

COBHAM BUS MUSEUM

Magazine

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£2



Bill Cottrell 1948 - 2004

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Memorial Service

for

Bill Cottrell

A Memorial Service will be held at the
Cobham Bus Museum

On Saturday 22nd May 2004 at 2.30pm
with

The Reverend John L.Lines, MBE

Anyone wishing to pay their last respects to Bill
will be most welcome.

For further information please contact the Editor.

Editorial

Keith Rose

Welcome to the new look Cobham Bus Museum magazine. As your new Editor, I thought it would be an appropriate gesture to Bill Cottrell's memory, to have his picture as a cover feature, in this, our first edition to make use of full colour printing. Several new regular features have been introduced, including news from the Cobham Shop by our sales supremo Alvin Hale, to keep members in touch with the latest books and other goodies coming into stock, and promotions on existing ranges.

Graham Smith, our hardworking publicity officer will be keeping us up to date on forthcoming events, both home, and away. John Rawlins will be entertaining us with news and gossip from the Wednesday teams, Phill Cruise will continue with book reviews, John Hinson with his informative 'Beyond the Gates', Alan Purssey will continue to bring us the latest news on model buses, and last, but not least, our long standing member Dave Jones of Stagecoach, Romford Garage will be bringing us news from the Bus Operators point of view.

Another new feature will be found towards the end of the magazine, where members will be able to advertise bus related items, such as spares, memorabilia, uniforms, books and of course members buses and coaches for sale, and, in full colour where possible. Entries will be free of charge to paid up members, but a scale of charges will be introduced for trade advertisers and non members.

Due to the unexpected loss of our dear friend Bill, just prior to publication, this edition has had to be formulated from virtually a clean sheet of paper, as the only items found were a few letters to the editor. Our usual contributors have been contacted with a request to re-submit there articles for publication. With this in mind, I do hope that you will make allowances for the fact that this edition has been built from scratch, in a few weeks, instead of the usual three months.

It is intended, that as we move forward, we will strive to Advise, Entertain and Communicate..... AEC for short!

A TRIBUTE TO BILL COTTRELL

By Peter Plummer

From one former officer to another, I would like to record the enormous contribution made to the furtherance of the Cobham Bus Museum by Bill over thirty-two years.

Bill was one of the original signatories to the acquisition of the museum site in 1972 and had always played a leading role in establishing what exists today. A chance visit to the museum by myself in late 1973 introduced myself to both Bill and Alan Allmey and my closer association with Bill expanded when I joined Cobham museum in August 1980. In those very early days, the progress was quite slow compared with today but there were less than one hundred members of which a dozen or so made up the workforce. Bill took up chairmanship in about 1983 and stood down after a year or so, the reasons were never clear to me but he commanded much respect from the members. After a short break, he re-joined the committee under the chairmanship of David Hurley and served in this role for the Trust rather than the previous Group for another six years or so.

I became chairman in 1993 and Bill was my first treasurer. At this time the Trust was involved in a legal issue over its assets and as such money was very tight indeed and I well remember him having to juggle the timing of orders for items for the shop which I ran to coincide with revenues from our annual Open Day and in the role of treasurer he excelled in those very hard times. Our success and our vastly increased annual income, for example in 1993, our gross annual income was in the region of £3,500 now ten times that, the closing VAT threshold resulted in Bill standing down to make way for someone more qualified in this area. Again after a short break, Bill re-joined the committee and eventually took over the role as magazine editor for the Trust for which with his wealth of knowledge and experience made him the best candidate possible. Three years ago, Bill donated his bus Q83 to the Trust thus securing its future.

Bill was a regular volunteer with 'key holder' responsibilities which was a very time consuming role dealing with the day to day problems that arose by phone or in person and his mechanical skills were put to good use in the meantime and often wrote in the magazine under the name of Doctor Spanner.

Bill's sudden death on 31ST January this year came as an enormous shock to those who worked closely with him for I found it an honour and a pleasure to work with such an unselfish natured person taking very little credit for all he had done and we are still coming to terms with the vacuum created. I shall remember him for honesty, his generosity and his unparalleled loyalty to the Trust. I am pleased that about one hundred persons attended his funeral in Yeovil on Friday 13TH February to pay their last respects. Apart from losing a much valued friend, the preservation movement will be a poorer place without him but he would wish for us now to carry the banner he raised all those years ago.



Picture left:
Bill in the Cobham canteen,
with companion Harry.

Picture below: John Warner, a retired London Transport engineer and close friend of Bill for over 40 years, presenting the Bill Cottrell Trophy to the winning entry at the Museum during the 31st Cobham Open-Day. On Sunday 4/04/04. Photo Colin Fradd



A Veteran's Last Road Journey.

By Member Revd. John L.Lines, M.B.E.

I want to take you back a few years, to a time when most London buses were red or green and were owned by London Transport. Can you remember those wonderful days? So, hopefully, you are all with me! We are in the early months of 1970, and yours truly is serving as a Traffic Patrol officer in the Metropolitan Police. As an aside, I was also still the owner of G 351 the ex London Transport and Burton Corporation Guy Arab Park Royal Utility bodied Arab 11.

One day in late March, I was summonsed to the Duty Sergeant's office at the garage near Tower Bridge where I was stationed. 'Did I want to be in on a piece of history?' he asked me. Well, friends, who wouldn't amongst the bus preservation and history fraternity when they hear the words 'Ole Bill'? To be more formal, perhaps, I should say that we are talking about former London General Omnibus Company B 43, index LN 4743. This bus had been one of the first batch of B types, new in 1911 and allocated to Clay Hall garage for service on routes 8 and 25.

I suppose that B 43 would have vanished into history like so many of its class, were it not for the 1914 to 1918 Great War. The military authorities realised that they needed mechanical transport and buses fitted the role very well as troop transport, ambulances, and mobile pigeon lofts to name but a few! The first request for buses to be loaned came from the navy, not the army. This came about because of the 1913 War Subsidy Scheme, which allowed for a fleet of standardised vehicles to be mobilised at very short notice.

To begin with some seventy Daimler D types from the M.E.T. fleet went with volunteer crews who became members of the Royal Marines. I guess that the army woke up to the opportunities that were presented and started to requisition buses for their use. A number of General B types thus joined the Army Service Corps, still painted in their familiar red with all the usual adverts displayed. B 43 was one of these vehicles, which was driven to Avonmouth, shipped to Rouen and loaded with troops to take to the battleground. At some time it was painted green, had its windows boarded up and was assigned to the Army Service Corps 90th Company. Records show that B 43 served for five years before being returned to the General in 1919. There, after she had been inspected, the decision was taken to refurbish the chassis and mount a different body and put the vehicle to work on route 8 again, but this time as a 'Traffic Emergency Bus.'

In 1920 B 43 was the vehicle that took a party of ex-servicemen to Buckingham Palace to meet King George V. It was around this time that the figure of 'Ole Bill', after a cartoon done by Bruce Bairnsfather the wartime cartoonist, was placed on the radiator and a brass shell placed on the front dashboard. These items stayed on the vehicle as it continued in service for a few more years from Dalston Garage. Thus began that famous expression 'Ole Bill' now given by many people to any early bus, but B 43 is the real one!

On final withdrawal, 'Ole Bill' was given another body and was presented to the Auxiliary Omnibus Old Comrades Association. This organisation was formed from the crews who took the buses to war. 'Ole Bill' was adorned with what one might call its battle honours. Proudly displayed, on both sides of the body between decks, are the badges of the Auxiliary Omnibus Association. Above the lower deck windows are the legends '1914 Antwerp - 1915 Ypres - 1916 Acre - 1917 Somme - 1918 Amiens.' Between decks at the front, where the route details would have been displayed, is a large regimental badge of the Army Service Corps. Legend has it that this badge is made from hundreds of soldiers cap badges, which have been melted down. Another plate states 'London Scottish, Ypres 1914', a vivid reminder that buses like 'Ole Bill' carried the first territorial soldiers to go to the Great War. For a number of years the vehicle was displayed at various events, both on behalf of London Transport, (who maintained it) and the Auxiliary Omnibus Association. Eventually, like all good things, 'Ole Bill' started to show signs of advancing old age and negotiations began to find a suitable retirement home for her. Dr. A. Noble, the Director of the Imperial War Museum, was approached and agreed to take the vehicle into the museum. It was decided that the handing over should be done at a ceremony and this is why the Duty Sergeant had wanted to see me. Police assistance had been requested for the final road journey of this piece of the nation's history.

