

COBHAM  
BUS  
MUSEUM

MAGAZINE



No. 41

Summer 2003

£2



Page	
3	Editorial
5	Chairman's Report
8	Obituary - John Knox
9	Open Day 2004
10	Open Day Report - Museum Site
11	Open Day - Thank-you
13	Introducing Keith Rose
15	A Real Test Run
21	Reviews
23	Letters
29	STL834 and Tunnel Visions
32	42nd London Brighton Run
37	The JXNs
44	London Buses in Miniature
55	Beyond the Gates
56	Coaching Days Remembered
57	25 Years Ago
59	50 Years of Routemaster, Rally
60	Cobham Shop Offers
61	Events for 2003
62	Guy Seat Day and Barbeque
63	Committee Details

Front and Rear Cover.  
LT1059 touched down at Cobham and has  
been put into store pending assessment for  
restoration  
Photos CBM

## Editorial

Bill Cottrell

The news that an ex Grey-Green Volvo B10M Citybus has been accepted into the LT Museum as an example of the post privatisation era of London's public transport sets the question of where do we stop in our acquisitions at Cobham? The LT museum is obliged to be representative of all aspects of transport but we can set our own agenda, so what should our acquisitions and display policy be?

London Transport had a unique house style, adverts, blinds, livery, route information, even vehicles. Similarly, the General had evolved its own unique style, but we must not forget that alongside the General were operators running buses with a body and chassis combination that could be seen nationwide. The difference in London was the regulations imposed by the Metropolitan Police did create a unique London influence to even those standard models.

Nowadays there are the same models in service all over the country, the only difference being the livery. So, does the fact that a bus is painted 80% red make it a London bus?

In my opinion, no.

Where does the history of London motor buses start and finish, if indeed it does finish. As for the reasons previously stated, I have no trouble in thinking of a 'Chocolate Express' Leyland or a 'Public' Dennis as a London bus, but I cannot accept a 'Connex' Trident or a 'Thorpes' Volvo as a 'London' bus.

So, post Routemaster, what constitutes a London Bus?

The DMS was pretty much a standard Fleetline, seen anywhere in Britain. Does the fact there were over 2500 in service (though not at the same time due of their lack of reliability) make that a London bus? The B20 variant was unique to London so I suppose that at least qualifies.

Then there was the successors to that model, the Metrobus and the Titan. The feature that made the Metro unique to London was hydraulic brakes. When they were converted back to air they lost that unique feature. Did it then cease to be a London bus?

The Titan was developed for the capital and due to its design the brakes could not be converted fully to an air system. I would accept the Titan as a London bus (in fact, the last London bus) but not the Metrobus.

The recent history of single deck London buses is complicated by the 1968 Transport Act. This set out to impose a standard design at a time when LT launched into a massive order for this type due to the reshaping plan.

The single deckers of the MB and SM classes had chassis by AEC (Builders of London Buses) but then again so did many other buses around the country. But they are important in London due to the route reshaping plan, the time when the traditional pattern of routes was altered for ever by the introduction shorter routes.

The Leyland National could not be more ubiquitous, a case of seen one you've seen half of them, see another and you've seen the rest. A true case of red paint does not a London Bus make.

The longevity of the Routemaster has given the London enthusiast an extended link to the past, a link about to be broken with the wholesale introduction of the Bendi-bus. Then we will be left only with buses that can be seen anywhere in the country.

But each to their own, and good luck to any individual who wishes to preserve one of these standards as a 'London' bus, but not in Cobham Bus Museum, please.

#### From the Newsletter, 25 years ago

There is no doubt the sad loss of Alan and Lynn Allmey (July 5th) is something we shall never forget. The driving force behind the formation of the LBPG, and Cobham Bus Museum, we will remember them for their devotion to the Group even at the expense of their private life. Many things can be written about the very many ways in which they have contributed to the bus preservation industry. But the continued work of the LBPG, especially at Cobham, to have a collection of vehicles and other items a worthy complement to London Transport's own, is the finest tribute

## Chairman's Report

Peter Plummer

The Annual General Meeting was well attended and the progress of another record breaking year was outlined.

At the AGM, it was made clear that following the announcements made in the Spring edition of the Trust magazine regarding the new vehicle acquisitions/donations this year, T357, M6, LT1059 and RMC1461, a specially convened meeting took place in mid April to examine the effects on available vehicle storage facilities at the Cobham museum. From this, a number of significant resolutions were passed. Firstly, no member will be permitted more than one vehicle storage display space within the museum. However, historical contribution of support of those owner members, many from the earliest days will be respected with regard to each members single space. This will release two spaces to accommodate the new Trust vehicles from the end of this year. Secondly, a temporary under cover storage facility away from the museum site has been arranged as breathing space until the final vehicle movements have been brought about. Thirdly, the disposal of two Trust vehicles that were purposely not placed on the accessions register, towbus 332W and Plaxton coach P3. The former is now not suitable for the role for which it was used for in the 1970s being unable to perform a front end lift for recovery and therefore redundant for anything other than very local breakdowns. The latter, P3 has no projected driver training or social work, the reasons for its acquisition in 1996. The committee carefully studied each of the cases at considerable length and it must be said hard decisions had to be made and were made with all due respects particularly to P3. The reasoning was that the vehicle has only tenuous links with London being a standard Plaxton coach compared to each of the new acquisitions with a clearer London connection. It was agreed that both vehicles would be offered to members of the Trust to ensure the best home as possible is found and to avoid the vehicles being out of contact with the Trust in the future should the accommodation situation improve.

I personally worked on P3 for two years, longer than any other current Trust member and sadly, even I have to accept the hard decision.

The first vehicle movements to effect the decisions outlined above commenced on Sunday 6<sup>th</sup> July with the departure of Ian Barrett's prototype vehicle UMP227 and the arrival of LT1059. This left only six vehicles in the main building and the team worked well in order to manoeuvre the new arrival into a corner of the building by 2 p.m.

Eventually, Ian's service vehicle 738J will take up residence as a direct exchange for UMP227 and Ian has agreed that 738J could be used for short distance recovery as well as substituting an unfinished vehicle for a finished one that will enhance the collection.

It was chilling to see LT1059 back at Cobham exactly thirty years from when I first saw it covered with a fish net to prevent bodywork from falling off. Owned then by Prince Marshall, it was later sold and took up residence with a group at Purley, South London by which time the fish net had rotted and bodywork disintegration was at an advanced stage. Sold again in the late 1980s to a preservationist in the Maidstone area, who had also acquired LT1076, both were sold at auction in 1994 with members Graham Ruddock and Ian Barrett purchasing LT1059. This is extremely fortunate for if both 'scooters' had been sold to the same organisation with a view to restoration, there is always a high risk one would not survive, being used as spares for the other.

Also at the AGM, I acknowledged that Andy Baxter had not stood for re-election. Andy's extremely valuable contribution was recorded, not only as a committee member, but also by his wealth of knowledge and skill given freely for the benefit of the Trust. Keith Rose was welcomed to the Trust committee and again, Keith has more than shown his commitment to the Trust in recent years in support roles and his generosity.

In a letter to me, Victor Spink has asked to be relieved of the role as social secretary due to ill health and an unfortunate set of circumstances that has prevented the activity that Victor had wished for. I wish him a full recovery and a better turn of luck for the future.

Therefore, the role of social secretary is vacant and I would be pleased to hear from anyone who would like to bring a bonding influence to the membership with outings and social gatherings.

The Trust was informed the first hurdle in the planning application by Mercedes Benz for the Brooklands site has been overcome. The proposals, which the Trust committee support, would respect the motoring history of the site and eliminate the uncertainty and degrading activity that has prevailed for many years.

GS73, owned by new age travellers and destroyed by fire earlier this year yielded a partial GS front end. This enabled the dashboard and associated parts to be retrieved in order to re-instate onto the Trusts GS34 on which the parts were modified prior to being donated to the Trust. Our thanks go to Richard Hussey for pursuance of this opportunity.

Metronet have kindly donated a large quantity of moquette of the type used on Metrobuses and this has been earmarked for the re-trimming of the Trusts M6 and again, I thank Richard Hussey for representing the Trust and Metronet for their generosity and confidence in the Trust.

The new uniform store was commissioned on 6<sup>th</sup> July and most of the Trusts collection was moved into its caring environment this day. Thank you for the response for heavy-duty plastic coat hangers, please keep them coming. This exercise has enabled a start to clear the mobile canteen trailer of items not associated with the vehicle and made available for its turn in the re- building programme.

Utility Guy G351 has started to have its steel panel work fitted and the skeletal outline will soon give way to a sound structure of a body we have all waited to see.

As project leader on RT2775, I report good progress over the last few months. At the time of writing, the vehicle is about five uninterrupted weekends work away from external completion assuming that Dave Kreisler can complete the front end re-wiring. This has proved to be very problematic with the coating on the old wiring breaking away and clogging up the conduits in the process of pulling new wiring through to replace it. I am looking at the possibility of getting the bus externally repainted this year with the interior and 'period' external advertisements to be completed on its return from repaint early next year.

## Obituary

John Knox, 1937 – 2003

M. W. Lloyd

John Knox, well known for many years in the bus preservation world died in April 2003 at the age of 65 after a fight against lymphoma. John was an Edinburgh man who worked as a policeman in Scotland and later in England where he met and married Eileen. He was latterly the village bobby at Ingleton in North Yorkshire until retirement after which he drove a minibus for the Social Services department of North Yorkshire County Council on a part-time basis. He greatly enjoyed the variety of wildlife in that attractive part of the world and was always actively opposed to any acts of cruelty to animals of any sort.

He was interested in many aspects of transport, including naturally enough Edinburgh's trams and buses but his great enthusiasm was for London Transport vehicles of which he had owned several. He put great efforts into bus preservation and amongst his purchases were a Leicester Corporation PD3 which later became a mobile home, a capacity in which it is believed still to survive, and the Darlington Daimler CCG5, 304VHN which remains in semi-preservation in Nottinghamshire.

He will be best remembered for his long connection with London Transport RT-family buses, having owned, in order, RTs 3775, 1798, 2591 and 3228. The last three vehicles were all acquired to save them from uncertain futures and John carried out restoration work on them all. However, he always wanted an RTL, a type which rarely comes on the market, and five years ago was able to achieve his ambition with the purchase of RTL326, by then in skeletal form, having been dismantled for a restoration project that was not completed. John rebuilt the bus but sadly took ill during the final stages of the work, and was never able to enjoy actually driving the bus on the highway- although he did see it restored and repainted; it is currently on display in the British Commercial Vehicle Museum at Leyland.

John's restoration work brought him into contact with a wide variety of individuals, particularly in his endless searches for spare parts, and he was a member of numerous organisations including the British Bus Preservation Group, RT and RF Register and Cobham Museum, as well as the AEC Society, Leyland Society and the Friends of the BCVM. His preservation interests were widespread and he frequently enquired about vehicles offered for sale, most recently contemplating the purchase of a rear-engine double decker.

He leaves a widow, a son and a baby granddaughter and they and his wide circle of friends and acquaintances will miss him, but the veritable fleet of buses with which he was involved will always serve as a tangible reminder of, and memorial to, a man who thoroughly enjoyed his involvement with them.

## OPEN DAY 4.4.04

Simon Douglas Lane:

Open Day 04 Sub Committee Chairman

As you will know there has been uncertainty over the venue and even the possibility of running the Open Day event in 2004. Well the news seems to be a little brighter and the sub committee will meet soon to begin to plan the event within a slightly more certain framework.

After this year's event, two members of the sub committee stood down after years of sterling work. Andy Baxter and Graham Ruddock had between them looked after the Cobham Site as joint controllers and we therefore need two replacements. The vital ingredients required of this joint job are an ability to deal, often under pressure, with the public, stallholders and the setting up of the site both on Saturday and early Sunday morning (and of course returning the Museum to normality afterwards), and an intimate knowledge of the vehicles housed in the Museum and the ability to move them within and off site.

