

COBHAM BUS MUSEUM

Magazine

No 44

Summer 2004

£2



SLT 58

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Please note that an article by Michael Baker, Beyond the Gates by John Hinson and Our Man in the East by Dave Jones have been held over to the next magazine due to space limitations.

Metrobus M6

Following the appeal in the last magazine for funds to help with the final restoration and painting of M6, I am pleased to report that the fund has already passed the £2000 mark thanks to members generosity .

This will cover the bulk of the cost involved in returning her to the original livery of Red, Black and White as when new to Fulwell Garage in 1978. The vehicle is in good mechanical condition as it was acquired from Arriva following several years service as a driver training vehicle. I am also pleased to advise that Richard Hussey has managed to persuade one of the operating companies to donate a roll of the original moquette to the Museum in order that the seats can be re-covered at a future date. We owe a big thankyou to those who have contributed to the fund, and well done Richard! Ed.

Editorial

Keith Rose

Well ...its finally arrived. I do hope that members will accept my apologies for the delay, this was due to many factors, many of which were beyond my control including having to re-jig this edition at the last minute due to the request of an additional item after completion, and this came at the time when I was scheduled to be far away.

As many of you will be aware, RML3 has finally come out of hiding following its return to the original prototype front end, a most difficult exercise carried out with great skill by Andy Baxter and his team. Work of this caliber helps to maintain the Cobham Bus Museums position at the forefront of bus preservation, you only had to talk to the crowds of people around RML3 at Finsbury Park to appreciate the standing of CBM in this specialist subject. Andy will be writing a detailed report for publication in the next issue describing the hours of research and how the alterations were carried out, and hopefully a mention of those who assisted in this project. Whilst on the subject of the splendid work done by Cobham Members I would like to thank, on behalf of the Committee all the Volunteers who beavered away in cold and windy conditions to bring off another record Cobham Open Day, well done everyone!

Please remember that we have several other events at Cobham during the year and these also require a number of volunteers to assist in various duties, so if you would like to help please contact the respective organizer or one of the Committee Members at the Museum.

As mentioned on the inside of the front cover, some of the regular features have been held over to the next issue due to space limitations, so that whilst contributions to the magazine are most welcome please try to keep any article to around 2 pages, 3 pages at most in order to accommodate everyone where possible and maintain a reasonable picture content now that we have colour on approx 30% of pages, the format being

2 colour followed by 2 mono with pages 17 to 31 inclusive in mono therefore making it difficult to accommodate articles of more than 2 pages within the colour sections, but don't be put off, keep those articles coming, variety is the keyword! And lets have some interesting colour photos, particularly those associated with members.



Bill Cottrell's Memorial Service held at the museum on 22nd of May was well attended by Bill's many friends and colleagues together with several members of his family. A big vote of thanks must go to our two members, the Rev. John Lines MBE who officiated and the Rev Simon Douglas-Lane who assisted at the organ.



photos
Paul Morris



Part of the impressive line up at RM50 at Finsbury Park with Cobham's RMC1461 in the centre of the picture. photo Ed



Q83 during its first visit to Holloway Garage Open Day in memory of Bill Cottrell who worked here during the last decade. photo Ed

OPEN DAY 2005(03/04/05)

Rev.Simon Douglas-Lane

Chairman, Open Day Sub-Committee

With the sad events earlier this year two articles prepared to keep you all updated sadly did not get into print so this is a "catch up" with a short review of 2004 and a look forward to 2005. The coverage and praise for the event was magnificent and almost universal, and I want to thank all the Sub Committee for again bringing off a success against great difficulties and the gross financial result was somewhere in the region of £44,000, up on the previous year: and now to 03/04/05 at Wisley and the Museum.

At our review of 4/4/04 in May we covered all aspects of the event because there was much to learn from the Wisley site, not least the size of the place when compared with Brooklands. To summarise our findings and proposals:

- New exit and entrance arrangements at the Museum to be operated next year.
- New arrangements at Cobham for stallholders parking in 2005.
- Entrance and exit arrangements at Wisley will be improved and so will the signage as we were let down by the AA. We are going to produce our own direction signs for 2005 and thereafter.
- Site plan refinements at Wisley will concentrate on making the logistics easier(loos,food,stalls,Cobham Shop to be closer together) and the display vehicles will be separated for photographic purposes as the sub committee decided for 2004 but did not happen!
- There had been complaints about the Wisley food and as that is part of my brief I will deal with it!
- We would add Commercial Vehicles to the display as there was now room to accommodate them.