The bus was kept at Streatham (AK) garage and I was to provide the police escort, on a Triumph 'Saint' motorcycle, from the garage to the Imperial War Museum. Needless to say, I did not need my arm twisted, and on the day in question presented myself at Streatham garage on a gleaming motorcycle armed with a camera! I found 'Ole Bill' drawn up on the forecourt of the garage, surrounded by a large crowd of press people, London Transport employees and the general public. Driver for the run was to be George Gwynne, who looked many years short of his readily admitted 80 plus! Also present were seven members of the still surviving thirteen members of the veteran bus crews. Oldest of these was Ernest Arkell, a sprightly 84 who was to act as conductor. Promptly at 10.30am., George let the clutch in and, loaded with the seven veterans, London Transport and Association officials, plus a group of six London Scottish Territorials, 'Ole Bill' slipped out into Streatham High Road and became part of a traffic stream that, by rights, should never have been graced by such a regal veteran!

The run itself was a wonderful treat to be part of, the bus whispered along and never gave a hint of trouble. Buses were flashing their lights as they came towards us, at many vantage points I noted many a grey haired granddad explaining to a puzzled youngster that he remembered riding on buses like that. As we passed Brixton (BN) Bus Garage, a great knot of bus crews were assembled to give the old lady a great cheer on her last journey. So the run continued, cars tooting, people waving and buses flashing their lights until we arrived in Kennington Road where a stop was called.



Then onto to the museum where, at the gate, a lone piper waited, the London Scottish Territorials disembarked and marched behind the piper to the steps of the museum where the official handing over ceremony took place.

If I had to name the highlights of my life, the 30th April 1970 would surely be one of them! To have played a small part in one of the chapters of the life of 'Ole Bill' was indeed a privilege. I am thrilled to know that generations to come will be able to see 'Ole Bill' and realise just what a fine example of British ingenuity it is, from a time when all looked bleak and we were ill prepared for war.

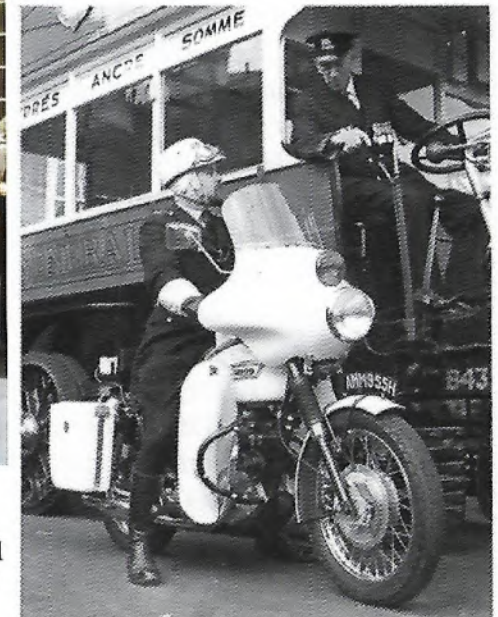
Incidentally, my other love is Triumph Police motorcycles and I have tried for many years to find that 'Saint' I rode to escort 'Ole Bill.' If anyone has any knowledge of where AMM 955 H is, please let me know!

John L. Lines

(The Guy Utility referred to in the above article is the very same G351 which is now nearing completion of its major restoration at Cobham. Ed.)



Left picture:
'Ole Bill' outside Streatham (AK) Garage. As you look at the view Driver George Gwynne is on the right with the black cap. Ernest Arkell, who acted as conductor, is on the left with the white cap top.



Yours truly chatting to driver George Gwynne prior to departure for the Imperial War Museum.

London Transport Service Vehicles.

A history by Kim Rennie and Bill Aldridge.

Published by Capital Transport at £22 and reviewed by Phill Cruise.

Way back LOTS published the legendary SUP 15 on London Transport Service Vehicles which was at the time a complete listing. Now in 2003 we have at last the chance to buy a book that gives a complete history of what most of us remember with affection as CDS Chiswick. That wonderful organisation was the support arm of the road and rail services of London Transport and was also responsible for building work with a centre over the road from Parsons Green Station where I myself spent many happy times spotting the fleet.

This history from Capital is produced in the usual house style with hard covers and a coloured dust jacket, glossy pages and a host of crisp monochrome and detailed colour photographs. There are 160 pages with 19 chapters and an appendices to tell us about trade plates, CDS Superintendents, prefix and suffix letter codes and an index of photographs in the book. The period covered by the book is broadly that of London Transport itself with earlier excursions into the component organisations such as the 'General' and L.C.C. and ending with the London Underground support fleet which is just about all that remains of the great years of Central Distribution Services (CDS) To summarise the 19 chapters they cover all classes of vehicle including specialist areas such as trams and trolleybuses, railway and other emergency and recovery lorries, vehicle purchasing policy and a chapter on London Country after the 1970 split. There is a wealth of information and countless pictures many of which I haven't seen before. Memories of Parsons Green feature prominently and brought it all back to life. The premises are still there but rented out to private business. A brilliant book but spoilt by one very large omission. Going back to the LOTS Sup which featured all the service vehicles as did all the later Ian Allan London Transport Buses and Trolleybuses books this virtually 'standard' work on CDS does not! How can a book which is the history of such an organisation miss out an appendix with all the vehicles listed in the style of the LOTS Sup and Ian Allan ABC. Other than this unforgivable omission this book has to be recommended. Hours of

informative reading and a valuable reference source it should find a home on your shelves.

Glory Days - London Trolleybuses. Glyn Kraemer-Johnson and John Bishop. Published by Ian Allan at £16.99.

Reviewed by Phill Cruise.

The Glory Days series features a brief history of the subject covered, illustrated with black and white photographs and a large selection of coloured photographs with informative captions. This latest volume on the London Trolleybus is produced in the usual hardback landscape format. There are ninety five pages crammed with information and photographs. Those in colour date from about 1959 to 1962 with a few preserved vehicles featured through into the last decade. The monochrome illustrations cover mainly the earlier years and classes that didn't last into the days of easily obtained colour film. The colour shots are in the main the work of John Bishop, Geoff Rixon and Michael Dryhurst, which should give an idea of the standard. The text gives plenty of basic information about the vehicles and routes as they came and went which all seems well researched. I would disagree that the Park Royal bodied N2s at Stonebridge had 'saggy waistrails' though! Trolleybus fans go and search out this book.

FULWELL Home to Trams Trolleys and Buses. By Professor Bryan Woodruff. Published by Middleton Press at £14.95.

Reviewed by Phill Cruise.

Published to commemorate the centenary of Fulwell Depot at the beginning of August this book fits in to the Middleton series of tram books that cover most of London. The format is portrait with hard covers and usually two illustrations on each page with a caption to accompany each one. The illustrations are all in monochrome and some lack ultimate contrast and definition. The title has been liberally interpreted to include the vehicles out on the road as well as in the depot itself. The staff are also featured in one chapter a reminder that transport can't function without people. This was a nice souvenir to have of an enjoyable day spent at Fulwell in early August but it left me wanting to know more about one of the most significant places in London's transport history. (Book reviews continued on page 13) 11

COBHAM SAVES A DENNIS E TYPE

Keith Rose

One Wednesday afternoon in early February I received a phone call from a friend who is a builder, who told me that they were demolishing an old bungalow by the river at Walton bridge, and had found an old bus inside. I subsequently visited the site and found it to be a Dennis E type, single deck, minus engine, radiator and steering column. As London Transport had acquired a few of these on its formation in 1933 I thought the best option was to get it to Cobham as a p. Having done the deal I returned to Staines, when a couple of hours later I was contacted by a well known collector of historic vehicles, to say that he had just been to see the Dennis, and that he had been informed that I had already acquired it for Cobham. I then arranged for a friend who has a 6 wheeled Scania with a 20 ton crane to lift it out and deliver it to Redhill Road on the Friday. Richard Hussey spent several hours assisting in the loading, and later unloading at Cobham. Following a detailed examination the following day at the Museum, the Cobham detectives went to work and discovered it to be an Aldershot

& District bus.