If two members want to team up who possess these requirements please email me at [simonatgoodshepherd@co.uk](mailto:simonatgoodshepherd@co.uk)

Thank you for any volunteers for the joint post of Cobham Site Controller for Open Day 2004 and thereafter!

## Open Day Report: Museum Site

Graham Ruddock and Andy Baxter  
Museum Site Controllers.

A successful day with consistently large crowds all day and satisfied stall holders. The display of early 1920s buses proved a tremendous draw with hordes of photographers taking a multitude of shots. Newly-arrived T357 also proved to be a big attraction, with a fascinated audience looking at it and reading about it throughout the day.

The only moment of concern was on Sunday morning when the LT Museum rang to say that the K type had sprung a radiator leak, but that they were working on it, were pretty sure of fixing it, and that the departure of the K type, S type and tender (RM1) would be delayed. After Herculean efforts the leak was stopped and both veterans arrived from Acton under their own power. I must admit to feeling great relief when RM1 arrived and the driver reported that the K and S had reached Esher! Their arrival completed the display and masses of photographers immediately appeared.

All vehicles started on both Saturday and Sunday, a big help and my thanks to all who made this possible. Open day went smoothly and for this many thanks to all who helped at the museum site both over the weekend, and, just as importantly, in the preceding weeks. The hard work put in beforehand led to a comfortable preparation day on the Saturday.

Thanks also to those who provided the display vehicles. To Bob Bird and his colleagues at the LT Museum for getting the S type back on the road and MOTd and for the splendid efforts on Sunday morning to get the K running. (Have the K and S types ever been out together before?) An excellent example of the ongoing co-operation between the two museums, which we are sure will continue to the advantage of both.

Thanks again to the other owners, to Barry Weatherhead for bringing his K type, to Mike Sutcliffe for the Chocolate Express and to Peter Stanier for the Lioness and the Jersey Titan.

An unforgettable display and a memorable open day.

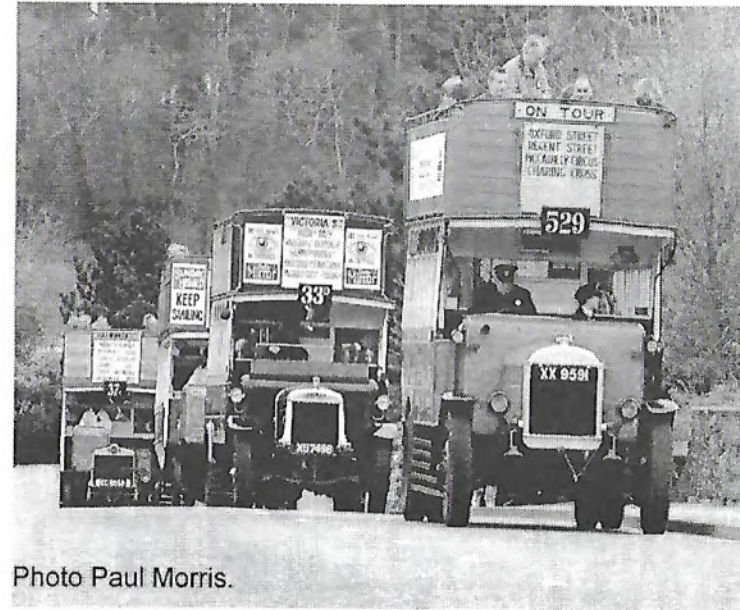


Photo Paul Morris.

## Open Day Volunteers, Thank You

RogerStagg

Although there was a very small element of criticism following the article penned some issues ago regarding volunteer members, there were I have say, a substantially greater number of letters of support. That aside, this year saw an unprecedented level of members offering volunteer services for Open Day, where by far the greatest contingent joined me in the windy, and this year, bitterly cold wastes of Brooklands.

The additional volunteers meant that we were able to provide a far more helpful approach to our visitors, particularly in the area of car parking and there have been many letters from our visitors thanking the volunteers for all of the assistance that they received, which served to enhance their day out.

A larger number of volunteers not only enables us to do the job more effectively, but for many it reduces the time they have to spend on duty. It also has the effect of increasing the camaraderie on the day, as it was possible to duplicate people on every duty. The benefits all round for the 20 or so additional volunteers have been far greater than they individually felt they were able to contribute.

I have tried to write and personally thank all of the volunteers, but if I have missed you out, I apologise as there is often difficulty keeping track of volunteers passed on by Keith Rose, the co-ordinator, at the last minute. If you are a person who was forgotten, my sincere thanks on behalf of the Trust. Without your efforts, no Open Day would be possible. To those of you who have sent in letters of support, suggestions for improvements and expressing how much you enjoyed the day, thank you too.

**'Oh for...'**

'Oh for the wings of a dove?'

**'No! Oh for...'**

'Oh for the love of a good woman.'

**'No!'**

'Two or three bad ones, then.'

**'No! Oh for..'**

'Oh do not forsake me oh my darling.'

**NO!**

**04/04/04**

is the next open day.

4th April 2004

## Introducing Keith Rose

Your New Committee Member



I joined London Transport in the early sixties at the age of 21 and following driver training at Chiswick Works was sent to Hounslow Garage (AV) driving RT, RF and the 'new' Routemaster on routes 81,110,111,116,203(RT), 237(RF), 73 & 117(RM) where I enjoyed playing with these big toys, and getting paid for it!

Moved on to Valliant Coaches of Ealing and then realising that driving buses and coaches meant long hours for a moderate wage, I joined Shell-Mex, BP Ltd at Heathrow. As a driver on aircraft refuelling tankers including Foden and Leyland 6 wheeler tankers with 4 wheel drawbar trailers, and Leyland and AEC Artic 12000 gallon tankers 65 ft long, the toys were getting bigger, and so was

the wage packet. In the late sixties BAA Heathrow decided to opt for hydrant fuelling on the aprons which meant that the large tankers would be replaced by small metering vehicles, time to move again. I applied for a contract 'A' licence to carry goods for Tarmac Roadstone Ltd and purchased a new 16 ton GVW Bedford KM from the Bedford dealer in Staines. The following year I took delivery of my first two AEC Mercurys and the year after added the 6 wheeler AEC Marshall to the fleet which continued to grow following the taking over Tarmac's Surfacing Dept workshop as my base. The business now gave me the opportunity to continue the flying which I had done as member of LT Central Road Services Flying Club at Fairoaks and later with Shell Flying Group at Blackbushe, subsequently buying my own aircraft and later qualifying as a flying instructor in 1971.

During the mid seventies I went to Stonebridge Park LT garage to inspect some recently de-licensed RTs, which were available for a few hundred pounds, but decided not to proceed with the purchase, as they were too high for the workshop. Alas, not being in bus preservation I was not aware of the recently formed Cobham Bus Museum. Following difficulties in obtaining large spanners and sockets 'off the shelf' from local tool suppliers, I decided to start my own tool business in 1974. I soon became a distributor for the American Port brand of tools and later became the sole importer for Utica-Bonney who were the main suppliers in the States to Boeing, Douglas and Lockheed. This followed with a customer base, which included the major world airlines, MOD, RAF, Met Police, LT Underground, AEC, Foden, Volvo, Scania, Esso, Shell BP etc., many we are still supplying but regrettably not dear old AEC!

After the demise of the Southall works I looked at other makes but decided to phase out the transport side as the tool business was taking up most of my time having expanded into welding equipment, and as a distributor of BOC industrial gases

Following the death of my wife in 1997 I decided to visit this bus museum that I had heard about, at Cobham – WOW! I was back home again!

I have now built up a collection of some of my favourites including the two Craven RTs (1431 and 1499), RM2037, RF168 (modernised Green Line), 2 AEC fire engines including an ex Mersey FB Mercury/Merryweather 100 ft turntable ladder and a couple of small steamers including a 1/3 scale 6hp Foster traction engine. I also helped to save M6 for the Museum.

Ever the optimist, I am still looking for a B, NS or K, which would eventually complement the Cobham Collection! It is my hope that joining the main committee of the Museum will enable me to now devote more of my energies to the improvement and expansion of our excellent collection at the museum, which, when all is said and done, is only in our safe keeping for future generations to enjoy, as we do today. So let's stop talking and start doing. Here's to the future. Thankyou

## **A Real Test Run**

Jim Andress

During the last winter the engine of RF366 was stripped down and fitted with new piston rings, as well as having the heads checked over and valves reground.

In late January a test run was made to Cobham from our home at Chippenham and this showed up a few points that needed attention, including water jacket leaks from the bridging piece between the cylinder heads. To get at this properly the exhaust manifold was removed and the opportunity was taken to fit a set of new injector pipes.

After a delay in getting some new gaskets made for the exhaust manifold everything was re-assembled just in time to visit Cobham again for the open day, when everything seemed to go OK. About three weeks later we attended East Grinstead Running Day and 366 again behaved well. Following these trips we changed the oil from the straight 30 we had used for running in and replaced it with our usual 20/50.

Having now apparently got everything in good order it seemed a good idea to give 366 a really good run and we decided to make a trip we had been considering for some years. The idea dated back to a couple of business trips I made in the mid 1990's to Berlin, coupled with the idea of attending the Usti nab Labem event in the Czech Republic. So it came to pass, as all good stories say, that about 19-30 on the evening of Monday 5<sup>th</sup> May 2003 we set off from Chippenham via the M4, M25, M26 and M20, arriving at Dover at 0045 on the 6<sup>th</sup>. By 0115 we were on board a Sea France ferry sailing to Calais, and by 0330 French time, 0230 UK time, we were driving 366 onto French roads for the second time in its life, the first having been in 1985 when it took a party of students from "Pompey" to "Pompeii", a trip which resulted in the failure of No 6 piston and the end of its career as Peckham garage sports team bus.

After filling up with cheaper French diesel we set off via Lille and Namur, to Luxembourg, where we refuelled once more, with slightly cheaper diesel.



At this point we did a full fuel check and found we were averaging some 15 MPG, a figure which came up again at each subsequent check, except one which involved some serious mountain climbing, implying that not only is continental diesel cheaper but it takes you further as well, our UK average being 12.5 MPG.

We went south from Luxemburg, avoiding the French toll motorway, and picked up the German autobahn and continued south, stopping from time to time for food and driver changes, finally arriving near Hockenheim by the F1 motor racing circuit at about 1900. We looked around for somewhere to stay the night and after an abortive visit to some local villages we returned to the motorway, continuing some 40 or 50 miles before finding space to park and sleep in a service area.

The autobahn service areas fill up at night with trucks engaged in long intercontinental journeys and food and washing facilities are provided to cope. We were therefore able to satisfy all our needs, despite the truck movements which started about 0500 hours.

Wednesday morning saw a repeat of the fine weather we had been having and we pressed on in steadily rising temperatures, both on board and in the engine compartment. We managed to prevent the engine from overheating by keeping the speed down, which led to some frustration for truck drivers because several stretches had overtaking bans for trucks because the autobahn is only two lanes for most of its length, but, by pulling off into parking places, we managed to avoid open war.

Wednesday lunch time found us resting just short of the Czech border to which we then moved and spent one and a half hours waiting as we had arrived just behind a coach carrying 50 members of the German national shooting team who were due to take part in a match the next day, 8<sup>th</sup> May, which is a Public Holiday, to commemorate the liberation of Czechoslovakia from the Germans at the end of World War. Having finally cleared the border we pressed on to the town of Beroun, about 20 miles outside Prague, for our pre booked hotel stop, where 366 spent the night in a supervised coach park together with a Dutch tourist coach, and we had an excellent meal, with wine, for four people for £25-00.

Thursday morning was even hotter as we made our way into Prague and located the Tramway museum where we were to be on display for the day. Having settled 366 into its place we set off on foot to the nearby castle and strolled through the surrounding park and found our way down to the river where we first found some shade and had lunch, the temperature by now being over 30C.