- The Shuttle bus around Wisley would not be repeated but a SCC wheelchair accessible small minibus will be hired instead: the alighting point from the bus service will be nearer the entrance and the bulk of the facilities.
- The size of Wisley means that the site needs more volunteers and more "management".
- The hiring of overnight security to be removed as this year's firm never appeared.
- There had been no complaints about our stewardship of the Wisley site.
- A bus will be provided as an Information/Rally Control point at Wisley.
- The one category charging policy for adults to be continued.
- The exit queues from Wisley will be eased by using both ends of the site(front and back) as people begin to leave.
- The bus requirement for 2005 has already been decided bearing in mind the small areas of difficulty this year.
- Stalls income up by £200 this year.
- Model plans for 2005 already under discussion.
- The publicity brief had gone very well considering the 11th hour situation in Wisley and its availability.
- With the addition of Commercial Vehicles we would have more stallholders and we are also looking at features for kids and families.

Sorry for a long article but it's three in one really!

The Sub Committee for 2005 is:
Simon Douglas Lane, Chairman(External Liaison, Police, Catering, Loos)

Debbie Morris(Revenue Control and Admin)
Steve Fennell(Bus Service)
Graham Smith(Publicity)
Roger Stagg, Tony Lewis, Richard Hussey(Wisley Site)
Keith Rose(Volunteers)
Ian Robertson(Stalls)
Mike Nash(Treasurer but does not attend)
Alvin Hale(Shop)
Andy Baxter and Graham Ruddock(Cobham Site)

So readers when the call comes for 2005 please respond and make next year even better than this year!

Simon Douglas-Lane

Letter to th e Editor

Dear Keith,

I was asked by Colin Curtis to provide Public Address cover for the Routemaster 50 event at Finsbury Park on the weekend 25/25th July, together with Rod Lucas who provided PA technical support. The event was a wonderful effort on the part of Colin Curtis who brought the event together. It was also full of surprises, but none more wonderful than the appearance of Cobhams RML3. Whilst I was aware of efforts to restore the vehicle to its original front end specification, it was for me a great and very pleasant surprise to see the completion of these efforts.

Frankly RML3 was the 'Bell of the Ball'! My sincere thanks to the project leader Andy Baxter and others who helped bring the project together.

For me this is what Cobham Bus Museum is all about.

Regards,

David Boshier



I have been asked for any info on the above AEC by Ricardo Guidi of the Brazilian Aeronautical Commission, as his Father pictured with the bus has recently acquired it for preservation in Brazil. If anyone can help, please contact me so I can pass on details. Ed .

NS Project

Roger Stagg

Following the flyer in the magazine No 42, we have received a significant level of support from the Membership to the NS project, as well as donations, both by single amounts and by monthly standing order. As would be expected, not everybody is in favour but only Members in single figures wrote giving their opinion that this was not a good idea. As might also be expected in a democratic society, the views of those Members have been carefully considered, but with an overwhelming enthusiasm towards the project, I am pleased to be able to say that the NS and chassis are now with us, including the ADC.

The Trust very much recognises that some Members quite rightfully feel that there are other priorities for the Trust's funds or that we should be concentrating on post Routemaster vehicles and they certainly have a point, indeed Metrobus M6 is now in the Museum's Collection awaiting rehabilitation. In addition with such a multitude of vehicles having come into London service since the end of the Routemaster, it is perhaps impossible for even a large Museum to collect one of each. As such we try to work with the L.T. Museum to try to avoid duplication of the post 1970's period. Many will then wonder why we are looking at the NS with such a degree of importance and this will be very clear to those of you who like myself, have had to, spend a lot of time on research for restoration. Good references are George Robbins "General Buses of the 1920's". The NS' importance needs to be considered in that it represents one of, if not the most important cornerstone in motorbus development. Although the reason for its designation as NS rather than being called a "Z" or something similar is lost in the annals of time, it may have stood for New "S" because it its essentially similar dimensions and seating capacity but perhaps more appropriately what was publicly discussed at the time as *nulli secundus* Latin for "second to none." The NS introduced the steel channel drop chassis to permit lower deck floors to the "normal" level for the first time, saw the transformation from solid tyres to pneumatic tyres, introduced closed cabs, the first to have a covered top deck and the first to have an enclosed staircase. In a production that lasted only between 1923 and 1928, this Class of 2384 vehicle singularly made the change from the motorised horse bus to modern double-decker.