After disposal by A & D In 1936, it was acquired for use as a domestic dwelling, by the river, where it was to remain for the next 67 years. As it was found not to have had any connection to LT, it was decided to sell it on to the Aldershot & District Omnibuses Rescue & Restoration



Society, and provide further funding for our own restorations. The photo above was taken on arrival at the riverside site prior to inspection. The area of soft grass in the foreground caused problems in extracting the bus from the plot. See next page for photos taken at Cobham.



Dennis E Type OT 8902 at Cobham following removal of non-original additions. Front bulkhead is the original.

Book reviews, continued from page 11:

BUSES Yearbook 2004 Edited by Stewart J Brown and published by Ian Allan at £13.99. Reviewed by Phill Cruise

Buses Annual must be one of the earliest transport books that I can remember reading as opposed to underlining numbers in, It still manages to appear each year with a variety of interesting topics from around the country and beyond. Among the topics in the 2004 edition are European trolleybuses, open toppers, double decker 'renaissance', articulated buses and trolleybuses in the UK. One item specifically about London is an account by David Wayman of his career as a conductor at Hanwell Garage. London vehicles are also included in some of the other articles. A bit of light reading that can take you back to schooldays but worth a look for the London interest and the trolleybus chapter which should point the way to the future of electric traction in the capital. Ken take note.

Letters to the Editor

From Michael Baker,
Member No.270

Dear Bill, (*sent prior to the events of 31/1/04 Ed*)

Might I be allowed to respond Mike Lloyd's 'Some Idle Thoughts on a Wet Evening.' Perhaps 'idle' was an unfortunate choice. He is clearly a stickler for accuracy, which is entirely commendable, but anyone who makes such a claim does rather leave themselves open, first because the definition of accuracy is often not as simple as it might first appear, and, secondly, if you then start making errors yourself you can finish up with egg on your face. He says that 'I seem to regard myself as some sort of expert on London's buses.' In one sense this is quite true, that is the 'some sort of expert', although how he knows how precisely I regard myself I'm not sure as I don't recall ever having had a conversation with him, other than very many years ago at a rally when he was with RT1018 and we had a very pleasant chat about his splendid bus. I'm glad to have the full story of his sterling efforts to preserve and care for it. But he really does have a bit of a cheek in accusing me of not "actually doing any research to establish the truth of the matter." How on earth does he know this? Especially when he admits at several points in his article that I have actually got my facts correct. Coming back to the 'some sort of expert' I'll happily accept that title for I wouldn't for one moment claim to be an infallible oracle. The story of London's buses, trams, coaches, trolleybuses, etc., is vast and complex and I defy anyone to claim to go into print on any aspect confidently, however much research he or she has done, that there are no inaccuracies. We simply do our best. Corrections are most welcome and, indeed, invaluable, but I don't think accompanying them with remarks bordering on the offensive are necessary. Perish the thought but it is possible to detect the tiniest prejudice in Mike Lloyd's piece in favour of the Country Area and the northern part in particular? And why does he question the quote by Peter Macdonald in magazine No.42 of the Times account of RT793 jumping Tower Bridge? I can recall the stir this produced in the London and national press at the time and I don't recall anyone doubting that the bus was on a normal working of route 78 from Dalston Garage. Regarding the sequel there is no indication that RT793 did not continue in service for many years, it was still serving London Transport 20 years later, presumably with the same chassis but a different body.

THE WEDNESDAY GROUP

John Rawlins

Back in 1999 it was identified that there was a section of the membership that would be willing to give one day a week at the museum to participate in a structured programme relating to the vehicles or the premises. The first attempt to get the programme going faltered, but when Tony Lewis got involved a pattern of attendance and activity began to emerge.

On any Wednesday now we have up to a dozen or more volunteers working on vehicles, the site, administration and acting as hosts for the museum which now advertises itself as being open on Wednesdays and weekends.

Although some jobs are "Wednesday Specials", many others are in support of weekend work when another band of volunteers either take over or increase the size of the respective teams. The Wednesday volunteers themselves are mainly retired people who bring with them different skills or have had the opportunity to learn new skills from our rich overall base of members.

To best explain what goes on, the following selection is a good indicator:

RTL139 improvements to floors and engine compartment.
STL2093 conversion of the lower deck into the "Regent" cinema.
ST922 major improvements to the rear wings and platform area and restoration of the over cab canopy.
RT2343 chassis demonstrator restoration.
G351 major assistance to professional restoration.
STL441 partial body rebuild.
1096F and 1492B mechanical and bodywork attention to pass MOT
702B rebuild
Q83 repaint from green to red.
Rebuild of rear end of towbus 332W
RT2775 body fittings preparation.
Extensive landscaping work in the grounds.
Improvements to the building.
Restoration of "Leyland" clock.

Other activities include:

Making vehicles available for model makers to photograph and record detailed measurements.

Receiving groups of children and adults for planned guided tours of the museum.

During the "season" preparing vehicles and the premises prior to events.

It would be too detailed to list all that is done on a Wednesday, but as you can see it is wide and varied. The best way to find out more is to come along and join in - all volunteers will be given a warm welcome and will certainly be found a useful job to do. We currently have a backlog of vehicles pending varying degrees of restoration that at our current rate of progress will take many years to complete

The Trust is extremely grateful for the dedicated hard work undertaken by the Wednesday group and all volunteers. Periodically it is intended to include a review of Wednesday achievements in this magazine.



METROBUS M6 - WYW 6T is about to join the Cobham Bus Museum collection, and it has now been decided that it will arrive at the end of May for a mechanical check and then to proceed to Hampshire for a repaint into her original LT red and white colours, as when new to Fulwell Garage in 1978. Contributions towards the cost of the repaint will be most welcome. Contact the Editor for further information.

Letters to the Editor

From Philip Millard
Member No 78

31st March 2004

Dear Keith,

I am writing to express my deep concern at recent conduct of the Trustees and the recommendation from a hired consultant to turn the Trust into a company limited by guarantee. I have to say that this is completely inappropriate, entirely ill-advised and is likely to create a vast range of problems in the future.

The LBPT has a long and dishonourable record going back 15 years to my knowledge of paying large sums of money to a variety of experts and/or consultants for incorrect, inappropriate or worthless legal and accounting advice. I guess that in total the amounts paid out would be enough to fund the restoration of a bus. Although it is now ten years since the former leadership was ousted, no discernible progress on developing a proper organisation and constitution has been made. The Trust Secretary must bear a heavy weight of responsibility for this situation, and for the large sums of money which have in my opinion been wasted.

I expect that the reasoning is that if this advice costs us a lot then it must be valuable. Conversely, advice available to the Trust for nothing is considered by the officers to be worthless by definition and should be ignored. I should say that the same reasoning is very common in industrial companies as well. Hence expensive consultants flourish even though their nostrums often bring about little benefit and are sometimes counter-productive.

The vital point to grasp is that the LBPT is really just a members' club, a group of (slightly eccentric) people whose aim is to preserve London buses. Registration as an educational charity is a fortunate by-product whose main advantages are to do with taxation and eligibility to receive outside funds. The Trust is not a trading organisation (such as a school), nor is it the kind of charity which exists to raise funds by public subscription for medical research or famine relief. Although there are around 600 members (in fact an extremely small number), the great majority of these are simply supporters, sympathisers or bystanders who pay a subscription and get the magazine. The Trust has fewer than 30 members who are active in any significant way. Only a few of these have any claim to managerial qualifications or experience, especially at strategic or Board level. The most active members are mostly technical experts, that is skilled and knowledgeable bus engineers and/or enthusiasts. They often double up as Trustees, magazine editors, Open Day organisers and so forth. It goes without saying that none are paid for their services.

I strongly recommend against seeking to turn the Trust into a limited company. There are very few advantages in this and a host of actual and potential major disadvantages, too many to enumerate here. The correct way forward is to wind up the Trust Limited as soon as possible and reduce to one organisation, namely the Trust. For the record I wish to say that it is wholly untrue that this might result in some sort of potential tax liability. To claim otherwise is simply a lie.

As there is no realistic prospect of the Trust ever becoming insolvent, the only worthwhile advantage of being a limited company is the ability to sue (and be sued) in the corporate name. This includes of course the ability to enter into enforceable contracts. I see this as important to protect the assets which at the moment are uncomfortably vulnerable to mismanagement, dishonesty or impropriety. This can be achieved by invoking the Charitable Trustees Incorporation Act of 1893 (re-enacted in the 1994 Charities Act). The effect is to incorporate the Trustees (whoever they may be from time to time) but not to confer limited liability. That is all that is required.