We had an hour or so sightseeing with the hordes of visitors, then made our way back to the museum and met up with various visiting Brits including the crews of three other buses, a Warrington Leyland PD?, an Eastbourne? open top Bristol, and an RE coach.

The actual rally is held in the North of Czech and we set off, calling at the airport en route to pick up more Brits, before making our way to the pre booked hotel at Teplice. As we headed North the sky became darker ahead although it got no cooler, and we had not been at the hotel long before thunder and lighting started which went on all night. The next morning, Friday, was distinctly cooler as we explored the locality in a hired car, having decided to give 366 a rest. Saturday was the first day of the event proper and those of us gathered at the hotel took our buses to the local supermarket car park where we were joined by a bus from Hungary as well as two Austrian buses that were at the same hotel.



From here we moved to a village half way to Usti where we were progressively joined by local buses making a convoy over twenty long. The convoy set off finally, with a police car in front, and made a tour of Usti before proceeding to the airfield site where some vehicles were already parked on the grass. I should mention here that it had rained all night! We did not go on the grass with 366 but got ready for our journey to take a group of people, and an interpreter, to the Trolleybus Depot in Teplice, which turned out to be quite interesting.

We then went to the site that has been acquired by the local bus preservation group for a transport museum to be created, anyone in the UK would love to have such a large site, complete with a rail connection. Unfortunately the site was awash with mud after the rain and not that many visitors came along. Saturday night an evening of entertainment and food was laid on for the visitors and we all had a good time.

The next day, Sunday, was better and as we were not programmed to do any duties we took the opportunity to travel on several of the preserved east European buses and had a ride on a preserved trolley bus that the local company put on between normal service trolleys.

Monday dawned overcast as we said our farewells and took the road north towards the German border about 20 miles away, what we did not fully appreciate was that lot of it was nearly straight up, and we covered over 7 kms in second gear at about 15 MPH. We finally arrived at the border and once more did battle with Czech bureaucracy before crossing the line into Germany where we learned once again that what goes up must come down!

Having started the decent, the rain commenced and simply poured down until we reached Dresden over an hour later, where we found a car park and stopped for a coffee break. Although we did not see much of it, Dresden appears to be a very pleasant place and seems to have fully recovered from WW2 and the subsequent era. The next phase was a steady run up the autobahn towards Berlin which we approached at about 1700. We decided to stop and have a meal and enter Berlin after the rush hour, which we did quite easily.



We managed to park close to the Brandenburg Gate for photos in the evening light and to buy some souvenirs.

We then toured round past the Reichstag, once again the seat of the German parliament, having been burnt down by Hitler in 1933 and left as a ruin until a few years ago. We next went down the Kurfürstin Damm, Berlins high class shopping and entertainment street, where we stopped for a photo near the Frauen Kirke, left in ruins as a memorial to the mistakes of the past. Having "done" Berlin we went down the autobahn westwards and found a service area to spend another night.

Tuesday morning we continued along the autobahn, passing the famous border post on the old East German border before having lunch near Hannover. In the afternoon we visited the Heerenhausen gardens at the Palace of the former Hannoverian Kings, where King George the first of Britain is buried. The gardens were very impressive including a fountain said to be 50% higher than Nelson's Column. We then had a ride round the centre of Hannover before returning once more to the Autobahn to find a service area for the night. Wednesday we continued west for a couple of hours then turned off to visit Hamelyn, the town of the Pied Piper, which they emphasise for tourists.

It is quite a pleasant town with many old buildings well renovated in a virtually traffic free centre. From Hamelyn we went to Paderborn to again visit some friends with the British Forces and spent a pleasant evening with them. Thursday found us heading west again and we crossed into Holland about 1330 and into Belgium about 1500, arriving at Ghent about 1800 where we once again plunged straight into the centre, dodging the trams, before parking in a pedestrian precinct outside the town hall. We had a walk around the centre of Gent, a totally Flemish city, before enjoying a good meal in one of the many restaurants. We spent the night at services on the Ghent to Ostend Motorway and the next morning we visited Bruges and had coffee before collecting souvenirs, not obtained on a previous visit. Midday found us lunching in the Cite de Europe shopping area outside Calas and we loaded onto the 1645 ferry arriving in Dover about 1715 (BST) and reached Chippenham just before 2300.

So how did 366 behave? Apart from topping up the engine oil occasionally we just fuelled it and drove it for about 2000 miles in 16 days. From that I feel we can conclude that the test was successful.



## Reviews

### LONDON TRANSPORT IN THE 1940'S

By Michael H C Baker. Published by Ian Allan at £15.99

Reviewed by Phill Cruise.

I had been looking forward to this book since it was first advertised in the Ian Allan lists. Michael Baker writes in a style that has general appeal, not just to the rivet counters. I was not disappointed and read through this appealing book over a few evenings with some liquid refreshment to help stir the imagination and take me back to the 40s. I was there, towards the end and can remember quite a few of the vehicle types featured. The early post war years were probably one of the most interesting times for London Transport and these and the war years are brought to life in Michael Baker's interesting text.

A variety of photographs, some contemporary and others from later years help to bring things to life. There are 96 pages and eleven chapters plus an introduction and a summary of vehicles owned in 1949. The total was 9,793. I wonder how many buses and trams serve London today? Obviously a book such as this cannot go into great detail in all respects but it varies much giving the atmosphere of the era. As such it succeeds very well. If the fine evenings continue, get a copy, set yourself up with a cool drink and a comfortable seat outside and take yourself back through the medium of this nicely produced hardback book to what were challenging and dangerous times, when London and its population suffered the privations and dangers of war and then the even greater austerity of the early post war years.

The buses, trams and trolleys of the time were some compensation for the enthusiasts of the time twenty years before the mods discovered the anorak.

## THE HEYDAY OF SOUTHDOWN

by Glyn Kraemer Johnson and John Bishop

Published by Ian Allan at £14.99. Reviewed by Phill Cruise. Southdown had an operating area that met London Transports' country buses at certain locations notably at Crawley and sent its immaculate coaches through into central London to Victoria Coach Station. Consequently most of us with an interest in London Transport also fondly remember the 'heyday' of Southdown.

The authors/compilers of this mouth-watering collection of annotated colour photographs are new to me but are obviously devotees of the golden era of post war Southdown with its always superbly turned out fleet in apple green and cream livery. The illustrations come mainly from this era but the later days of the National Bus Company and privatisation prior to extinction by Stagecoach (Boo hiss!) are covered too. Apart from some smaller coaches and Guy bus deliveries the fleet was a Leyland one and many marques of Titans, Tigers, Leopards etc are shown.

In NBC days Bristols joined the fleet. To me the heyday ended in 1970 with the NBC but for a few years the company managed to keep its vehicles in traditional livery. Now, apart from the thankfully goodly number of preserved vehicles this is all but a memory. The usual hard back glossy landscape format is used for the book. It has eighty pages of photographs mainly taken in the sun, which is how I always remember Southdown buses and coaches or cars as they were referred to. Seek it out and enjoy.



Guy Arab 538  
at  
Eastbourne  
July 1965  
Photo CBM

## Letters

### Buses on the box (or video).

From Peter Wall

Dear Bill,

Among my small collection of old BTF documentaries on video is "Capital Visit", about a school party from Redditch Worcestershire, visiting London. Made in colour in 1953 it shows sight seeing RFs 4 and 12 carrying the school party to various historic London locations; both RFs are listed as preserved. I rode on RF 4 at the East Grinstead running day this year. One of the child actors providing the 'voice over' on the film is William Simons, who starred with Anthony Steel and Dinah Sheridan as their young son in the wild life film "Where no Vultures Fly" made by Ealing Studios in 1951 on location in Kenya and Tanganyika; William Simons is now PC Ventress in ITV's "Heartbeat".

---

### RT1 Rumbles On

From Peter Gomm

Dear Bill,

Reference issue number 40.

I have to thank Tony Beard for taking so much effort to trace the origins of EYK396.

However I do have to point out that I did not make any 'statement' regarding the date of them first registration, I asked the question and gave what evidence I have. I am not in any position to make any statement as I haven't the facts in stone. Again my thanks to those gentlemen who have supplied what evidence they have.

Whether the present RT1 should carry any other registration number but EYK396 is a matter for people other than myself as I no longer have any vested interest in the vehicle. I can only say I did enjoy the time I did have. Does Mr Beard really want it reregistered?

Previously Mr Beard has poo-pood the statement (NOT mine, I haven't a deep enough experience) that RT1 was a 3RT. I (if I did say so) meant that the construction was such that the body was of the type that didn't need or have chassis extensions to the rear ie the platform 'hung' on the rear of the body as in all post-war RTs. I have confirmed with Ian Barrett that it certainly hasn't them now so we must 'assume' it to be the case.

As an aside, I did actually hear somebody once say that he intended to put the extensions under an RT8 because the riser had gone. So, whilst the body frame construction may be the same as an 2RT I think it right that the style is an 3RT. All the later chassis used with the body were of the 3RT type, that of RT19 having been converted to the prototype for the post war version (Ken Blacker - RT - The Story of a London Bus).

Mr Beard quotes (on page 36 of your magazine) EYK396 as being registered on 17<sup>th</sup> July 1939, is this a typographical error? I prefer our date of it being (re)licensed from the 1st as it must have been surely by the 13th when it carried passengers on the press run from Aldwych to Hampstead Heath.

I do try very hard not to make statements unless I am on very sure ground. I am always aware of one of my old Pop's favourite sayings, "A still tongue keeps a wise head."

---

From Tony Beard  
2RT2 Preservation Group

Dear Bill,

Just when I thought that I had the question of ST1140s registration number sewn up, I received e-mail from John Marshall, which at first glance, appears to throw a spanner in the works. There must be a host of rescued documents in private hands dating back to the LPTB and earlier, that which John has consulted being an example. John's ledger states that ST1140 was registered EYK231 and bearing this mark was submitted for its CoF on 6 July 1938. EYK231 is the registration of T596.

I am sure that we must now enter the world of human error with regard to the issuing of this registration number but first we must consider events at Chiswick during the summer of 1938 in order to obtain a clearer picture.

According to its delivery note, experimental chassis 06616749 was first received by Chiswick on 23 May 1938 but returned to AEC, the vehicle's log card showing it as again being received on 6<sup>th</sup> June and once more on 30<sup>th</sup> June. And, until I manage to gain access to the paperwork held in vault K1 at 55 Broadway, the modifications, which obviously took place at Southall during this period, will have hitherto await investigation.

At this time Chiswick was busily building bodies for the 10T10 type; T596 entering service in July 1938 carrying body number 18242. When my Group acquired T504 in 1968, its log card, then still at Chiswick, was kindly copied for us. Using the information the card provided as a yardstick it can be determined that a time span of approximately seven weeks elapsed from the delivery of the chassis for T504 from AEC to when the finished vehicle was first licensed. Allowing for the fact that many 10T10 vehicles entered service in July 1938 and that body numbers were usually issued in number order upon completion, we can assume that T576 entered service in the last few days of that month. Seven weeks earlier would provide a date around the time of the initial or second delivery of RT1s chassis to Chiswick.

I would reason that the experimental chassis built for RT1 was delivered to Chiswick just before that of T596, a clerk presumably deciding that the allocation of registration numbers should run consecutively upon acquisition.

John also points out that the same ledger records that the chassis for RT1 was submitted for its CoF on 6<sup>th</sup> July 1938 conversely the log card for ST1140/RT1 records this as occurring on 8<sup>th</sup> July.

One further point of interest is that the number allocated for the new LPTB body for RT1 was 18246, four numbers further on from that of T596.

I also note your question at the end of my last letter regarding the strengthening of the riser area of RT1s body when it was fitted to post war chassis.

