before you buy spares in case they are quite past it*

And so it was necessary to look for another engine. That very helpful organisation the 'Routemaster Owners and Operators Association' came up with the answer, an operational 0600 for sale, recently removed from one of 'Ken Livingstones' RMs being converted to Cummins power.

A check with the previous owner yielded information that the engine had been a good runner and so the purchase was effected. Yes, it did run fine, but it wouldn't fit! OK, it could have been converted, but the sumps and blocks are different on Routemasters and the work would be extensive. *Lesson No2: See if it fits before you buy it*

We all know, don't we, (and I should have known better) that everything on an RTW is just a little bit different from everything on any other Leyland (or RT etc.). So why should the engine be different? Wouldn't it be better to get hold of an 0600 engine to proper 'London' pattern, ex an RTW or RTL for example? Enter another splendid organisation, Cobham Bus Museum. Did they have a spare engine? Would they be prepared to release it on loan for rebuilding, my old engine to be returned to their store as a replacement after the change? Yes was the answer to both questions, although the history of the particular example was unknown and I would have to take it as an overhaul candidate with possible faults. Yet another 0600 was transferred to Wards premises.

Well, this one was the right type, would fit and showed signs of many good parts. Alas, it had a cracked block, too bad to repair! So here we were three engines later, with lots of parts, few usable, and no block!

More help was now at hand - a back issue of 'Historic Commercial News' advertising 0600 blocks and other parts for sale. A quick phone call established - - too late, no buyer so parts weighed in for scrap just a few days earlier. *Lesson No 3: Follow up adverts quickly if you need the bits.*

However, the blocks may still stand in the yard, so it could be worth a visit. Luckily, there were two blocks. The better one of the two had been damaged during handling by the scrapyard crane but the other was still undamaged. After loading with care, transferring to Ward, and much cleaning, at last there were enough parts to make up a good engine. Well, not quite. We still needed new pistons, liners, rings and bearing shells. Andy Baxter came to the rescue by recommending 'Classic Engine Spares' at Lymm in Cheshire who provided all the bits. And four engines later we have a running unit. A block from one engine, crank from another, heads another and many new parts as well.

Oh, and injection pump, water pump, dip tube etc etc from the original RTW178 engine.

Lesson No 4. Look after those engines. When considering the thousands of 0600s built (someone somewhere will know how many thousands) it is hard to accept that so few usable spares now exist. Cracked blocks abound and I can testify that good spare engines are getting very scarce. One good outcome; throughout the above we managed to keep the Routemaster engine intact - so, anyone want a RM style 0600 in good running order?

Proposed Members' Visits

As I prepare the magazine for print, I have had no contact from Victor Spink who was going to organise some trips for members. This is no doubt due to the recent floods in the Chertsey area which unfortunately affected Victor to the extent that he has had to move into temporary accommodation, no doubt causing him to have a re-assessment of his priorities.

For the present, the proposed trips to Crich and Cockrow railway are postponed.

Available for Preservation

FOR SALE - Bedford CA Ambulance ex Chiswick Works. Colour white. Registered 5/69, VLW 688G, LT No. 1532B. Very similar to recent acquisition at Cobham. Overall very good condition, mostly restored, all parts available.

£700 o.n.o.

For full details call Cliff Blackwell on 07956 373.

Events for 2003

Graham Smith

HOME

Saturday 21 June – GS Running Day – a combined event with an Open Day at Chertsey Fire Station (off Addlestone Moor Roundabout), a Display Day at CBM and a GS bus service between the two locations via Byfleet & New Haw Station

GS34 on bus service. Display of Railton cars at CBM for part or all of day,

Sunday 13 July – Coaching Days Remembered

BH Monday 25 Aug – Display Day and bus link to Woking Classic Car Show

Sunday 12 Oct – Family Day and Pre-Hibernation event

AWAY

Sun 1 June – Hertford, Stevenage & Hitchin (HG, SV & HN) Running Day (

Sun 1 June – Woking Hospice Classic Car Rally & Fete – agreed 2 or 3 Trust vehicles attend,

Sat 5 July – Byfleet Parish Day – agreed 2 or 3 Trust vehicles attend,

Sat 12 July – Chertsey Black Cherry Fair (D142 requested for parade)

Sun 20 July – MHR Alton Bus Rally

Sat 2 August – Fulwell Depot Open Day, centenary event – CBM support with 5 or 6 vehicles + sales stand,

Sun 31 August – Dorking (DS) Running Day (CB Rallies)

Sat 13 Sept – Romford (North Street) Garage Open Day, 50 years event

Sun 14 Sept – Warminster Running Day (the 10th and last) – a possible P3 trip?

Sun 21 Sept – GS 50 event – Oxted & Westerham (CM) Running Day (CB Rallies), GS34 on bus service

Sun 28 Sept – Showbus at Duxford

Sun 5 Oct – Amersham (MA) Running Day

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
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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 Cavilliar 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

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.

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 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>

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