I should add that the ability for the Trust to be sued in its corporate name is not a disadvantage - in fact it serves to protect the Trustees. As things stand a person with a claim of some kind would necessarily have to bring proceedings against one or more Trustees personally, who would not necessarily be entitled to be indemnified by the Trust. Of course, the most obvious risks such as personal injury are covered by insurance. Note that an ordinary member can never be legally liable in any way for the acts or omissions of another member or of a Trustee.

I am happy to agree with the advice of the expensive consultant that it is completely unnecessary to set up a wholly-owned trading company to handle the open day and other "commercial" activities. Not only is it unnecessary - I am amazed that the memories are so short as to even contemplate such a idea. It is vital for the prevention of abuse that there are no organisational barriers between the members and their money which can shield the shady or dishonest.

The management structure which has been suggested by the consultant is far too complex, formal, unwieldy and bureaucratic for an organisation of the size and character of the LBPT. As I say, who is to fill all these pompously-titled positions?

My advice would be:-

- * Get rid of the limited company and consolidate all the assets into the Trust.
- * Establish a well-thought-out constitution which is relevant and appropriate to the LBPT (and not simply some other body's such as the West Somerset Railway re-worked). KISS- Keep It Simple, Stupid, should be the guide. Avoid complexity or excessive formality.
- * Ensure that there is a limit to every officer's term of office after which he is not eligible to be re-elected to that same post. This is essential if the Trustees are not to become a self-selecting, self-perpetuating oligarchy. This also deals with the issue of "succession planning" which will only be relevant if there is in fact a succession to be planned for. Note that a member who would like to be involved in the Trust in a managerial capacity will probably lose interest if it becomes clear that a vacancy will never arise because the existing office holder is there virtually for life.
- * Try and ensure that the Trustees (Committee) are not top-heavy with bus engineers and technical experts, however eminent and however great their contribution to the Trust. At the same time, be aware that the competent strategic/financial/marketing managers are in short supply.

Maintain the close personal contact between the Trustees, management and volunteers which is necessary to motivate people to contribute. A remote Board of Directors stuffed with the great and the good which meets three or four times a year and hands down pompous edicts is in my opinion guaranteed to quell the enthusiasm of volunteers who work on the restoration projects.

The core problem is the lack of a proper constitution for the Trust which makes sense and which should guide the way forward. Because there are no defined or comprehensible rules or procedures to govern the way the Trust is managed it appears to me that many decisions are taken in ways which are not only arbitrary but also improper and inconsistent with the requirements of the Charities Acts. Some Trustees appear to conduct themselves in a monarchical fashion, ignoring proper procedures, making arbitrary decisions, and generally behaving in ways which are quite inconsistent with the standards required of a charitable Trustee. Others are tainted by conflicts between their business interests and their responsibilities towards the museum. Some recent actions (such as purported attempts by individuals to appoint people to or dismiss them from various posts) have been null and void. That means unlawful. The same applies where Trust money has been spent on legal or other advice without proper authority as confirmed by the Minutes of the Committee. In this situation the person responsible is in breach of Trust and is personally liable to make good the loss.

Although I am still a strong believer in the importance of the Museum I have to say that my enthusiasm for getting involved in any practical way has waned while the Trust is so poorly managed. Ten years ago the Museum was in the hands of people who came close to destroying it. Most of them lacked both competence and genuine commitment and some were of questionable integrity as well. It is sad to see that the wheel seems to have turned full circle once again.

Yours sincerely,

Philip A. Millard

(Philip has a Law Degree, and has also had considerable experience in Charity organization accounting. The concerns mentioned in the above communication will be discussed at the forthcoming AGM when members should make every effort to attend, and let their views be known. Ed)

From John Rawlins, Member No.272

THE COBHAM COLLECTION

Mike Nash suggests we should let you know our views on the vehicles we believe Cobham should be preserving. In an ideal world it would be everything of interest we could get our hands on, but reality dictates the need for a strategy based on selectivity, complementing other collections and not least where would be put them?

In issue 41 of the CBM you mused on what is a London bus? And many people have many varying opinions.

For what it is worth I sit in the Mike Nash camp and feel I must come out of the closet and state my surprise and disappointment in the NS purchases.

I have heard amounts mentioned for the NS purchases which to me are alarming considering the need at present for Cobham to have the best possible financial reserves as we face the future in relation to the very fabric of Cobham or whether we might in fact move.

No doubt the exact amount expended on the NS purchases will be revealed to all in the next balance sheet.

As for what we should have in my ideal museum collection, I would like to see vehicles selected from an RLH, RTW, Craven RT, DM(S), standard RM, RFW and more service vehicles in addition to Mike's suggestions and even, dare I say, an early Dart!

Obviously space, availability of vehicles, funds and Committee agreement will determine the future, but these are my views. I hope others will express their opinions.

CRA Brandon

Glenburn Avenue
Symington
Lanarkshire
ML12 6LH
Scotland
Member 994

Dear Sir
TUNNEL VISION / WIDE LENS

I read with interest your editorial in issue 41. There are inevitable differing views covering policies within any organisation. My reason for joining was because a member showed me the Cobham Guide Book and as a result I wanted to support Cobham Museum. The illustrations of priceless London Transport buses representing classes that I thought were extinct, was the catalyst. Cobham has a talented and enthusiastic workforce. This group has discovered previous unknown examples, ie., LT1059. As the editor indicated, the list of historic vehicles is lengthy, awaiting restoration. Therefore, I am in favour of quality not quantity. Modern buses do not have the character of the Cobham gems, ie., I have tunnel vision! Finally, it would be an exciting find if a STD was miraculously unearthed.

CRA Brandon

(Whilst we would all wish to save and restore the rare pre-war London buses, we do have a responsibility to future generations to procure the more recent types while they are in a reasonable condition. Today's RM, T, M, DMS, LS etc. will be tomorrow's B, K, NS, LT. Please consider the thought, that when many of the members at Cobham have gone to that big bus museum in the sky, we may even look down, at some time in the future, to see a new generation of bus enthusiasts restoring a Mercedes-Burnz Bendy Bus! Ed.)

LONDONS BUSES IN MINIATURE

BY ALAN PURSSEY
EVENTS FOR 2004
OMNIBUSES LARGE AND SMALL
NEW DIE CAST MODELS
LONDON BUS REPAINTS & TRANSFERS
LOW BRIDGE STL
L3 TROLLEYBUS
B1 TROLLEYBUS

EVENTS 2004

BUSES LARGE AND SMALL

Ian Chidlaw, chairman of the London area of the Model Bus Federation and David Rowe the branch secretary together with Graham Smith our Publicity officer, have laid on a joint event to promote both Cobham's and the model bus federation's activities. To be held on Sunday 20th of June 2004. Open to the paying public and the membership.

Among the attractions will be a service run by the trusts buses together with models by members from the M.B.F. some of the major creators of model kits including Tony Asquith of The Little Bus Company. David Eden of RTC Models Martin Blocker's road signs and others. Will be in attendance displaying there latest models plus models and books from the shop.

I attended a couple of the London branch meetings to meet the members and see a selection of there magnificent models. Some were scratch built; in metal and card others conversions from die cast models or kits. Not just London themes either there was a selection from a variety of provincial operators. Predominantly in 4mm scale although some were in larger scales

I have seen the proposed pre production models of the metropolitan MD by the M.B.F in the liveries of Tyne and Wear P.T.E. Reading and Whippet. They look excellent.

SHOWBUS DUXFORD

This year will be Sunday the 26th September.

A BUMPER YEAR

2003 was a bumper year for the London collector whether you collect die-cast or kit built or both. With the announcement from the Little Bus Company Of yet another model a K2

trolleybus. Bringing the total London releases to six in as many months. For it to continue we have to buy their products. I have heard that some collectors feel that kit models in particular are getting expensive.