There has been much speculation regarding the body built for RT1, which was initially thought to have contained a metal framework but would now appear to be an example of the traditional coachbuilding techniques employed by Chiswick at the time of its construction. Adding weight to the "mainly metal framework" theory is that the specification applied to the prototype body called for a design of platform anticipating that of the post war fleet. Again I must await access to official files for further information. Nevertheless history confirms that following its brief testing supporting the body from TD111, chassis 06616749 was returned to AEC in order that its length could be reduced which resulted in the frame being cut to terminate behind the rear wheel arch. Therefore from Day One, RT1s platform area has been a self-supporting affair.

Finally I note in Mike Little's letter in issue 40, he queries whether the Picture Post 'eyes' advertisement as applied to STL2417 was a spoof. I can confirm that the sideways glance of the 'eyes' was an official variation. Another example, in print, appears in Michael Dryhurst's Book London Bus and Tram Album, Second Series published by Ian Allan in 1979 which contains a print of STD29 at Trafalgar Square on route 13 with its eyes clearly fixed on the photographer.

---

#### **T499, an appeal**

From Peter Bowen  
Member 435

Dear Bill,

I have followed with interest the items in the excellent magazine concerning the discovery of the T class vehicle in Australia and am one of those who have written to the chairman about it. Indeed I indicated my willingness to make a worthwhile contribution to a repatriation fund.

I note the chairman's response in the spring issue. One recognises the many claims on the Trust's finances and restoration resources.

However, I would like to make the following points.

First it is because people have repaired elderly vehicles in poor condition when the opportunity presents itself that we now have the opportunity to enjoy some splendidly restored vehicles now, look at the saga of Cobham's existing 10T10 for example.

Secondly, the fact that the chairman has received letters and phone calls on the subject indicates an interest within the membership.

Finally, given Cobham's limited resource but expanding collection perhaps it should consider the restoration of vehicles by members off site.

Given the interest raised by the Australian T then I feel that LBPT could at least give its blessing to a separate fund coming into existence to repatriate the vehicle and ensure at least conservation prior to restoration.

---

#### **Any colour photos of RM2 in Lincoln green?**

From Derek Robinson  
Member 1011

Dear Mr. Cottrell,

I have yet to join the 21<sup>st</sup> century, don't possess a computer, therefore don't understand e-mails, websites and the like, let alone use of them.

How do 'oldies' like me find out more concerning British Pathe and the VHS video mentioned upon p10, issue 39 Winter 2002-3?

Also, upon the front cover of no.39 is an excellent picture of RTC1 credited to Mr. Don Allmey. Does the museum have an archive and an archivist from which information could be drawn?

There are a number of views that I would like to add to my collection, amongst them would be a view of RTC1. And RM2 when working from Reigate in 1957 whilst still in its original LT green livery.

I have black and white photographs but colour prints and colour slides would be a wonderful addition to my collection. Any ideas as to who might have such colour photographs available? (Not even LT themselves had colour shots of RM2!)

Is there a list of Museum held photographs, perhaps? Postcards of the museum's most famous exhibits AND a cross section of members' own vehicles would be a spinner. Has this been explored? I would be interested to receive your thoughts on the matter.

*Eds reply. It would appear that the British Pathe archive can only be accessed through its website.*

*We have an archive of photographs, the Ken Moseley Collection, which was bequeathed to us. It contains over 7,000 slides and pictures from the late 1960s through the 1970s.*

*We do sell in the museum shop postcards of Trust and some members' vehicles.*

### **Speaking up for P3**

From Roland Graves.

I understand that a decision has been made to sell P3. Can I say that this seems a retrograde step by the Trust? Firstly should trust vehicles be offered for sale? Secondly has every avenue been explored?

Thirdly have the membership been properly informed? Surely it would be better to look for someone to take on the care and storage of P3 rather than sell it. If it is the lack of space at the museum that it behind this decision are the trust being persuaded by the offers of other vehicles. We cannot keep everything. P3 is just as significant a vehicle in the history of London's transport as many other older types.

It represents the end of the line for AEC in both construction and design. It also represents the private hire side of the transport business. It could be compared to the 6 wheel T coaches of the pre-war period.

How we would have liked one of those!

I also feel that the potential of the coach has not been pursued as yet. It was intended to be the training vehicle also with the potential to be used for trips and outings for members. Let's face it trips to places that are not possible with other trust vehicles can be done with this coach. P3 could be the vehicle that cements the 'social' side of the trust. Something that is sadly lacking, in my opinion at present.

In the rush to accept recent generous offers please don't let us throw out something that should be a great asset to the trust and membership. I hope this letter will spark a debate within the membership before it is too late. I ask the committee to think very carefully about this.

*Eds note. The chairman in his report has explained how the decision to dispose of P3 was reached. The committee takes the view that social outings can still be organised if there is the demand using a hired vehicle, an avenue of much less risk to the Trust.*

### **STL334 and Other Tunnel Visions**

Tony Beard

The pen and ink sketch of RT113, which I used to introduce Jim Whiting to Barry Pearce's artwork in 1995, resulted in his assignment to produce the painting of RT25 used on the cover of "The First RTs". Such was its success that Barry was given further commissions that have enhanced the front of Ken Glazier's London Bus File series, Ken Blacker's "London's Utility Buses" and "London Trolleybus Part 1" and "By Tube Beyond Edgware" by another of Jim's authors.

Barry once owned RT3251 which is now in the safekeeping on Tony Langley, it having been used in the final parade of RTs over route 62 on the last day of LT's operation of the type. We met in 1980 and I soon became aware of Barry's artistic skills after seeing the sketch he produced of his own bus.

Although deeply involved in things maritime, Barry has a great passion for London buses and I thought that I would reproduce a letter he recently wrote to me after I sent him a copy of my article on the rebuilding of STL834.

"I used to catch the 108\* bus over 50 years ago - still have my free bus pass of 1951. The terminus was near Well Hall roundabout where I got on the bus and changed at Tunnel Avenue to catch a tram, later bus, to school near Blackheath Hill.

One day, while going down Westcomb Hill, I suddenly realised the top deck front windows next to me were one piece of plain glass each side, unlike the other buses built to go through the two tunnels. When I purchased a copy of the STL book (Ken Blacker, Capital 1984) there was the tunnel STL with the same plain windows - STL 834. It should have had a safety bar or batten across the windows. I once took a couple of rubbings of the dumb iron brass plates from one of the Tunnel STLs when I was early one morning -I probably still have them somewhere...

I remember the first time going through Blackwall Tunnel, the shrapnel spattered tiles on the right side entrance retaining wall, the dim continuous row of light bulbs along the very top of the tunnel road, the loud shrieking noise the tyres made when rubbing the kerb of the narrow footpath through the tunnel... I was surprised that the tunnel had bends in it - and how the hazy warm glow of the bus interior lights on the tunnels white and stained tiles changed to cold-looking daylight at the other end and how quiet it became again without the reflected noise of the bus coming from the open platform.

I remember in later years the squeak the Tunnel STLs developed on the offside behind the cab on the lower deck ... the small Idris advert showing a squashed lemon on the inside of the front dome.

One day my sister and I ventured to the still-bomb damaged slum area of Poplar to find the bus garage from where the 108 and 108A came from. We reached the entrance and could dimly see, through a haze, several buses at the far end of the garage. On our left other buses were parked. I am sure that one was a green ST. It will be in my old Ian Allan bus book if ever I can unearth it!

We crept around the nearest buses and I noted their bonnet and registration numbers before leaving. I can still remember the nice old bus smell in there and how friendly the drivers and conductors were to us school children.

I remember being on a Tunnel STL with a full load of passengers struggling up Westcombe Hill. We stopped at the top with steam coming out the front. The driver climbed out of the cab and disappeared into the adjacent 'gentlemen's' and appeared with a long-spout watering can and after a while topped up the radiator. Off we went again -I wonder if that watering can was left full ready for such happening and for the previous tunnel buses I never saw.

Another time we heeled over going around the 'Standard' and there was a crash of breaking glass. The bus stopped and the conductor got off, disappeared and returned. Gossip among the passengers said that a window had fallen out, but I expect it was the glass from the blind box, which had fallen out with the twisting of the bus body. They used to squeak and rattle all the time.

These buses were freezing cold in the depth of winter -I tried to get downstairs on the front nearside and if possible with my feet on the flywheel cover. On the way to school one winter morning the STL I was on slid sideways on the snow at the entrance to a side road at Kidbrook and the wheels couldn't grip the road. All the passengers got off and gathered around the back of the bus and pushed. After lots of wheel spinning the bus returned to its proper route and we all climbed aboard and continued our journey. Funny what you can remember."

I hope that Barry's reminiscences stir those of the readers of this magazine.

#### *Eds Note*

*The mention of squeaks and rattles from the bodywork of tunnel STLs certainly brings back memories of tunnel STL1871 whilst on the many trips we did . The body used to move so much it rubbed on the tyres going around roundabouts*



## 42<sup>nd</sup> LONDON TO BRIGHTON RUN

SUNDAY 4<sup>TH</sup> MAY

Alan Purssey

After volunteering for open day and with plans made for staying overnight down at Cobham, I was bitterly disappointed on a routine check to be admitted to hospital just a few days before with a blood disorder.

On my discharge from hospital, I contacted some friends to apologise for my enforced absence from the big day. A few days later I was phoned by fellow member and friend Peter Goodfellow to see how I was faring. He informed me that he was driving TD95 on behalf of the Trust down to Brighton on the Historic Commercial Vehicle Society run and would I like to put my name forward to attend.

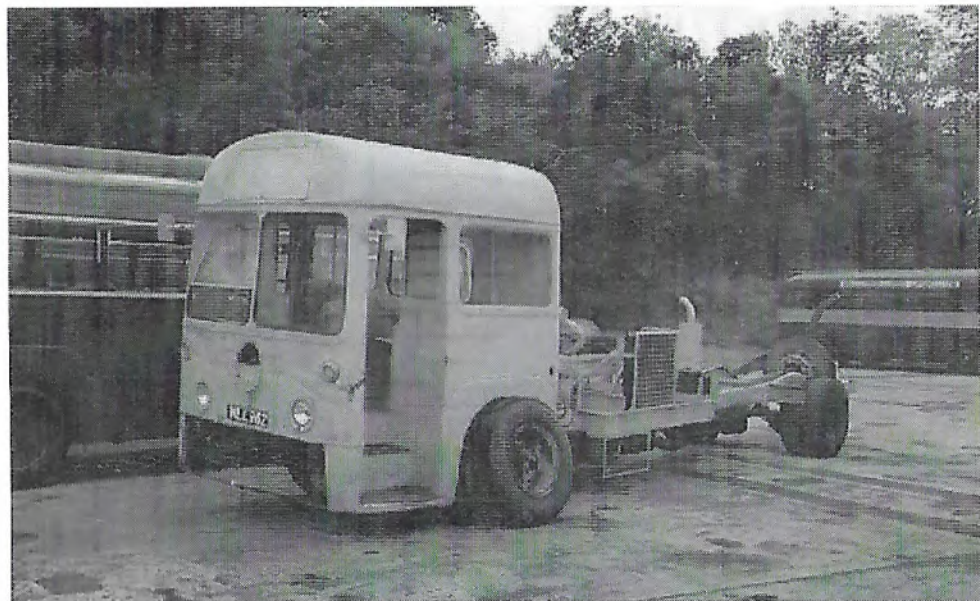
The chance to see the run let alone take part lifted my spirits immediately. An early start was planned from Cobham on the Sunday morning so my intention was to book in again nearby rather than drive down in the early hours, then I would be fresh for the day. My drive down on the Saturday afternoon from Cambridge was uneventful with a good clear run along the M25 with light traffic for a change considering it was a bank holiday.

I stayed at a local hotel, just a mile down the road from the museum. After dinner I was joined at the bar by a couple of other residents to be asked 'Here on business or playing golf?' (We all have our cross to bear) They were just as mystified by my explanation and reason why I was staying overnight, to go out on a vintage bus the following day!