Even the renowned reduction gear rear axle to permit lower floors to which the Bristol Lodekka is famous, was actually introduced on the NS as a means of lowering the floor even further. The NS is therefore an extremely important vehicle in bus development and is currently represented by only the L.T. Museum's static exhibit NS-1995 at Covent Garden in its very final form with L.T. livery, pneumatic tyres, enclosed cab and covered upper deck. The Museum and a substantial majority of its Membership feel that an NS in its earliest period would represent a more than significant asset to not just the Collection but to preservation in the U.K. in general. With four chassis it is felt that in the long-term these will yield enough parts for two vehicles and a stock of spares. That acquisition is expensive is a fact of life, rarity has a price and exclusivity an even higher one. Taking the longer term view, a completed NS would be virtually priceless. I am very pleased to be able to report as mentioned earlier, that a number of Members have responded for the call to assist in these purchases and as a personal viewpoint, I do not feel that it is not an unreasonable request, particularly to those who would like to be able to do more, but because of Location or physical condition are unable to participate. I do therefore urge all of you reading this to search your conscience for say, £5 or £10 per month, to help bring dreams into reality. You already pay the lowest subscription for Membership of virtually any organisation around, yet receive magazines the value of which exceed your subscription. It is personal tokens of support like this that keep subscriptions low enough for many of our less well off Members to still maintain their interest and enthusiasm. I cannot but help to note the sums that are promised by friends of another Transport Museum, whose funding does not have to come from the same restricted sources as ours, which is at levels that we could but dream of. If there is so much enthusiasm there to be able to raise donations at this level, then surely YOU can come forward to assist in a project where we are trying to raise less than 10%. Please write to the Secretary and offer to join those who have already committed themselves to make a single or regular donation to the Museum's most prestigious project yet.

This article was held over from the previous magazine, awaiting the arrival at Cobham of the above mentioned vehicles, and therefore allowing photos of these to be included. Ed



NS1308 upon arrival at Cobham, and in the 'intensive care' dept.
 Photos: Graham Smith (top) and Paul Morris (bottom)



GODSTONE STL FROM THE LITTLE BUS COMPANY RANGE



E.F.E. LEYLAND PD STD 156 ISSUED IN APRIL

LONDON BUSES IN MINIATURE

ALAN PURSSEY

LATEST RELEASES K2 TROLLEYBUS

PRIVATE HIRE RF GODSTONE STL

LONDON TRANSPORT 10T10

L.B.R.& T. NEW RELEASES

4MM SCALE PLANS

1/24 SCALE ROUTEMASTER

HARROW MODEL SHOP NEWS

PENDON MODEL RAILWAY MUSEUM'S 50TH YEAR

LATEST RELEASES FROM THE L.B.C. RF 1/RF1/2

London Transport private hire RF is the latest model from the Little Bus Company. After successful trials in 1950 with the demonstrator UMP 277 an order was placed for 700 with park royal bodies. A change in regulation length to 30ft came to late to affect the first twenty-five which were built to a length of 27' 6":RF1-25 (LUC201-25) were intended for private hire and as such were fitted with roof observation windows Green Line seats and a P.A. system.

This is another excellent offering from the L.B.C. and with a few parts is an easy starter model for those novice modellers. Among the parts are vacuum formed roof windows and printed screens for more added realism. To make it easy for us modellers the red limning will be available edged in grey, as twin limning in red is not an easy task. In both cases limning sets and detailing decals are available.

A word of warning the handrails on the seats are very delicate and need care when clearing any surplus resin away but the effort is worth it for when they are painted silver show up well through the windows **This kit is now sold out and is unlikely to be reissued this year.**

GODSTONE STL

This is another awaited model from the L.B.C. stables again the master for the Godstone was made by Rod Blackburn

With few parts, assembly is again straightforward, included, in the instructions is a brief history of these unusual vehicles, together with clearly illustrated detailed text and pictures for the various minor changes these vehicles went through in their working lives.