How many of us have the skills and patience to spend months making up a master, Rod Blackburn spent a hundred hours on the master for the Godstone STL. Then to set about making the mould for casting. Make up promotional models and write up and print the

instructions. As well as researching the subject in question then to spend you're weekends standing in a hall or windy airfields to sell your creations. These guys are dedicated and enjoy making models for our benefit for a very little financial return. In order to make a master suitable for moulding they have to compromise this applies to all models, the art is to get them to look right. The two leading model makers are never satisfied with their creations and always think they can improve. I often used to add little touches to a model before I was happy with it, if you saw what we had to put up with 35 years ago. Now with the detailed models we have come to expect this is not necessary. So if you are pleased with a model tell them I have often heard criticism of a model very rarely have I heard praise?

NEW DIECAST MODELS

O.O.C. OM41202

The new generation of London's buses continues with the announcement from Corgi that the Wright Eclipse Gemini is to be released in April in Arriva livery. With its striking glass

frontal area, is popular with both London and provincial operators. This is one of the most requested models and I feel sure will be a winner.

OM44702

The second model .Is the Plaxton pointer dual door released some time ago due in May in Metroline livery.

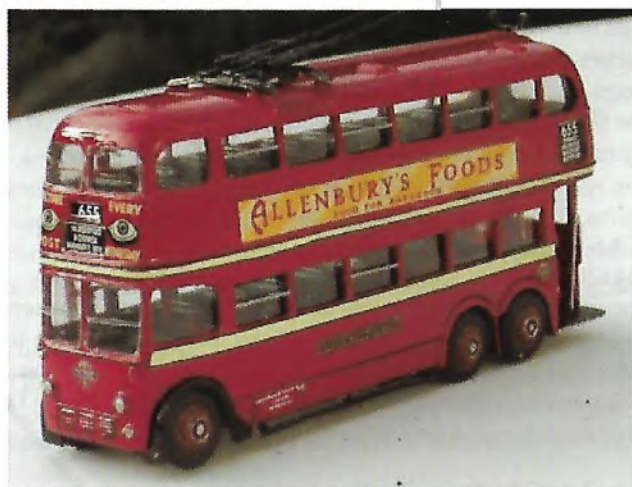
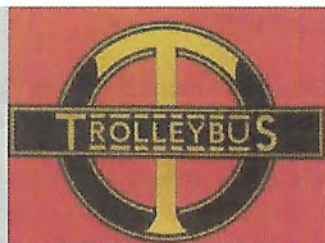
E.F.E

Announced at the toy fair in January the new castings for the 1st eight months of 2004 Among the London models. The 10T10 was displayed in Greenline Livery and an unusual choice is the AEC Regent V Renown with a front entrance, One version was hired by London Transport as the RX type The third more popular model is the GS Guy shown in country livery

For the truck enthusiast new castings for AEC MK V ERF KV Foden S24 and The Thames Trader Apart from the 10T10 all models were resin, the finished products will look more detailed.



SHORT B 1 TROLLEYBUS IN 1930 LIVERY



L 3 TROLLEYBUS IN 1939 LIVERY NOTE ALL RED ROOF



LOWBRIDGE STL FINISHED IN WARTIME DRESS 1944

The diddler has been available for some time from corgi although slightly over scale in L.U.T. and L.T. liveries. Other trolleybus models still available from the pirate range include the Q, C, and X; Classes.

Information from The London Trolleybus vol.11931-1945 by Ken Blacker.

LATEST MODEL RELEASES

1942 CHISWICK BODIED STL LOWBRIDGE KIT NO.230 from RTC

To follow the release earlier last year of the Weyman T RTC have released the Lowbridge STL initially released at Show bus Duxford in September

This is the third STL model from RTC. David has once again captured the look of this unusual bus with its distinctive mid height band, which drops down at the front in line with the upper floor plan to rise again at the rear, giving rise to a narrow look to the lower window profile.

Although of an austerity nature externally it does not show. The STL Chiswick style body is still apparent apart from the upper front windows, which were fixed Instructions do read them first as it is essential to get the stairwell positioned correctly. The instructions include three suggested colour schemes red livery featured on the box lid, green livery, or later all over green with a cream mid height band. Also listed are the registration and fleet numbers for all twenty buses built by Chiswick together with recommended paints. These buses operated on routes 127,230,336,410,462. I finished my version in wartime dress circa 1944 with some windows boarded up. This is another finely replicated model for your collection. Destination screen for routes 127, 230 336 are available from the Little Bus Company range to complete your model. Price. £38.00 plus £1.50. P/p

L3 TROLLEYBUS FROM THE L.B.C.

Coming from Wood Green it's inevitable that I have fond memories of the trolleybus, Wood Green garage housed trolleybuses after the Feltham trams had been replaced. And sent to south of the river Seven routes travelled through and terminated at Wood Green including routes 629,625,641,623,621,543,541.and by sitting opposite the tube station on speakers corner now a cinema complex you could observe them all.

For trolleybus enthusiasts and all collectors these models have proved to be very popular. The first run of these models sold out very quickly and Tony is already taking orders on the next run so to ensure your model send an s.a.e now with your order.

This is the first of the trolleybuses from The Little Bus Company the L3 class and it has been worth waiting for.

Notably different from other trolleybuses in that the front sidelights were fared smoothly into the front panel plus the curves to the windows giving a streamlined appearance a necessary modification to help prevent the glass from cracking in the

corners, a fault found in earlier models due to vibration. The L3 class began to appear in London in August 1939. **This class was delivered with the roof painted an all over red. The kit comes with two coloured illustrations on the box lid showing both front and rear as a painting guide.**

A brief history of the trolleybus is included together with full instructions mainly for the trolley assembly on the roof.

The format is the same as previous L.B.C. models although the lower side panels are part of the chassis. The trolley component springs and skates are made in the same rubber as the wheels with the roof gantry and holding hook in cast metal; trolley booms are in stout wire. The tricky bit is fixing the skates onto the ends of the poles with the wire underneath the shoe

The glazing for the front windows are fitted from the outside and ledges are provided for this reason, it gives a much more realistic look to the fronts of these models. I have finished my version as appeared in 1939 with an all over red roof.

B1 TROLLEYBUS.

The format is exactly the same as the L3 model in construction sharing the same trolley parts, with minor differences to the roof suppressers

The B1 trolley was shorter by one bay and as a result the trolley assembly was fitted above the second bay unlike the L3 where it was fitted above the third bay. Other noticeable differences were the torpedo sidelights and squared windows note the B1 only had one open front screen on the driver's side.

It's a shame if you are not a trolleybus fan as a lot of thought has gone into the making of these kits and with a bit of patience you will end up with two very good models for your collection. Rod Blackburn recently said he thought we would be pleased with his models, he was right they are excellent

My B 1 is finished in the 1933 livery of silver roof and chrome window surrounds to differ from the other trolleybuses in my collection. Both models priced at £38.00 each plus £1.00 each P/P.

(The L3 and B1 Should be available again in April)

Finishing your model. Recent additions to the L.B.C. range to suit the above kits include depot destination sets with route numbers. Gold fleet numbers and a new selection of adverts, fleetnames Registration letters. Depot codes plus trolleybus symbols.

I finished my two models off with a lining set from the Model Bus Decal range finished in Chiswick cream with black edging. Each set will complete one model at £5.00 a set may seem expensive bit it eliminates the need for painting and lining and was completed in one evening.

L.B.C.

Due to the post strike last year plus the new kits for September and October selling out very quickly the following were to be reissued in December and January AEC Regal RF, PRV2 Guy ArabIII, STL 11 Godstone, an additional trolleybus TBK2 London transport K2 class issued in January. This means that reissues NB1 Northern coach-builders and Bristol MW buses and DPs will now appear later. Followed by reissues of TBL3 LT L3 class trolleybus all of these kits can be pre-ordered to ensure you do not miss out.

LONDON BUS REPAINT & TRANSFERS.

Have issued there winter catalogue no 10 L.B.R.T. have made more additions to there already extensive range of transfers covering adverts vintage and modern for 4mm scale London buses New in there spare parts range are replacement white metal open hub rear wheels unpainted as fitted to EFE RT 10132

Plus white metal open hubs rear wheels unpainted shallow hubs as fitted to EFE DMS. Replacement white metal radiators are also available to replace the plastic versions fitted to some EFE models. Unpainted radiators for RT/RTL and London Leyland PD STD.

Replacement headlights in white metal are available to fit the backs of RT/RTL Radiators.