The weather forecast boded well with sunshine and a warm day predicted. An early start arising at 5.30 am meant missing breakfast, hotels do not come alive at that time on Sundays. After two cups of tea and suitably refreshed I checked out to be followed by a couple of early golfers. I duly arrived at Redhill road at 6-15 to see TD95 standing by the bus stop looking resplendent in the morning sunshine. Peter, one of our drivers, appeared greeting me holding a large can of water to top up the radiator.



Seen at Denbigh, North Wales in June was this travellers ex BEA Coach, thought to be NLP650. Photos. Roy Adams.

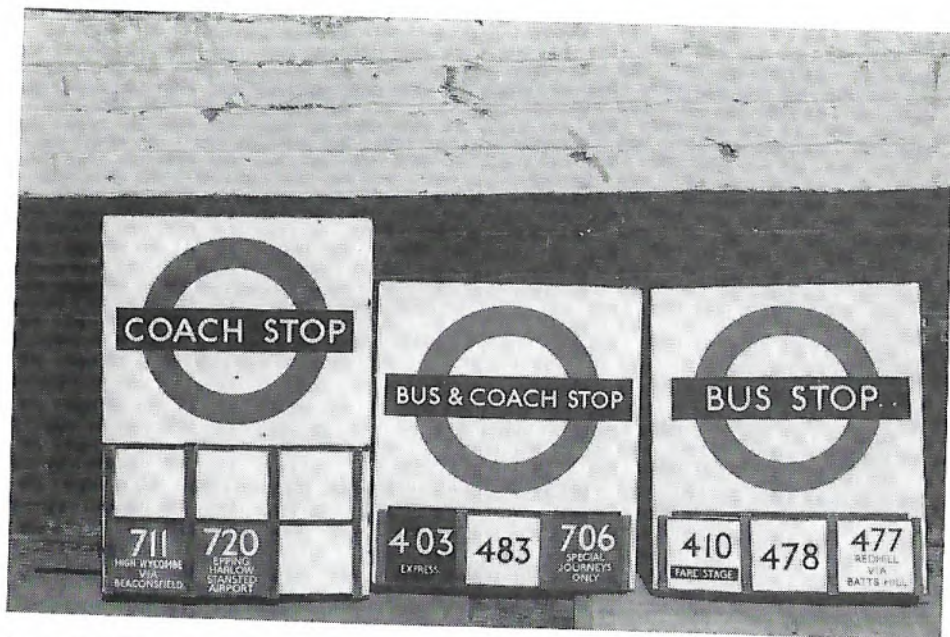


Top. LS98 is currently undergoing major engine surgery to cure oil leaks.

Bottom RF325 survives as a much modified glider winch. Mods include a Rolls Royce DMU engine and automatic gearbox.

Top Compare and contrast RFs226(Greenline),168(Greenline mod) and 673(Country area)

Bottom RTL1323 doesn't get out much these days. It will soon be offered for sale, Contact Don Allmey if interested.



Top Some of the bus stop flags recently donated to the museum by member John Cattermole  
Bottom GS34 and 62 took part in our recent GS Running Day to celebrate 50 years of the class. Photos Graham Smith

I am sure he was there at the crack of dawn. Peter had already dipped the fuel tank and was happy with the fuel situation. He had given the Leyland a good clean on the previous Wednesday with the aid of Peter Hamilton who had been around with his paintbrush touching up the exterior, and interior steps. Older vehicles with a wooden frame do vibrate which can crack the paint down the external panelling so I was informed.

Time for a photo shoot and catch up on the latest news in the morning sunshine before the rest of the group's arrival. The rest of the team including Bill Ackroyd, our second driver, Graham, our publicity officer and his wife Liz who had organised our trip arrived in the next half an hour ready for our start at 7am.

We were not the first away that morning. Peter informed me that Keith Rose and Bill Cottrell had already set off earlier in the Craven RT owned by Keith.

After our introductions and a check everything was secure at the museum we climb aboard. Publicity leaflets and lunch packs safely stowed we were ready for our departure. Peter was taking the first leg and had already climbed in and started up. With a satisfied grin on his, face we set off promptly at 7am.

We had a smooth ride up the A3 into the outer suburbs of south London receiving some strange glances as we passed the early risers on this bright sunny but chilly morning heading to Battersea Park. Traffic was light. We shared the road with some open toppers from The Big Bus Company heading for duty in central London

I had forgotten the pleasures of riding a bus with an open front entrance; it could be quite breezy. The last time I had ridden on a TD was back in the early 50s on route 251 from Arnos Grove to Mill Hill. They had replaced the ageing but lively LT scooters.

We arrived in good time whereby I registered us in and sorted out our departure time, set at 8 10 am. Each vehicle was carrying a number. Time for some of our party to get a coffee and snap some of the other entrants. Vehicles were still arriving while others were already departing for Brighton between 7-am to 9-am with the slower vehicles heading off early for the 50-mile journey.

Amongst the many other competitors was Roger Stagg in his 1933 AEC Regent 1 Breakdown Tender, Barry Weatherhead's AEC K Type from 1920s and Ian Barrett in his 1950 AEC Regent 111 pump escape fire engine.

Parked next to us was a wonderful example Bedford OLAZ type that was reluctant to start once it had been parked a few minutes. No such problems with our Leyland engine.

With anxious glances at his watch Peter climbed into the cab and started the engine. We could see he was keen to set off so after a brief spell and checking everyone was aboard we set off for our first leg to Pease Pottage, the half way stop, closely following RT3496 (LYR915) finished in London Transport country colours

We proceeded through south London in convoy with the RT with Peter our driver carefully trying to judge the traffic lights to avoid too many gear changes. Being an old North London man and a relative stranger to south of the river Peter Hamilton and Graham were kindly giving me a running commentary of the delights of South London. Traveling through Streatham we passed the old Streatham Larcarno ballroom. That brought back memories of my courting days, with a live group plus a big band and many bars for your admission price, suits were obligatory! . Onward passing several bus garages that since the demise of London Transport seemed to be in a state of disrepair. For me it was interesting to see the new Plaxton President body Trident and the AXL400 Dennis Trident Alexander buses in service. Onward pass the old Croydon airfield now built over but still with the original terminal building. Although it was early for a Sunday there were plenty of enthusiasts to capture our passing on film or video camera.

By the time we had reached our half way point the sun had warmed up and there were large crowds gathered at Pease Pottage to see the arrivals. We had a half an hour stop, time enough time to stretch our legs and get a cup of coffee. John Rawlings was there to greet us while two of our party departed to ride the rest of the journey on Barry's K type. The final part of the journey to Brighton was fascinating. Every vantagepoint especially the hilly parts were crammed with enthusiasts trying to gain the most advantageous places

Even the RAC entered into the spirit by posing in period uniforms and displaying a selection of vintage vehicles at one of the offices we passed. Onward we went passing the slower steam vehicles, with a hoot of encouragement. One or two of the older motor vehicles had stopped by the roadside with clouds of steam issuing from the radiator, some of the hills obviously too much for elderly engines, until we neared Brighton when the traffic started to build up. We had made good time passing by the old Pavilion looking magnificent in the morning sunshine down to Madera Drive where large crowds had gathered to see the arrivals. We arrived about midday to be directed alongside the other selection of buses on the esplanade.

There were three RTs, a Leyland Titan PD1/1 ex City coach company, Bristol FS6G ex Southern Vectis and a Greenline livery. Routemaster coach entered by the London Transport Museum.

The ladies in our party decided to do some retail therapy while for us time to get some liquid refreshments and view the other entrants. Having worked for forty years on the engineering side of the GPO, it was inevitable that the post office vehicles took my eye. In particular the Albion Utility featured years ago in our post office magazine, one of over a thousand used by overhead linesmen. And now at the Amberley museum of Arundel, and the Morris 8 series E & Z type vans of 1946 although these had disappeared in my day to be replaced by the erstwhile Morris minor van. Judging for the Concours d'Elegance was due to take place between 1-pm and 2-pm just time for some relaxation before the public was allowed in after 2pm.

It got quite busy at times. TD95 attracted a lot of interest; some were enthusiasts and had known the TD class in service. Others were surprised that we were not from the London Transport museum. We were kept busy answering a lot of questions. Who owned the vehicle and where was it kept? In between we distributed publicity leaflets profiling the museum and its activities. . One young man was amazed to see TD95 as he claimed was one of the students who back in 1960's travelled to Spain in it and was pleased to find it had not only been preserved but still in running order.

Presentations of winners Trophies was between 4-pm and 4-30 pm ending our day at 5 pm with a photo call by Graham with us all lined up alongside the bus.

Once everyone was accounted for and with a ring of the bell from Graham, we once again set off for our return journey. This time with Bill Ackroyd in the driving seat. Bill took us the picturesque and shorter way via Hove along the coast road towards Shoreham back through the impressive West Sussex scenery, at times with a long line of traffic on our tail.

The real credit though for the day must go to the small band of regular volunteers who work tirelessly, sometimes long hours for the sheer joy of it at the museum every week to ensure that these vehicles are kept in top condition. TD95 performed magnificently on the day. I had forgotten how smooth a ride can be in a vehicle with a crash gearbox in the hands of experienced drivers. I recently had an occasion to ride in a Dennis Dart with automatic transmission; maybe it was the driver's fast acceleration? I was not impressed. It is real credit to the dedication and skills of the mechanical team led by Andy and Bill that these old vehicles can be shown in their natural environment on the road to an admiring and grateful public. You cannot describe the look of joy on faces when they recognise an old bus and start reminiscing.

With our return to Redhill road around 7.30pm there was time for a quick view of the latest acquisition T357 and to see the progress on STL441 and G351 before setting off for Cambridgeshire. It had been a long and memorable day but one that I shall not forget.

Take your seat for the bar-b-q  
and fireworks in aid of G351 on  
Sunday 2nd November  
See page 62 for full details

## The JXNs

Michael H C Baker

Is it possible to have a favourite RT, bearing in mind that there were 4825 of them, many looking totally identical and that after overhaul neither the chassis nor the body was the same as that which went into Aldenham?

Yes of course it is. Even though outside the enthusiast fraternity one could be seen as eccentric, if not positively barmy for choosing one in particular. Croydon, where I was brought up, was something of a home for the frail and elderly in the days of my youth. By that I mean being an ex Tilling garage, along with Bromley and Catford which worked a number of routes into the town, Tilling STs and STLs, both pretty archaic designs by 1947, were commonplace. And when the Luftwaffe had attempted to remedy the situation by dropping a bomb on Croydon garage 55 Broadway thwarted them by drafting in lots of former LGOC STs and STLs as replacements. In addition the equally elderly, if rather grand, LT class was also prominent, working in from Elmers End, Nunhead and Camberwell garages.

So, not surprisingly, all these garages began to receive large numbers of RTs when post-war production finally began in 1947. Suddenly we were transformed, we were where it was at, Shangri-La, Mecca, beautiful new buses everywhere. We marvelled at the care taken over the interior, the handsome upholstery, the subtle green fabric covered sides and window frames, changing to pale matt cream half way up, delineated by a thin, neat red line, and the unique smell inside a brand new member of the RT family. Even before the arrival of the RT new buses had come to Croydon, firstly in the shape of the final group of Ds, those with semi-austerity Park Royal bodies, which were sent to Sutton garage, working alongside Croydon STs on the 115. But to my eyes the Daimlers were essentially wartime buses, even if they had three piece indicators, although destination and number sections were never used, and an experimental all red, save for two thin cream bands, livery, which was also applied to a few STLs.



STD172 at the Croydon Airport terminus of the 115  
Photo Michael H C Baker Collection

Genuine post-war buses were the all-Leyland PD1s, the STD, some of which were sent to Croydon when new and also appeared on the 115.