In the early 30's London General ordered twelve new buses to replace the open top PS. Buses used on route 410 Bromley to Reigate. A low height design was required due to the low bridge at Oxted. An order was placed with AEC for a chassis with an 8.8 Litre engine to cope with the hills in the area. Weyman provided the bodies with a lavishly finished interior and an enclosed forward front entrance with an unusual staircase arrangement. Which restricted vision forward from the offside lower saloon. The larger engine and low height gave the fronts of these buses an instantly recognising but distinctive squat appearance. As I mentioned before Rod spent over a hundred hours on the master and it shows in the intricate detailing in this model, with recessed door Handles, correct profile seats even down to the licence plate on the rear for the General versions. You have the option to build your own version and need to refer to pictures of the prototype of your choice before starting construction.

I finished this model in the attractive General livery in which they first appeared. Some of you may think the green is too light, when its viewed in a shadow it does look darker. At that period they were devoid of class numbering and I have omitted the rain strips over the windows as I have found in handling they are easily damaged it is still waiting to have the sidelights fitted, to be made from the ends of cocktail sticks, carried on the early version in the mid-height band.

£32.00 plus £1.00p.p

K2 TROLLEYBUS

This came as a surprise and was not advertised with the other trolleybus models. The K2 is the same format as the previous trolley models but has minor differences from the L3 in that the sidelights are of the torpedo type fitted to the side panels plus the windows are squared as opposed to the rounded corners of the L3 type. Like the two previous models the lower side panels are part of the chassis. This does make



CORGI'S LATEST WRIGHT ECLIPSE GEMINI 10.1 METRE DUAL
DOOD-- ARRIVA LONDON



K2 TROLLEYBUS IN FINAL LIVERY FROM THE L.B.C. RANGE

painting more difficult if you chose to spray paint your model as after each layer of paint has dried you need to take the model apart to prevent sticking. My version is in the later livery just before withdrawal.

FLEET NO.1155-1254 Registration no. EXV155-254 FLEET NO. 1305-1354 Registration EXV 305-354.

As the other two models sold very quickly Tony Asquith offered the K2 to those customers firstly who were disappointed and missed out on the first run of the B1 and L3 models. It pays to get your order in quick to avoid disappointment.

Again this is an excellent model and will be popular with trolleybus collectors.

RF £28.50 P&P on all kits£1.00 max £3.00 all cheques & P.O. payable to L.B.C. models ltd.

LONDON BUS REPAINTS & TRANSFERS

- Models produced for various events in 2004
- EGO4 Green RT 940 Route409 forest row East Grinstead event 25th April
- HG04 Green Corgi STL2690 Route 327 Hertford Hertford event 6th June
- KP04 Red roof box RT698 Route 47Knockholt pound Knockholt pound event11th July
- DS04 no model at time of offer Dorking event 29th August 160 models proposed all models £25.00 each
- BS01 Red Q3 d/d Route 114 South Harrow Bus stop models 100 proposed
- AM04 Red RF 370 on hire to London country Route 353 Amersham running day 3rd October 100 proposed
- List 11 will be there new price list for 2004 listing over 150 new products £1.50 available from April
- New this year to make ordering easier L.B.R.T. is offering credit card facilities.

4MM SCALE PLANS

Derek Fisk. Is well known in the model bus circle for his highly detailed scale drawings of which many have been reproduced in the model bus federation journal from time to time.

Derek worked for London Transport for many years, including some years in the country bus section and as such has first hand knowledge of London's buses.

He is also a keen and very skilled modeller of London buses. For over forty years he like myself started with a model railway layout and the buses came as a means of dressing the layout with some vehicles.

Derek is an inspiration to all modellers and has scratch built most of his models from card and still does. The beauty of card built models to the kit variety are they have scale proportion noticeable along the sides and window frames Derek had some of his fine models on view at Actons open weekend in March. And Cobham's joint event in June together with his register of plans.