Shown on the front cover the new model for 2004 RTL501 on route 51 Farnborough fitted with a new metal radiator available April 2004 (100 only) £30.00

TROLLEYBUS COLOUR SCHEMES

Apart from the L.U.T Colour scheme all the new trolleys were predominantly red. At the formation of the L.P.T.B. in 1933 trolleybuses had silver roofs extending and including the front dome to the last window pillar with the rear dome in red. Black trolley poles and radio suppressers Cream mid-height band outlined in black. The front torpedo sidelights were

chromium finish. Waistband below lower windows in cream outlined in black some front mudguards were painted red later repainted black the rear if it had covers were red, later black rubber mudguards were fitted. Front windscreens were finished in chromium. The

Trolleybus bullseye symbol was fitted to the front panel below the windscreen from a photograph I have it looks like a smaller one over the nearside rear wheel arch adjacent to the platform and a third on the lower rear panel. With new trolleys introduced in 1938 the rear bullseye was repositioned into the top centre of the lower rear window to make it more visible. The early trolleybuses had the words TROLLEY BUS in gold letters over the rear mudguards on the nearside. Grab handles were covered in black coverge, later changed to white. Lifeguards were finished in black. Wheel finished in red oxide.

In October 1941 with war restriction a start was made by painting the roof with Bauxite (Chocolate Brown mat paint) the front and rear domes remained red, the rear domes were painted brown later extending down to the bottom of the rear upper window. This scheme remained until withdrawal. Advertising posters were later withdrawn from the sides of the rear upper window due to grease and dirt from the trolley skates defacing the posters. Before paintings refer to photos for the period you wish to depict, as there were numerous variations.

INTERIOR SCHEME

The BI and CI class trolleybuses when first introduced were fitted with blue rexine panels and blue moquette seats on the upper deck the blue extending down the stairwell and platform. Lower saloon was green rexine panels with the seats in an orange, brown, and blue moquette. This colour scheme remained until the tram replacement was finished.

L.B.C.

Are to release a model of the 9T9 coach to compliment the 10T10 from E.F.E.later
This year

CONTACT INFORMATION

L.B./R.T. PO BOX 125 HAILSHAM EAST SUSSEX BN27 1WG	RTC MODELS ROSSLYN CRESCENT HARROW MIDDLESEX HA1 2RZ	L.B.C. MODELS LTD QUEENSWOOD AVENUE HUTTON BRENTWOOD ESSEX CM13 1HU
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RMC1461 by the Tower of London on the penultimate day of the no 15 route.
28th August 2003 (Now arrived at Cobham. Ed)

Photo A.J.Wild

The Oriental View – Random Jottings of Our Man in the East!

It's been many years since I last contributed substantially to this Newsletter and many more since Geoff (Golden Jubilee) Singer and I jointly edited it before the "Plummer Revolution". I've matured a bit since then so my jottings are, hopefully, less controversial than previously, but nonetheless entertaining. I do, however, apologise in advance if any of what I write causes offence, they are merely observations and points of view and not a reflection of my employer's (or anyone else's) policy.

So, what's been happening? The biggest event around the New Year period was the announcement that Stagecoach in London had won the contract to operate route 25 from June (ish) this year. First London is the current operator and I'm sure the loss will be sorely felt as the 25 was one of the biggest routes to be tendered some years ago. Those of you familiar with our East London garages will know that we have had a second site in Waterden Road, Stratford for some time, known as Stratford Two. This will now be set up as a separate garage (WR) for the bendy buses that will be used on route 25, with a distinct management and operations team, as well as specially selected drivers. Development of the site had been "in limbo" pending the outcome of the Olympic (Games) bid, but the 25 win has prompted some definite action.

There has been a great amount of discussion about the termini to be used by the new buses, as the current stands at Oxford Street and Ilford are not ideal for the type of vehicle. After much to-ing and fro-ing, the current termini will be used, but other buses will be moved out to make room. Visitors to the Cobham Open Day last year will remember that a couple of colleagues and myself brought a Plumstead bendy along. It was one of the most pleasant modern vehicles I have driven and although the back end has to be watched more than usual, this is no real hardship. What many of you would not have seen was my abysmal attempts to reverse at the end of Redhill Road, where it was only really necessary to keep it in a straight line – would it? No way!! Anyhow, I cracked it in the end, but it showed that you only ever want to reverse in an emergency, so the change of termini would be a necessity. The recent fires affecting the Mercedes Citaro buses have, naturally, caused some concern. I understand that "only a few" of the buses shipped from Germany were likely to have caught fire, and they all seem to have belonged to London Central. There has been a lot of

backroom work going on and the problem should now be cured – or is that “smoked”?

Early in March Stagecoach launched a network of ten Megabus services, with destinations as diverse as Brighton, Birmingham, Bournemouth and Plymouth and fares from £1 (plus booking fee). The services are aimed at students and are based on the philosophy of the Megabuses running in the Manchester area, Oxford and Scotland, so the destinations are all university towns and high capacity vehicles are essential. Bookings can only be made on the Internet at Megabus.com (shameless plug!!) and only a certain number of early bookers get the £1 fare, the others are charged up to £5, depending on the journey. I imagine that the more technologically minded Senior Citizens will be quick to catch on and the Brighton and Bournemouth routes could attract an unexpected clientele from the “twirly” brigade – time will tell.

How can this make money for Stagecoach? Well, I’m not able to tell you, but those involved are certain that some routes, like those in Scotland, will more than cover their costs, while others will succumb to market forces. After about a year, a pattern should have emerged and the best performing services will continue. What has been a potential source of problems is that some of the depots running Megabus also run National Express services, so steps have been taken to avoid Nat Ex vehicles turning up as spares on Megabus. National Express, though, are chasing a different market and there is room for both, but nevertheless they have recently advertised £1 fares to fifteen cities. Could this be another bus-war, fought on the motorways of Britain? While weekday loadings are at the lower end of the scale, weekends have been busy.

The buses used are former Hong Kong three-axle Olympians, dating from about 1990. All are being prepared “up north” and are painted blue with loads of colourful advertising and Megaman on the back. They are also fitted with saloon and cab heaters, as well as new tachographs and “Hanover” destination displays. Our Leyton garage was chosen to operate the London end of the Birmingham and Bristol services using three buses with a fourth as spare. As one of the few “in the know” before the launch date, I had the opportunity to travel to Chesterfield to collect the buses for London. They are quite interesting to drive, although the one I had had a cooling fan that ran continuously with that annoying whining noise familiar to anyone who travels

regularly on the current Volvo Olympians. Still, they eat up the miles at a steady 60 mph with not much effort. The length and third axle did not present many problems, although the non-driven rear axle only steers going forwards, so tight turns when reversing are hard on the tyres. When we collected our first four from Chesterfield, there were another eight awaiting collection, with more rumoured to be on the way. A fifth bus has now been allocated to Leyton. If you want to photograph these Megabuses, hang around Buckingham Palace Road Green Line stops between 10:00 and 12:00 any day, when most of the ten services reach London.

Our last RML service, route 8, is scheduled to change to OPO on Saturday 5 June. Plans are already in hand to “celebrate” the event with RMLs 2456 and 2760 in the forefront, with help from RTL 139, RMC 1461 and the other contributors to such events. It will be a sad occasion as RMs have been associated with East London (originally West Ham and Poplar Garages) almost since the beginning. Once the festivities are over, it is planned to hang on to 2456 and 2760 until the RM50 event at Finsbury Park, after which 2760 may become part of the “heritage fleet” along with T1. I am sure that 2456 will have a safe future as well.

RMC 1461 finally reached the FFD pit at North Street early in March but turned out to be rather more unwell than initially thought. After changing the cylinder heads failed to cure the problem of too much oil in the exhaust, Keith Rose loaned a spare engine that was fitted just after Easter. RML 2760 has had the engine from RMC 1485 fitted and appeared at the Open Day. 1485 was purchased by Lothian, who have fitted a Cummings unit and the displaced AEC engine arrived at Bow slightly the worse for its long journey. The last of our double door Northern Counties Olympians has gone, some having spent all their London life at NS, ousted by new Tridents, which will also see off the remaining single decks at Romford. My own VNs 2 and 3 (16002 & 3 in new money) have been repainted into red with multicolour swirls at the back, giving them a much-needed freshen-up. This was after its brush with fate when our coachmaker’s acetylene tank backfired and caused much disruption in the area.