The RTs replaced the STDs, which went off to Loughton. RTs also, eventually, replaced the Ds, many of which went rather further than Loughton, across the water to Belfast, and were given new, locally built Harkness bodies. To complete this bit of the story it should be said that when the time came for the STDs to end their service in London they really ventured far away and joined the Communist Party in Yugoslavia; presumably they stayed bright red.

Back to the RT. Naturally all the earliest Croydon, Bromley and Catford examples had the original, roof box, Park Royal and Weymann bodies in the HLW and HLX series. Next came the JXCs. Croydon had only one of these but Catford was virtually awash with them. They also introduced a slight variation - now we're into rivet counting - in that the valence beneath the canopy over the bonnet was narrower.

Then came the JXNs. We have arrived at my favourites - almost. The earliest examples to grace the streets of Croydon were Elmers End buses, replacements for the handsome LTs.

Numbered in the 800 series, 814-20, 829-31, 833, 842-50, delivered in September and October 1948, all continued to feature roof number boxes.

But then, early in 1949, it was Croydon's turn again and in February and March the ultimate RT variation with the number displayed alongside the via box came to grace my home town. No less than a complete run of sixteen, 1133-48 arrived from the Weymann factory at Addlestone. This, we bus spotters considered, was the ultimate in elegant modernity, and after 55 years on who am I to disagree with this judgement?

JXNs seemed to fill the streets of Croydon, and not just red ones for green ones from Leatherhead, Reigate and elsewhere began to appear, and not just RTs for the first production RTLs were registered JXN 313-439 and some of these eventually appeared on the 68 from Camberwell and the 159 from Camberwell. They more or less wiped out any surviving STs and early STLs still to be seen in Croydon. Autumn 1948 marked the arrival into London service of this ultimate classic in bus design.



RT816 of Croydon and E1 tram 1596 at Streatham  
Photo. Michael H C Baker

1948 was also rather a memorable year for me in other respects. I passed the 11-plus, the railways were nationalised, for better or for worse, the Olympics came to London and this event, as much as anything else, meant we were beginning to pull out of the deprivations and shortages of the war years, although there was still a long way to go, and were heading for a bright new future, of which the RT was a perfect symbol. I was also lucky enough to see both Test Matches played in London. Uncle Harry, who worked for the Union Castle shipping line and the following year would attend a dinner at which he got the entire South African team to autograph the menu for me, took me to Lords. There I saw the Brylcreem hero, Dennis Compton, with sticking plaster on his forehead where he had been struck by a ball from Lindwall, complete a century and Dad took me to the final test at the Oval. The previous day I had watched on a very small TV set in the window of our local radio and gramophone shop window, Don Bradman bowled for a duck by Eric Hollies of Warwickshire in what turned out to be his last Test innings, when a mere four would have ensured he retired with an average of 100, a feat never then and never likely to be equalled.

England had been dismissed for very, very little, 64 I think it was, of which the great Len Hutton, who ten years earlier at the Oval had made the highest Test score ever, beating Bradman's 334 by 30, had scored half before freakishly getting out hitting the ball twice. At Lords I'd been up in the stands, at the Oval Dad and I sat on the grass by the boundary and got a close up view of the fielders and I couldn't believe how sun tanned they were. Australia established their inevitable substantial lead - what changes? - and I watched Don Bradman in his big, floppy green cap lead the Australian team out for the last time. He unleashed Lindwall and Miller at the England openers. Normally this would have been Hutton and Washbrook, who like numbers three and four, Bill Edrich and Dennis Compton, were a match for one of the greatest opening bowling partnerships of all time. But Washbrook was injured and his place was taken by a young Cambridge undergraduate, J.G.Dewes who, even I could tell, was plainly terrified as the ball hurtled down at him.

In those days of few cars and petrol rationing most of the packed crowd had travelled to the Oval by tram. One could hear and see the various Victoria bound E1s and HR2s rattling around the edge of the ground, John Arlot wrote of having one's sandwiches sat upon by one's neighbour as the tram lurched over the network of crossings at the Elephant & Castle or Vauxhall. We travelled, after queuing for a very long time; back to Thornton Heath in one of the vastly superior Felthams based at Telford Avenue.

Captivated as I was by the RT I never forsake my loyalty to the tram and I still travelled to and from school most days by an ex Croydon Corporation E1, and E3, or a Feltham. In September 1948

I took up my scholarship at Whitgift Middle. On Wednesday and Saturday afternoons we were, reluctantly, initiated into the mysteries of rugby up at the school's Sandilands playing fields, which we reached, by bus. For the first week or so this could be an Elmers End LT but then the JXN RTs took over. By an extraordinary turn of fortune which surely no-one could ever have foreseen nowadays one takes the bus from Thornton Heath Pond to central Croydon and the tram from there to Sandilands.

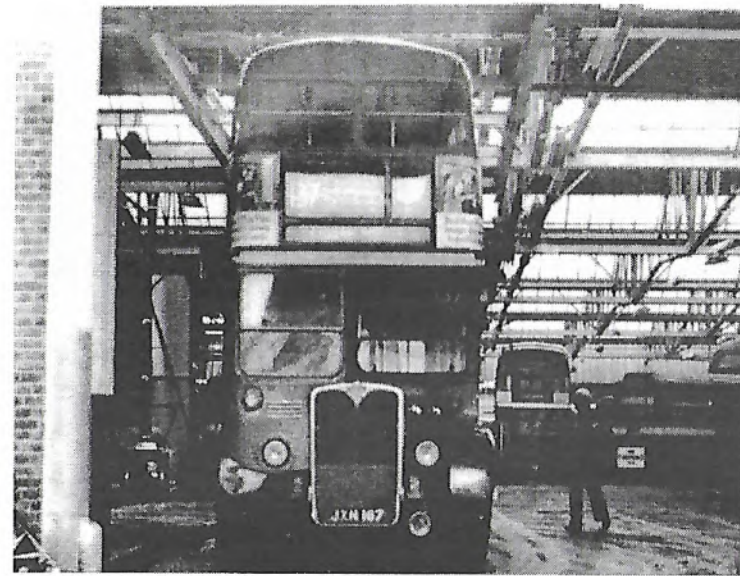
With RT and RTL production in full flow and, soon, the RTW as well, more and more body builders were contracted and fleet numbers of RTs jumped up into the 2,000, then the 3,000, and finally the 4,000s, leaving huge gaps to be filled later. Thus after the 1133-48 JXNs there suddenly appeared RT1155 which not only reverted to a JXC registration but also had a roof number box. This was Croydon's first Saunders RT. Apart from having the side number stencil set further forward it looked identical to a Park Royal or Weymann roof box JXN. But then one Saturday afternoon when rugby was over and cricket had resumed we found ourselves boarding the strangest looking RT ever. It had a JXC registration and a roof number box and, being brand new, gave off the true RT aroma, but it looked like an alien. From the front it had a much bulkier aspect with no elegant inward taper, it had a five side window layout downstairs instead of the standard four, and the rear sloped backwards like no London bus had ever done before.

It as, of course, our first Craven. Seven Cravens, RT1433-9, JXC196-203, were allocated new to Elmers End in May, 1949, followed by 1447/8, JXC211/2, to Croydon the following month.

Oddly the JXNs never reached the heights of the JXCs, fleet number wise. The lowest was RT802, JXN 180, and the highest RT1151, which, most curiously, carried the registration number JXN179. The RTLs ran from RTL1, JXN313, to RTL116, JXN439. My favourite RT1133-48 group did not remain Croydon buses for long. At their first overhaul, in 1952, they were dispersed all over the LT system. JXNs nevertheless remained on the scene as long as RTs worked into Croydon. Indeed RT1018, JXN46, was one of the famous three which were repainted in full London Country livery and worked from Chelsham garage, chiefly on the 403, through the Spring and Summer of 1977. Even when withdrawn from passenger service in September that year this was not the end for it continued as a trainer, eventually moving to Stevenage where it had the distinction of being the very last London Country RT, ending its service in September, 1981, and passing straight into preservation.



RT1018 speeds through Sanderstead, May 1977  
Photo Michael H C Baker



RT1139 at Victoria garage 19th February 1977  
Photo Michael H C Baker

Meanwhile the very last of that original batch of Croydon JXNs, RTs 1133-48, which had so delighted us bus spotters with their pristine splendour soldiered on for 28 years. I met up with RT1139, JXN167, on a miserable February day in 1977, which suddenly got a lot more cheerful when I recognised my old friend. By this date there were officially no RTs scheduled for central London service but such was the non-availability of more modern vehicles that a number were pressed into service and RT1139 was living in the most central garage of them all, Victoria, working the 137 which, by a few hundred yards, brought it within the boundaries of Croydon at its Crystal Palace terminus. It later moved to Kingston and was still on passenger duty in the autumn of 1977, but by the end of the year had become a trainer. Although there were no JXNs amongst the final twelve passenger carrying RTs, which worked the final RT, route, the 62 from Barking on 7th April, 1979, there were still a few in use as trainers. Today there are six JXN RTs preserved and three JXN RTLs.



## LONDON BUSES IN MINIATURE

By

Alan Purssey



Ex LT Leyland Titan T598  
used as a mobile police H.Q.  
Cambridgeshire

Featuring this issue  
AEC SWIFT FROM PIRATE  
MD METROPOLITAN  
MORE UNDERGROUND MODELS  
PLAXTON PRESIDENT  
ALX 400  
EFE STLTYPE A  
TITAN T598  
O.O.C RELEASES JULY- DECEMBER

There have been some interesting new die-cast releases in the past months, mainly from the overseas manufacturers which is welcome as the home market has been depressed somewhat as Frank Joyce Managing Director of EFE is still in the process of re-establishing Gilbow. Even so there has been the re-tooled STL type A without a roofbox, plus the Transport for London Golden Jubilee gift sets.

On the cast kits scene things have been quiet after the release of the models from Pirate although some new and exciting new models are nearing completion from RTC and LBC soon.

### AEC SWIFT W TYPE

It was not until the Green line passed to the NBC that any new vehicles were purchased for this service, after using the modernised RF together with the Routemaster and a handful of RC's.

Between January and April 1972 21 AEC Swifts fitted with Alexandra DP45F bodywork, which were not obtained entirely by choice, being a diverted order originally placed by South Wales Transport.

Delivered in Lincoln green with a broad light green waistband. They were numbered SMA 1-21, first entering service on route 725 on the 4th March 1972. Luggage boots were fitted from new, and the vehicles were later re-painted into the NBC coach livery of pale green and white plus the NBC double arrow logo which first appeared on RP44 on the 20th of November 1972. The SMA was not a success mechanically and as a result lasted only six years in Green line service.

### REVIEW

The kit from Pirate was released last year comes in 66 cast metal parts with preformed windscreen and sunroof lights. These particular kits like previous models have been designed in a way that the basic parts can be used for different models likewise the instruction sheet reflects this. Dividing side window pillars 2.4.6. Need to be cut away for the London version. Detail again is good with the luxury coach seating well visible on the raised floor although I found the instructions a bit vague on the seating plan due to the position of the luggage pen. I am informed the luggage pen on the London version was placed behind the driver, and the nearside on the East Kent versions. The offside comes in two pieces as the same front parts are used for the Fleetline, Swift, and Panther versions with slightly differing rear sections. Some care is needed in fitting the windscreen. With continual offering after sanding to check for a fit. I chose to finish my version in the NBC coach livery of white and green.

Finally dressing the model with decals from the M.B.C decal range.

Price £36.95 plus p/p

These kits cover most of the known variants although some do require the modeller to do some extensive modifications and as such you need to have had some modelling skills in white metal.

#### BRITBUS HK MD CLASS METROPOLITAN

Many members will remember Peter and Leah Burrows who were both great supporters of Cobham for many years. Peter's other interest along with his books was his model collection and as such was a member of the Model Bus Federation.

The London area of the Model Bus Federation has commissioned a bus model funded through the generosity of Peter and Leah Burrows.