If you have ever been tempted to build your own models from scratch then look no further. Do not be put off as details such as wheels, staircases, radiators, steering wheels, and seats can be purchased separately from the M.B.F. shop or RTC models

Spare parts range

His detailed drawings encompass provincial as well as London Transport vehicles. Each drawing includes side rear and front elevation detailing, plus interior seating and staircase arrangements. Scrap views and text are included which show minor details and changes during the vehicles service life. "London buses" in his list are given the class numbers to aid the buyer looking for a particular vehicle

His current list is seven foolscap pages including drawings by other notable draughtsmen and modellers Graham Lockyer and David Gover and covers a lot of LT vehicles both past and present.

Drawings from the list are £1.50 per copy plus 80p per order for post and packing

MABEX

Their new 2004 catalogue has been available for some time now containing some 32 pages. New items have been added to the range although not specifically specified. Price £ 1.60 Post paid.

1/24 SCALE ROUTEMASTER

For its sheer size alone has got to be one of the (biggest) favourites for model of the year.

In line with the 50th anniversary of the Routemaster this model is produced by the Macau based Sun star models, and at 13 inches long.

Is certainly large. Certain inaccurate details were detected and I am informed these were known about and will be addressed before the model is released.

The first release will be RM8 in the condition it was at the 1959 Commercial motor show it carried special pastors but no route or destination details. Further releases are proposed.

E.F.E. NEWS

Frank Joyce was pleased to be at Cobham this year after a two-year absence due to a fall off a ladder, with a lot of interest shown in the 10T10 plus his resin prototypes of models being tooled for later this year.

COBHAM COLLECTION T504

This is the model that caused such a stir at Duxford last year when the castings were first revealed to one and all.

The Exclusive First Editions 10T10 has been commissioned by the London Bus Preservation Trust to feature T504 ELP228 one of the museums own fine exhibits Limited to 746 models is only available from the Cobham shop

With a couple of minor criticisms this has got to be E.F.E.s' finest model to date. The Trust version features T504 in service on route A to Ascot in Pre-war two-tone livery. I am reliably informed that these coaches did not have the rear window surrounds painted in the lighter green shade, as depicted on the first models. And like the first model has two inspection holes printed on the bonnet side. My photographs only show the forward one. The printing detail is to the usual high standard; and I particularly liked the excellent radiator badge complete with bull's eye symbol. Frank is justifiably proud of this model and it has got to rate as one of the top models this year

LEYLAND TITAN 28808

Released in May Leyland Titan T375 in the distinctive Metroline livery for modern image collectors featured on route 632 Cricklwood Broadway, Metro line only used Titans on there contract fleet

LEYLAND PD STD 20203

This is an old casting, but the printing is excellent included on the radiator is the blue Leyland badge. Released in April STD156 registered HLW 85 featured on route 24 Hampstead Heath and carries adverts for Watneys, Whitbread and Tetley tea. Finished in the all over red livery with a cream mid-height band.

RM1 and RM2

To celebrate the 50th anniversary of Route master one's first appearance in 1954 E.F.E.

Are to produce RM1 and RM2 in co-operation with the London Transport Museum. Red RM, 1 registration SLT 56 will be featured on route 260 destination Aldwych and Green RM2 registration SLT57 will be featured on route 406 to Redhill and. will be available in a special gift set only from the London Transport Museum to support the museum as it prepares to close for an expensive rebuild

The set is priced at £45.00 plus £6.00 guaranteed postage the higher cost is due to revised expensive tooling to the bonnets.

OM41202 WRIGHT ECLIPS GEMINI FROM CORGI

Released in April this is the first London version of this model in Arriva livery. Other liveries are to follow including (London General in August) model no. OM41205.

With a dual door and a length of 10.1 metres.

Wright bus based in Northern Ireland were founded in 1946, has gained its reputation for its pioneering design in the field of assessable buses. The Eclipse Gemini brings futuristic design to the double deck market. Arriva London's initial order of fifty in Autumn 2000 enabled Wrights to commence production. The first buses arrived at Wood Green. In August 2001.

The model features VLW 80 on route 141 London Bridge Station. Registration LF52USU

This is one that I have been waiting for. As a Londoner who was brought up when London buses mainly had bonnets. For once are recognisably different from other classes in London,

The printing and detailing is very well done, and readable with the makers name on front and rear, Headlights and indicators are painted on, garage codes for Wood Green WN 51. Are carried together with legal lettering and unladen weights. The grill on the offside is printed on.