T1 recently put in a rare appearance on a rail replacement service between White City and Northolt, just to keep the cobwebs at bay, you understand! If anyone caught it on film I’d welcome a copy.

Blue Triangle continue to run some of our Ts on the 649 and 656 school routes, along with a selection of Metrobuses. The distinctive Gardner sound of both is still very noticeable from my office (which has windows too high up to look out of) and sound more like a bus than much of what passes. T1 made its annual trip to Cobham for the Open Day as usual. The Stagecoach swirls also wandered onto Go-Ahead organised rail replacement services to and from Victoria during February and may well do so again if the chance arises.

On a slightly different tack, First Eastern National should have used its last three VRs for the last time in mid February, arranging for them to run on route 351 on a Saturday. However, I did see one in Brentwood in mid March. These were frequent visitors on Saturdays due to market traffic and were rarely seen this fare west on other occasions. Romford's only other VRs were the dozen or so BT class from Grays LCBS garage used on route 370 during the late 70s.

Finally, a DVD of the Romford Open Day last September has been produced and is available for £8, please contact me if you would like a copy, indicating if you need a + or - copy. As these are produced on recordable DVDs, they may not play on some older machines.

David Jones



The Megabuses referred to in the above article, at a motorway services.



Cobham's new addition RMC1461 over the inspection pit at Romford Garage awaiting an engine change prior to its MOT examination.
Photo: Dave Jones

Health & Safety

by Norman Evans – Health & Safety Co-ordinator

Health and Safety Policy

Over the last year or so myself and Richard Hussey with the assistance of a small committee have been busy preparing a Health and Safety Policy for the LBPT. I am very pleased to announce that the completed Policy has now been adopted by the Management Committee and has been duly signed on their behalf. A copy of the Policy can be found in the Canteen at Cobham and I would ask that all members working on behalf of the Trust either at Cobham or away from the site familiarise themselves with it.

Asbestos

We have quite a bit of asbestos about the Museum mostly in the form of asbestos cement sheeting but also on some of the older vehicles so I thought it would not be amiss to give a few notes about asbestos.

Firstly some general ones about what it is and why it is harmful followed by the correct and safe way to replace friction linings (brakes shoes, clutch linings, etc.) that contain or are suspected as containing asbestos. This is based on the method described in the Health & Safety Executive's Asbestos Tasks Manual and indicates the way we would be expected to change or replace brake shoes at the museum. It would also be useful for others who might have to do it themselves.

If you need to carry out this work at the museum please speak to myself or Richard Hussey BEFORE you start work as we have a legal duty to protect you and others and will provide you with the correct safety equipment and instruct you on how to do it safely.

What is asbestos?

Asbestos is a naturally occurring crystalline mineral. There are three main types of asbestos – chrysotile, amosite and crocidolite. They are usually called white, brown and blue asbestos respectively. However, they cannot be identified just by their colour. Laboratory analysis is required. Unlike what you may have heard, recent thinking indicates that **all types of asbestos (white, brown and blue) are equally dangerous.**

How does asbestos get into the body?

Asbestos fibres enter the body through the nose and mouth; they cannot be absorbed through your skin. The body naturally gets rid of any asbestos fibres that you might take in with food and water. The body will get rid of most of the larger fibres, but tiny fibres can pass into the lung where they can cause disease. They can stay there for many years.

It is because fibres can remain in the lungs for so long that small but repeated exposures on different jobs, over the years, can lead to the development of an asbestos related disease.

This is why it is important to prevent or control exposure on every single job.

Why is asbestos dangerous?

Breathing in asbestos fibres can lead to you developing one of three fatal diseases:

- Asbestosis which is a scarring of the lung leading to shortness of breath.
- Lung cancer.
- Mesothelioma which is a cancer of the lining around the lungs and stomach.

There is no cure for asbestos-related diseases.

It is important to remember that people who smoke and are exposed to asbestos fibres are at even greater risk of developing lung cancer. Asbestos-related diseases are currently responsible for about 3000 deaths a year in Great Britain. These diseases can take from 15 to 60 years to develop, from first exposure, so you would not be aware of any sudden change in your health after breathing in asbestos fibres.

Many of those suffering today from asbestos-related diseases worked in the building maintenance trades. They were carpenters, shopfitters, plumbers, electricians, gas service engineers etc. They were exposed to asbestos fibres in their day-to-day work with asbestos materials or because work with asbestos was carried out near them.

What you need to do

- Assess the risk to your health from any work with asbestos and take the necessary precautions to do the job safely; when dealing with asbestos remember other hazards, e.g. working beneath raised vehicles
- Prevent or reduce asbestos exposure to the lowest level possible using safe work procedures and proper control measures
- Prepare a plan of work explaining what the job involves and the work procedures and control measures you need to use

What the law requires

Work with asbestos materials is covered by several sets of regulations but the main one concerning Cobham is

- The control of asbestos at work. Control of Asbestos at Work Regulations 2002. (continued on page 38)



Can you guess what this is?
For those of you who are not anoraksic, you will find the answer in the these Health & Safety pages.

Photo, Donald Allmey



Wisley Line up, thanks to Jeff Stoute and his yardstick. Photo: Margaret Swann



Dave Kriesler, our resident electrician, and owner of RF10, appears to have a novel method for maintaining it. Come on Dave, buy a jack! Photo: Don Allmy



Wisley visitor from South Africa, on the wing! A Greylag Goose called Horatio Nelson.. Well... the Craven's were sold to Bird's! Photo: Felicity Howard

Removal of asbestos friction linings

Before you start ask yourself if you can avoid disturbing asbestos by doing the work in some other way?

Keep it safe:

Make sure other risks (such as working beneath raised vehicles) have been assessed and controlled.

Only use suitable asbestos waste containers.

Double wrap asbestos waste.

Take asbestos waste to a licensed tip.

Do not sweep up dust and debris - use a Type H vacuum cleaner or wet rags. Type H vacuum cleaners have special filters (HEPA - High Efficiency Particle Arrestor) which remove asbestos fibres from the air being blown out.

Don't take used overalls home.

Never re-use disposable personal protective equipment.

Don't eat or drink in the work area

Don't Smoke.

Don't empty a Type H vacuum cleaner if it has been used for cleaning up asbestos – it is a specialist job and needs special training.

Equipment needed:

- 500 gauge polythene sheeting and duct tape.
- Warning tape and notices.
- Bucket of water, garden type spray and rags.
- Suitable asbestos waste container, e.g. a labelled polythene sack.
- Appropriate lighting – good local lighting so that you can easily see what you are doing.

Personal Protective Equipment needed:

- Disposable overalls fitted with a hood. Wear it and keep the hood up and over the straps of the respirator. Wear one size too big - this will prevent ripping at the seams. If the cuffs are loose, use tape to seal them up. Wear the legs *over* footwear – don't tuck them in.
- Boots without laces (laced boots can be difficult to decontaminate).
- Disposable particulate respirator (FF P3). Don't wear a disposable type unless you are clean shaven – hair prevents a proper seal. If you have facial hair you will need a different type of respirator.

Preparation of the Work Area:

- Carry out the work with the minimum number of people present. This reduces the number of people that might be contaminated

- Set up the segregated area in which you are to work - Use warning tape and notices to restrict access. This prevents others being in the contaminated area & prevents you from being distracted during the work.
- Use polythene sheeting, secured with duct tape, to cover any surface within the segregated area which could become contaminated, e.g. the floor beneath the housing.
- Ensure adequate lighting.

Removal of the linings:

- Partially open the housing and spray the inside with water.
- Open housing
- Use wet rags to clean inside the housing
- Place worn friction linings and dirty rags in the waste container
- If possible replace the lining with non-asbestos material

Cleaning up:

- Use wet rags to clean the equipment
- Use wet rags to clean the segregated area
- Place all debris, used rags, polythene sheet and other waste in the waste container.
- Visually inspect the area to make sure that it has been properly cleaned.

Removing & decontaminating PPE:

- Remove your respirator LAST.
- Clean your boots with wet rags.
- Where available, use a Type H vacuum cleaner to clean your overalls.
- Otherwise use a wet rag using a patting action – rubbing can disturb fibres. If there are two of you, you can help clean each other.
- Remove the overalls by turning them inside out – place them in the waste container.
- You can then remove your respirator and place it in the waste container.