The subject of this release is MD34 (KJD234P) this particular bus was chosen as it was delivered in 1976 and was selected by L.T. to represent the class at one of the L.T. Gala Days. The bus entered service on route 36B Grove Park- Paddington still adorned with the special adverts, "ANOTHER NEW BUS FOR LONDON". Peter and his wife lived near the Grove Park terminus on route 36B and as such the London area of the Model Bus Federation have dedicated this model to the memory of Peter and Leah.

At the moment the model has only been available on special offer to members of the M.B.F. Future releases of this casting will be available to all collectors, from the usual outlets.



Metropolitan MD34

The model is by Britbus H.K. and is new to the U.K. My first impression is the model captures the look of the prototype, with the detail we have come to expect from modern die-cast manufactures. The model has a one-piece casting eliminating the poles normally seen in other models. Intricate details include etched body side grills, with the fan visible behind the grill, front destination set behind glass, separate headlights front traffic indicators. Windscreen wipers and rear lights. The detailed Interior includes seat back hand rails draft screens and cab detail picked out in different colours. Other features include a removable engine cover although care is needed to avoid damaging the paintwork, revealing a detailed engine and chassis, plus movable front wheels for posing. All this detail comes at a cost but we collectors have been critical in the past about details, the manufactures are taking our comments on board!

Personally I think Britbus have made a good job and I look forward to the forthcoming model of the Southdown Park Royal bodied Guy Arab from this manufacturer

The MD class only lasted seven years and seven months in London service.

London's loss was a gain for other operators. Including Reading Transport, G&G of Leamington and above all Whippets coaches of Fenstanton just two miles down the road from me, who ran them for eighteen years.

#### HARROW MODEL SHOP

With the interest generated by EFE's tube stock maybe some of you collectors are not aware that most of London's tube stock is available in kit form from THE HARROW MODEL SHOP. Among the many other models, they cater for the modellers of London's Underground, paints, full colour self-adhesive posters in 4mm or 7mm scale, water-slide decals, including fleet numbers in red white or gold and powered motor bogies. Trackside accessories include cable hangers, colour light signals and conductor rails plus insulators. In short. just about everything to model a layout based on London's Underground

All the kits are supplied with transfers and glazing.

Kits available are

- 1934 stock Piccadilly later used on the I.O.W. Driver motor coach and trailer.
- 1938 stock Driver motor coach and trailer.
- 1959/62 stock Driver motor coach and trailer.
- 1920 F stock District Double ended Driving coach single ended driving coach trailer coach
- Q stock Hammersmith & City Driver motor coach and trailer
- A60 1962 stock Metropolitan RESIN BODY!! Driver motor coach and trailer
- BO- BO Electric Locomotive Metropolitan plus selection of nameplates
- Dreadnought coaches 7 compartment first, 9 compartment all third
- 1967/72 stock Victoria, Bakerloo Metro models Driver motor coach and trailer
- 1992 Central & Waterloo & City Metro models Driver motor coach and trailer
- 1995/6 Northern & Jubilee Metro models Driver motor coach and trailer

• Available soon - Acton shuttle in resin  
Motorising units are available for kits or EFE models. It is recommended that one motorising unit be used for two coaches, so two motorising units will be required for a four car set This may seem rather excessive. I used to model etched brass Southern Electric units with cast metal ends that are heavy when completed and with just one unit I found the wheels slipped.

All to '00'(4mm) scale. All the kits are designed to run on Hornby and Peco track

Kits are brass bodies with cast ends except where stated

A scale metal kits catalogue is available.

The shop is just a few minutes walk from Harrow -on -the - Hill

Opening Hours Monday to Saturday 9-30 am To 6-00 pm  
Close 5-00pm Wednesday. Railway Department Alan (am)  
Norman (pm) Telephone 020 9788 / 020 0387

Metro underground models can be viewed on their website [www.metromodels.freeserve.co.uk](http://www.metromodels.freeserve.co.uk). You can enlarge the images by clicking onto the pictures, John Polley's layout Mill Ridge, renowned as the finest underground layout is also included on the website with a view of Holden's designed station based on Arnos Grove. John was always fascinated by the tube and started modelling the underground theme back in the 80's; in those days the only model was the Pirate 1938 stock and did not lend itself to conversion very well. How many of you can remember the underground stock released before that by Ever Ready? If you are a model railway fan then I can recommend a viewing of there website as all the models are posed in realistic settings with a lot of lineside details.

CREATIVE MASTER NORTHCORD

PLAXTON PRESIDENT

Metroline was formed in 1989 as a subsidiary of London Buses. In 1984, the company became a management and employee buyout and in 1987, it became a PLC. After floating on the stock exchange. In March 2000 Metroline became part of the Singapore based Delgro Corporation, a transport company that operates in Singapore and in parts of China.

Metroline currently runs a fleet of nearly 1.000 vehicles on over 80 routes.

This is my first model from this manufacturer and not being a fan of modern image buses as such, it is not a bus unless it has a bonnet, and I eagerly awaited its arrival. Released at the end of April. The model a Dennis Trident with a 10.5 metre Plaxton President Body in Metroline livery with two-doors, is depicted on route 82 and carries fleet number TPL259 (LN51KVT) that was one of a batch of 33 delivered to Metroline in early 2002.

Like the Britbus model this model casting is in one piece with no poles inside. Detail as expected from CMN with its clean lines is excellent with correct internal colour scheme in various colours and external features such as gasket windows, photo-etched engine grills opening engine compartment revealing a detailed engine, windscreen wipers, and anti-branch feature on the upper deck. The window pillars are painted on to give a scale look.

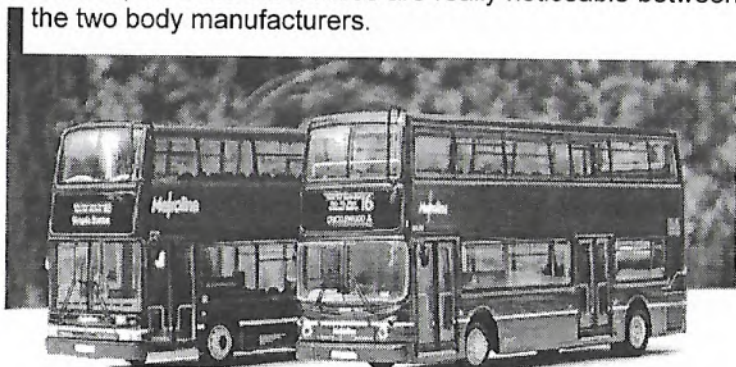
Nice touches are the mirrors finely replicated. The Legal lettering and fleet names are clearly readable. The London red livery has a satin finish giving it a slight weathered look. The destination screen is set back behind glazing just like the prototype and has depth to it. This model is a must have to the collector of modern image London buses. Once again the extra detail comes with extra costs and at £ 29.95 some may find it expensive especially for young collectors pocket money. However it does come in a nice permanent sturdy dust free display box. The model held in place by two screws through the base. Ideal for those collectors who have not yet acquired a display case

The model restricted to 2800 pieces worldwide can be ordered from S&D Leisure price £29.95 plus £2.50 p/p ring or visit their Website for availability.

#### CMN. ALEXANDER BODYWORK ALX400

This model has been out some time now, in stagecoach and First Capital liveries The Dennis Trident with Alexander 10.5 metre body was delivered to Metroliner in 2000. TAL 134 the last of a batch of 17 with low floor mainly worked on the busy route 16 between Cricklwood and Victoria.

Once again detail like the Plaxton president model is excellent with all the same features. At first glance the two models look similar until they are placed alongside one another, then the differences are really noticeable between the two body manufacturers.



Plaxton President

Alexander ALX400

By Creative Master Northcord

I had been informed that these models were good quality and until I acquired these two withheld my judgment. Being a fan of Metroliner liveried buses they were a must for me to bring my collection up to date with some modern image models, and in my opinion with the excellent detailing they are good value and well worth collecting.

Both models come with a brief history of the companies and the vehicles plus a numbered certificate.

#### WHERE TO BUY S&D LEISURE

You may know of a dealer already but I found S&D through Gareth Jones website and viewed the excellent three picture view of the Plaxton before its release.

David Ratley of S&D was very helpful and informative and if a problem arises with availability S&D say they will endeavour to fulfil orders at their expense to help a customer by using a network of other dealerships

If you are one of those collectors who like to alter die-cast models then visit S&D's deals of the day page for scratch and dent deals for cheap models to repaint or convert. Other model buses can be viewed on their web site for availability

Undated cheques can be sent in with orders for models prior to release dates and will not be cashed until your order is dispatched to assure a model. (Pre-orders are offered at a discount)

David Ratley of S&D Leisure will offer 10% discount to Cobham members on (Creative Master Northcord) die casts. **If you include your membership number.**

#### O.O.C. RELEASES

June saw the release of BMMO D9 open top bus carrying adverts for the London Zoo. Model Number OM45607.

#### O.O.C. RELEASES JULY DECEMBER

Corgis have announced the new releases for the next six months.

Among others these are the London related models.

July AEC 4Q4 London Transport (post-war) country green with grill OM41007

Q186 registration CLE127 depicted on route 497

Gravesend. Ex Greenline board clips, Closed door, Glazed

July

Feltham Tram (Centre Entrance)

Metropolitan OM40506 On route30 to Paddington

Car no.331

August

AEC STL Regent Weyman Provincial body

OM40403 London Transport country area

September

E.Lancs body (Mylleium) Viking London General Trans-

port Services Ltd New Tooling for 2003

OM42502

#### EFE RELEASES

Released in June from EFE the STL type A without a roof box, with period adverts vacuum brakes and Chedlet cheese, registered BXD480 fleet number 805 carries garage plate D5 and is working route 11 to Liverpool Street

EFE over the next 12 to 18 months are to release models based on buses used by Police Forces across the country. The first choice is a Leyland titan T598 registered NUY598Y ex London Transport is used as a mobile HQ by Cambridgeshire Police This bus is taken to various venues in the county to promote crime awareness and Neighbourhood Watch. EFE have produced it in its new livery of blue and white with a high visibility yellow rear, part yellow front adorned with the words mobile police station and badges advertising the police website address. The new livery was applied a couple weeks after I photographed it in Hilton last year.

#### MODEL AWARDS

The model Collector has announced the results of their poll for top models of the year as voted by their readers.

Among the many other categories were the die-cast model buses that held some surprises.

Top vote went to EFE for the bold venture into a new field with the 1938 tube stock

2nd was their Leyland Titan with many readers praising it highly.

O.O.C. Lodekka came in 3rd place jointly with their model of the 4Q4.

4TH and last was the Feltham Tram with many readers commenting on its nostalgic reasons for collecting it.

How the voting went.

EFE Tube Stock 29%

EFE Leyland Titan 23%

OOC Lodekka 17%

OOC 4Q4 17%

OOC Feltham Tram 14%

#### NEW RESIN & CAST METAL KITS

Tony Asquith of the LITTLE BUS COMPANY has announced that he is to release five new models in the autumn two of which are London Transport related models The L3 Trolleybus as I announced earlier this year plus a Guy Arab IV with a park Royal body, G 436 a one off bus with a chassis which could be adapted to take a standard RT body. Dates of release to be announced but expected around Showbus time in September.

#### NEW FROM RTC

David Eden has released his latest model kit no.39 Weyman 14T12 seats are included for 32-33-35 seater bus. £32.00 plus £1.50 PP this is one of those kits ideal for the beginner. David is also going to release a model of a Weyman body 1TD1 kit no. 40 which had minor differences in body style to the 14T12 Date of release to be advised! These two new models will compliment his earlier releases of the MannEgerton bodied T & TD

The long awaited Kit no. 230 Low bridge STL will be released soon. David has had problems in the casting process, which has held up the release date and hopes to have it ready for Showbus in September. "The release date again is to be advised."