Destination details are well reproduced, and the interior details are in pale blue with the grab handles clearly visible in yellow, for the modern image collector this is a must have

HARROW MODEL SHOP

The harrow model shop has now produced a 14-page booklet price £2.00 in colour depicting their model underground stock.

Most kits are now produced in both metal and resin. Resin making for easier assembly as the body shell comes in one part with underframe and flooring in white metal.

Among the coloured illustrations is the 1934 stock shown in the livery when used on the I.O.W. in British rail blue and grey with yellow fronts with the double arrow motif

The battery loco is now available in either white metal or resin with a white metal floor and underframe, the resin version is easy to make, as the body is fully complete. You have a choice of powered or unpowered locos

Other models featured in the booklet are

- METROPOLITAN BO-BO
- T. STOCK
- F. STOCK
- . Q. STOCK
- 1938 AND 1959 STOCK

DREADNOUGHT COACHES used with the T Stock and BO. -BO.all coaches come with interior fittings

1934 PICCADILLY STOCK AND

METROPOLITAN A60 non refurbished or refurbished.

At the rear of the book are detailed clear and précis instructions on motorising the EFE tube stock complete with step-by-step text and photographs using their motorising kit.

Another new feature for those of you with access to a Computer is their Website www.harrowmodelshop.co.uk. Where you can view the coloured illustrations and enlarge them by clicking on to the picture complete with descriptions and prices. The website also includes details of new products, and details how to get there. Telephone numbers plus shop opening times you can download the pages and view at your leisure

WWW.HARROWMODELSHOP.CO.UK.

PENDON MUSEUMS 50th ANNIVESARY

If you are a railway modeller then the chances are you have heard of Pendon.

2004 is the 50th anniversary of the founding of Pendon museum when Roye England first showed his early models.

Roye's aim was to capture, in detailed and colourful miniature, scenes showing the beauty of the English countryside as it was in the years around 1930/ Realistically modelled cottages with thatched roofs with highly detailed and recognisable vegetables in the gardens and interiors down to meals on the dinner plates on the kitchen tables.

The museum has reached the peak in small scale architectural modelling. And is still ongoing building a model of the countryside of the Vale of the white horse as it was in the 1930s

Pendon also houses two other models. The Dartmoor scene is an earlier work by the Pendon team which includes a magnificent trestle bridge by Brunel set amidst the tors of Dartmoor.

The Dartmoor scene is fully operational and a fascinating sequence of trains is shown with commentary by museum staff

As with the scenic features the trains are modelled to the same high quality. With full interior detailing even down to the posters in each compartment.

Look out for the rose on the guard's lapel as the train goes past, (in 4mm scale.)

The second layout The Madder Valley is a landmark in railway modelling, dating from the 1930s and built by the late John Ahern. It was the first model railway to be set in a fully developed landscape, complete with towns and countryside.

There is something of interest for everyone; it was the only museum that my late wife requested a second visit to view developments.

The museum is situated in the picturesque village of Long Wittenham near Didcot in Oxfordshire OPEN TIMES SAT.SUN. FROM 2 PM admission adults £4.00 60+£3.50 child £2.00 under 7 free. Telephone 01865 407365 Parties are welcome by prior arrangement.

CONTACT INFORMATION:

L.B/R.T. Po Box125, Hailsham, East Sussex BN27 1WG

RTC Models, Rosslyn Crescent, Harrow, Middx. HA1 2RZ

L.B.C.Models Ltd, Queenswood Avenue, Hutton Brentwood,
Essex CM13 1HU

HOLD TIGHT PLEASE! A View from the Platform by Mike Scott

Graham Smith's phone call was the start of it. "Stagecoach have asked us to provide a couple of vehicles with crews, to work on the 8 on the last day, are you interested in conducting". Was I! I have conducted on the 462 many times, and also for Timebus when they had their service in Watford, but to conduct a London bus in service through the centre of London, was an ambition which I had had since being a boy writing down bonnet numbers on my once a fortnight trip on the 27A between Archway and St. Mary's Hospital, Paddington, possibly riding on our own STL 2377.