Personal decontamination:

- Wash each time you leave the work area.
- Use wet rags to clean the washing facilities after you have finished. This helps protect others from exposure. Place the rags in the waste container.
- Visually inspect the facilities after you have finished.

Its an STD!....(Well, I hope it got you to read through Norman's Health & Safety feature. It may be boring, but it is important to remember when dealing with brake linings etc. Ed)

ITEMS FOR SALE

For Sale - Shared Bus Ownership. Shares in a 1951 ex-Eastbourne AEC Regent 111 No.42 (AHC 442)

A good opportunity to purchase a share in this fine unique double-decker (based in Hampshire) the only one in the UK with Bruce bodywork. There are 12 shareholders and you do not need to be an active bus restorer or mechanic to become a co-owner.

2 shares for sale at £333 each. Maintenance and storage currently Cost £15 per month per share. Tel: 01372 590 evenings

For Sale - Routemaster Heater matrix for upper saloon, new £130
Tel: 01784 936 evenings

For Sale - One third scale Foster 6hp
Agricultural Traction Engine, complete
with new boiler test certificate £11,750
Tel: 01784 386 evenings



News from the Cobham Shop - Alvin Hale

As you may be aware EFE have been commissioned to produce 750 Limited Edition models of T504. The model of T504 in Pre-war Green Line livery will replicate the AEC 10T10 vehicle that forms part of the Cobham Collection. The coach, registered ELP 228, will be on Green Line route A1 to Ascot.

If you were not among the 150 folk who placed orders for the T504 at 04-04-04 Open day and wish to purchase the model, the cost will be **£22.50** (for collection from the Cobham Shop) or **£25.00** (to cover post & packing to home address).

Send your **cheque payable to L.B.P.T.** for the appropriate amount, with your T504 order plus your name & address, to:

Alvin F Hale, The Fairway, Farnham, Surrey GU9 9BB

Orders may be collected from The Museum's Shop on our next Event Day, Sunday 30th May 2004, when the models will first be on sale, or alternatively, held until another later event day. It is anticipated that orders to be mailed will be despatched during the first two weeks of June.



Now available from the Museum Shop, the first of a new limited collection of fine prints commissioned by the Trust entitled 'The Cobham Collection' from the superb collection of photographs by our Publicity Officer, Graham Smith. The 22"x15" prints of T504 & TD95 are priced at £4.95 each, discounts for members.

BEYOND THE GATES

John Hinson

Christmas has been and gone, as of course, has the Christmas Lights Tour. I played it fairly low-key this year following various operational problems in the last few years, but the new venue and start time seemed successful. Just a small group assembled in Hyde Park but all went well so I intend to publicise the event more widely for 2004. This will be on 12th December, so you can write it in your brand new diary now! Participants included two RFs, four RTs, an RTW, RM and DM. Paul Wheeler's RMC 1467 (mentioned in the last issue) was planned for attendance, but delays with the paperwork for licensing prevented this. Instead, he surprised all by arriving with one of Southern Vectis' current Leyland Olympians (759) which came across on the ferry from the Isle of Wight.

Reports of goings-on elsewhere are few and far between, as they do tend to be outside the rally season. However, RTs continue to appear in scrapyards and it is fortunate indeed that most of the scrappies recognise the value of such vehicles and will either sell them on, or at least sell the parts.

One such that was recently reported was RT1815. The last reference to this vehicle was the sale to a firm called Ayala Designs in Stowmarket. They didn't use the vehicle, and the firm went into liquidation in 1975. It appeared at one of the Yorkshire scrapyards late last year - I wonder where it has been all this time. Apparently it is looking tired and faded but fairly complete, lacking seating (perhaps it was used as a hospitality vehicle) and with modifications for platform doors. I have recently heard it has now been sold on.

Another is RTS 150, which appears to have previously been both vandalised and cannibalised for spares. It is an ex-Lesney vehicle and still carries the Matchbox colours. It is engineless and it is doubtful if many significant spares remain. The last I heard of this vehicle was that it belonged to the Castle Point Museum at Canvey Island.

Further afield, in South Africa, the chassis of RT222 has been stripped for spares, and the remains converted into a trailer for the conveyance of vintage stationary engines.

Vehicles continue to come up for sale. RT4442 is one. It is apparently complete, mechanically very sound, and with new tyres but needs removal of dome dents and a coat of paint. I haven't seen this vehicle myself for some years. Contact Francis Richards on 07973 840 514 or email francis.richards@moose.co.uk. He tells me that the bus started out in life as an SRT.

Red RF530 is up for sale, too. Contact Les Bishop on 01227 451235. If anybody from the membership takes this one up, I can supply a colour photograph of this bus in service at Morden in the seventies - one of fairly few RF photographs I took in those days.

Three RFs have arrived with Mike Nash's dealership business - 226 and 673 came south from preservation in Yorkshire last summer and were for sale - they may have gone by now. RF325 (or what's left of it) came from a gliding club in Norfolk. This had been reduced to cab and front bay only and converted as a glider winch. It has a Rolls Royce engine and Routemaster gearbox. Mike is considering using this as his yard shunter!

Members that get to Cobham as little as I do may not have heard that Dave Kinnear and three others purchased RFW6 last summer. How good to hear this has gone to a good home - and I look forward to seeing it out and about again eventually.

The Cobham towbus, RF332 (or 332W) has passed to a new owner in Southsea. RF332 had never been omo converted, and retained the door installed by the London Borough of Waltham Forest whilst used as a school bus in the Walthamstow area.

Talking of unconverted RFs, RF337 was seen at Swansea in December. It was accompanied by a number of PD2s painted in LT colours which had apparently recently returned from Europe where that had been for film work.

Well that's all for now ... keep the reports a-coming!

As always, contributions to this column are welcomed at:

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



Q83 donated to the museum by Bill Cottrell. Photo Graham Smith



An collection of RF types at the RF50 anniversary displayed at depot 46



Cobham Open Day 2003 display at Redhill Road. Photo Paul Morris



RF168 and LS98 in service at Esher during RF50 photos M.Swann

Now for something to keep those grey cells active!

Why is English so hard to learn?

- 1 . The bandage was wound around the wound.
- 2 . The farm was used to produce produce.
- 3 . The dump was so full that it had to refuse more refuse.
- 4 . We must polish the Polish furniture.
- 5 . He could lead if he would get the lead out.
- 6 . The soldier decided to desert his dessert in the desert.
- 7 . Since there is no time like the present, he thought it was time to present the present.
- 8 . I did not object to the object.
- 9 . There was a row among the oarsmen about how to row.
- 10 . They were too close to the door to close it.
- 11 . Upon seeing the tear in the painting I shed a tear.
- 12 . How can I intimate this to my most intimate friend?
- 13 . I shed my clothes in the shed.

There is no egg in eggplant, nor ham in a hamburger; neither apple nor pine in a pine-apple. English muffins weren't invented in England, nor French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig. And why is it that bakers bake, but grocers don't groce? If the plural of tooth is teeth, why isn't the plural of booth beeth?

One goose, (see p37) 2 geese. So one moose, 2 meese? 1 index, 2 indices? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

In what language do people recite at a play and play at a recital?

We ship by truck and send cargo by ship?

Have noses that run and feet that smell?

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites?

You have to marvel at the unique lunacy of a language in which our house can burn up as it burns down, in which you fill in a form by filling it out and in which an alarm goes off by going on. English was invented by people, not computers and it reflects the creativity of the human race (which, of course, isn't a race at).

That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

And finally, how about when you want to shut down your computer you have to hit "START".

The London Bus Preservation Trust

Registered as a charity no 293319

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Paul Morris 0208 8394 or the museum 01932 868665 at weekends.

Items for inclusion in the magazine are preferred in Word format on Disk, CD or DVD to Keith Rose (editor) address as above, by phone 01784 386 (evenings) or by Email to: keithrose@ .com. All photographs sent for publishing in this magazine will be returned.

COPY DATE FOR NEXT MAGAZINE

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The views expressed in 'The Cobham Bus Magazine' are those of individual contributors. They are not necessarily the views of the London Bus Preservation Trust, Members of its Committee, or of the Editor.



RT4366 out of AV at Staines West Station on route 203, with your Editor, 1962