I shall be reviewing kit no 39 14T12 in the next magazine.

## CONTACT INFORMATION

PIRATE MODELS  
HORSHAM LANE  
UPCHURCH  
SITTINGBOURNE  
KENT  
ME9 7AL  
E-mail [johngay@aol.com](mailto:johngay@aol.com)

GARETH JONES  
WEBSITE  
www.  
[britishmodelbus.com](http://britishmodelbus.com)

MODELMASTER DECALS  
PO BOX 8560  
TROON  
SCOTLAND  
KA10 SWX  
CATALOGUE £1. -50

RTC MODELS  
ROSSLYN  
CRECENT,  
HARROW  
MIDDLESEX  
HA1 2RZ  
020 8861 0900  
CAT & PRICE  
LIST£1.50  
S.A.E. PLEASE WITH  
ENQUIRY  
e-mail  
[Davjac.rtc@virgin.net](mailto:Davjac.rtc@virgin.net)

S&D LEISURE  
TELEPHONE  
0870 740 7838  
Fax 07092 287626  
Website [www.sdmodels.com](http://www.sdmodels.com)

HARROW MODEL SHOP  
190-194 STATION ROAD.  
HARROW  
HA1 2RH  
TELEPHONE  
020 8427 0387    020 8863 9788  
**Ring for free scale metal catalogue**

## Beyond the Gates

John Hinson

I'm sorry about the absence of this column in the last issue, and for the brevity this time round. I'm afraid I have been unwell during the first half of this year. Fortunately I'm well on the way to full recovery now, but now I have a huge amount of correspondence and email to catch up with.

One little titbit that reached me is the restoration by Arriva of VA115 (F115 PHM) to Grey Green livery and donated to the London Transport Museum. I guess the intention is to ensure the preservation of a vehicle from the early days of vehicles on London Streets in non-red colours. That time seems to have gone very quickly with the new policies of requiring vehicles to be predominantly red.

GS54, reported several issues back as caravan accommodation and in fine condition, has now been offered for sale. I also understand RM537 is for sale, call 01753 682594 on this one.

RF296, TD89 and SMA4 have been offered for sale by Tony Quince, call 07967 333186 if of interest. Another vehicle, recently refurbished by Tony is London Country RB51, which now belongs to Chris Wills of the RF512 Group. This made what I believe was its first public appearance at the Quainton Road Rally, and I must say it looks absolutely spiffing!

Also noted at the Quainton Road rally were a number of nice ex-LT vehicles, which included TD95 (I wonder where that came from?) and T792. RFs were well represented, with most varieties present. Routemasters came in the form of one of my favourites (because it looks so good) RM642, Graham Lunn's recently repainted RM2116, and the curiously liveried RM1224. The Green Line front was represented by RMC1467. RCL2223, not technically preserved but in a version of LT red livery (as a hospitality vehicle) was present, and I understand this has been recently sold to the British Airports Authority at Heathrow, although I'm not sure what use it will be put to. Another untypical Routemaster present was Andrew Morgan's RM1368, which I am sure you all know is a single-deck example.

The RT class was represented by Pam Johnson's RT3496 and Green Line RT3228. GS32 represented the GS type at this event, completing an excellent range of London vehicles. Not that this is specifically a London event at all, although you could be fooled when you see the 1930's flared-style Underground train at the steam railway.

I am pretty sure I have some correspondence hiding somewhere from David Hunter and maybe others. This is undoubtedly lurking in one of my large piles of paper so a big SORRY to all! Hopefully I will have found these in time for the next issue.

As always, contributions to this column are welcomed at:  
The Shambles,

Graham Road, Wealdstone, Middx. HA3 5RE  
Email: [john@](mailto:john@...) :co.uk

## Coaching Days Remembered

Roland Graves - Events Organiser  
Tony Lewis - Site Controller."

What a beautiful day to view and enjoy a nostalgic ride on some superbly preserved vintage coaches.

We would very much like to express our sincere thanks to all those who help on 13th July, and the days before, to make the day a memorable one. Without naming names, we thank all the helpers, cone placers, bus washers, floor sweepers, vehicle shunters, notice producers, publicity manager, shop manager and his assistants, gate staff, route bus drivers, caterers, gardeners and especially all the coach owners and drivers who, in some cases from very long distances, assembled at Cobham to display their excellent vehicles for the benefit of our visitors.

In the longer term, a variation such as this from our usual themes can only be of advantage to the reputation of our Museum.

Many thanks to all involved.

## 25 Years Ago From the March 1978 Newsletter

Bill Cottrell

This period in Cobham's history was the most active in the buying and selling of buses.

Vehicles : Bought and Sold

RF559 has arrived for engine change and will then be available for sale. RF362 has had a spring change and is being sold to the London Trolleybus Preservation Society for a trip to Spain to collect trolleybus poles. RF255 was sold to Harlington School who are hanging on to their MXX428 (RF451) previously advertised for sale. RF354 was sold to the Gosport and Fareham Round Table, whilst RF433 was returned to Eastbourne having been MOT'd and was replaced at Cobham by RT4743 since MOT'd and sold to F. Messenger, onetime owner of RF509. The Avro yellow monster RUF205 went to D. Brown of Wood Green and Bedford OB MYA525 was sold to J Lemon of Great Bookham. The current piece de resistance is a Douglas Corporation Regent 111 JMN725 with metal framed Northern Counties body, the first to arrive at Cobham out of six purchased.



Isle of Man no 64, one of the batch purchased in 1978

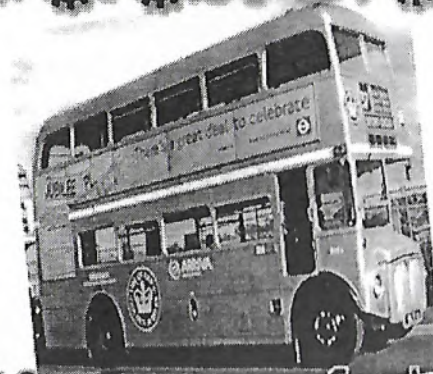


Ex Eastbourne no 93 AEC Regal 111 was acquired and due to arrive soon.

#### Servicing and Spares:

Two trips have been made to Booth/Wombwell emporia and spares purchases include 19 RF road springs, 13 RT/RF gearboxes, 6 rear and 6 front axles and numerous batteries. SMD63 has had a Cobham repaint in Location Facilities sky blue with white band (looks very smart like their MBs and much nicer than LT red). Their BEA received an engine change and two of their RTs were double dipped for MOT. RF551 was repainted, fitted with an overhauled gearbox and MOT'd. OM7 was repainted as was ex Northern General RMF FPT589C. RF425 came for MOT via Continental Pioneer, as did the Capital Radio RT NLP569 (RT4576). RF332 is currently being resealed to 12 seats. The towbus runs in various guises but is thought by the test station to be a crew bus with room on the back for eating sandwiches. A Regal 111 was inspected at Odiham, a former glider winch, and purchased for spares. RT3081, ex National Children's Home, Harpenden was inspected on behalf of the National Playbus Association and was recommended for purchase. The two RWs at Chesterfield were sold to persons unknown and the Group is on the tender list for the one remaining due to be withdrawn in 1979.

# Celebrate!



## 50 years of the ROUTEMASTER

FINSBURY PARK • 24-25 JULY 2004

Weekend Bus Rally • Procession of RM Type  
Other London Transport Vehicles  
Fun days for the entire family!  
Childrens' Painting Competition  
Bus Turnover Recovery • Bus Pull  
Special Service by Preserved RMs

Supported by Arriva London, First London, London United,  
London's Transport Museum, London Bus Preservation Group,  
and Queen's Motors



THE 50th ANNIVERSARY OF LONDON'S ROUTEMASTER BUSES





In stock at a discounted price for members:

- AEC 'Q' models by EFE
- Q 6 Red (Open door)
- Q 6 Red (Closed door)
- Q 7 Pre-war Green
- Q43 War-time Green

Special price to members £14.00

Only a few left  
EFE Q83 in Greenline livery  
£18.00

EFE  
STL2615 Green  
model 27808  
G53 Utility Route 76  
model 26204  
£13.50 each

Books  
Battle of the General  
£17.10  
Classic Leylands  
(Volumes 1 and 2)  
£15.30 each.

The above special prices are available to members on production of membership card at the shop at events home or away

## Events for 2003 Cobham Event Monday 25th August

The Bank Holiday Classic Car Show at Woking, which we have attended for the last 5 years, has been cancelled this year, due to internal difficulties with the organisers. We understand that it will be back 'bigger & better' in 2004 under the organisation of the Lions Club, together with the CSMA.

Events at Cobham will continue as planned, but arrangements are being made to bring a collection of classic cars to the Museum on the day, together with commercials of the period up to the start of the 60's. Free bus services will run as usual, some of them to Woking, to collect any of those who may not have heard about the change in events, but also to other locations.

Volunteers to bring suitable vehicles for the day are certainly sought and if you are a vehicle owner with a suitable machine, then please get in contact as soon as possible if we have not already been in touch. As always, volunteers will be required for the day and those of you out there who are members and are able to devote 2/3 hours during the day to assist the Museum in making this event a success, please also be in touch as soon as possible.

### HOME

Sunday 12 Oct – Family Day and Pre-Hibernation event  
Sunday 2nd November See next page.

### AWAY

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 10<sup>th</sup> and last)  
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

## Guy Seat Restoration and Bar-b-cue

On your seat, being your G-351 seat and paint stripper and enthusiasm. There are 24 seat frames to G-351 and the time is fast approaching when we should be looking to put them back into the vehicle. The only difficulty is they are covered in many coats of paint applied during its years of service and preservation. That paint has got to go to make way for a new coat of primer and a shiny even coat of dark chocolate brown. It takes 2/3 hours to get a seat frame up ready for priming, not much of a problem when you do one, but a little bit of a soul destroying task when there is 23 more to go! So we are looking for you to come down in singles or in pairs and adopt a seat on that day. And yes, we pay you. On 2<sup>nd</sup> November, we shall get the famous 40 gallon Cobham bar-b-cue into action and a refurbished seat entitles up to 2 persons (so you can bring the wife or girlfriend, but let her go round to Marks & Spencer) and get your bar-b-cue FREE. All Cobham members, partners and friends are welcome, but it is £4.00 per head if you are not a volunteer on that day (partners of volunteers working on other vehicles on the day also qualify for a free bar-b-cue).

The last bar-b-cue was an outstanding success, even if the rain that followed shortly afterwards accompanied by hurricane force winds didn't do a great deal for our firework display. So, put the date in your diary now and drop me a line (address on back cover) giving your name and membership number telling me, yes, I will refurbish a seat frame on 2<sup>nd</sup> November together with \*\*\*\* and wish to take part in the Cobham bar-b-cue free. I shall be accompanied at the bar-b-cue with XXXX friends/family, if appropriate. Or, yes I shall be a volunteer working on XXXX on 2<sup>nd</sup> November but I wish to take part in the free bar-b-cue, or, I cannot be a volunteer on 2<sup>nd</sup> November but I can get there for the bar-b-cue and would like \*\*\*\* tickets at £4.00 each. If you, your partner and/or guests are vegetarians please let me know at the time in order that we can make the necessary arrangements.

PS: Fireworks after bar-b-cue!

### OFFICERS

#### Chairman

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

#### Secretary

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

#### Treasurer and Membership Secretary

Mike Nash, *Dorking, Surrey.  
RH5 5XB*

### COMMITTEE

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

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

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

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

Keith Rose, *Laleham  
Road, Staines, Middlesex TW18 2NP*

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

### CONTACTING THE COMMITTEE

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

Paul Morris 020 8394

or the museum at week-ends on  
01932 868665.

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

Next copy date **October 10th 2003.**  
Cobham Bus Museum, Redhill Road,  
Cobham, Surrey. KT11 1EF.  
Registered as a charity no 293319