Despite being booked "back shift", I presented myself at Bow Garage at around 09.15; to find Paul Morris and Dave Kriesler together with RTL 139 & RMC 1461 had already arrived. After signing in and putting on the required "hi vi" or yellow jacket, I was allowed into the running shed, where Dave was making minor adjustments to the RTLs blind display. Shortly afterwards Graham Smith and Roger Stagg arrived, and we all decanted to the canteen for breakfast. In the canteen were some historic photos, including one of an STL fully dressed for the 8, and another showing a shot of the garage when it was a trolleybus depot.

Departure time soon arrived, and promptly at 10.09, RTL 139, with Roger at the wheel and Graham on the back, looking just like a proper 1950s crew, eased out into Fairfield Road. I rode the first journey, ostensibly "route learning" as far as the Bank. Just as well, as I hadn't got a clue of where the route went between Bow Church and Shoreditch. Having alighted at the Bank, I espied Steve Fennell trying to look like a tourist, but failing miserably, and joined him for an hour photographing both visitors and the regular RMLs on the last open platform route to run through the City of London. There were some very fine turnouts, including a surprise RML in Stagecoach house livery, covering a regular duty. Returning to Bow on a service RML, and talking to its conductor, it was brought home to me that whilst as enthusiasts we were sad to see the Routemasters go, it was also the end

for some 40 odd conductors, whose jobs were ending that evening. Some would go on to driver training, but for many it meant looking for a new job, or retirement, some after many years service, like the West Indian conductor, whose acquaintance I had renewed that morning. I had first met him about a year ago when he was at Upton Park on the 15s. He had transferred to Bow for the last few months. There would be no new job for him in the industry.

Back to the canteen again, for lunch and a brew, then after fiddling with the Gibson straps, I have some sympathy with the ladies in this respect, putting a new roll in the machine, why does the previous bloke always leave it on the last knockings? I set the blinds and checked the bells and saloon lights worked, and waited for Peter Starks, who soon arrived and mounted up. The Leyland roared into life, but, wait, we were blocked in by an RML, and had to shunt to get out of the Garage, so we were a few minutes behind the booked time of 14.02. Out into Fairfield Road, to the first stop, where our first passengers boarded. From then on it was work all the way. Checking passes and travel cards, explaining that fares were not being collected but donations in aid of St. Joseph's Hospice in Mare St, Hackney would be welcome. Many passengers who already had tickets, offered donations, and everyone who expected to pay a fare, willingly paid it as a donation, and were duly issued with an 8p ticket, boarding at stage 8 on route 8. Some ended up on the floor and some in the used ticket box but many were kept as souvenirs. Quite a few questions from ordinary folk about our bus, and what it normally did and where it was kept, what was Cobham museum, and why were the Routemasters were coming off.

As the journey progressed past Liverpool St station on into the City, the customers changed from local people making short two or three stop journeys to the suits of the business world, including one gentleman, who not only made a generous donation but got off promising to visit us at Cobham. I had to think at one stop; gentleman gets on; "Aldwych?" "No you want a 26" I replied, but he decided to get on anyway and after making a donation got off at St. Pauls station, whether he ever got to Aldwych I will never know. On towards Holborn, and the customers changed again.

Londoners taking short trips, tourists, including a Dutch family who were intrigued to know that RTL 139 had returned to Cobham after many years in a Dutch museum. They too promised to visit us. All the way from Liverpool St we had had a good load, but once into New Oxford St, we were full, and on a couple of occasions I had to use the old Conductor's cry of "One inside the rest upstairs." At Oxford Circus I had to give Peter three bells, much to the disgust of one lady who, when I told here that we were full, and that there was another bus behind, who informed me that I could take five standing passengers. "Sorry" I said, "not on this bus", duly grateful for the old LT standing passengers rules shown inside the platform, which clearly stated the hours in which standees were allowed, and this did not include between 09.30 and 16.30! Traffic was very heavy, and we had crawled from Tottenham Court Road, but at Bond St we eased into a stop, which was not a Route 8, stop and I was duly told by the regulating Inspector, "tell your Driver his stop is the next one. "Sorry Guv", I replied, and we set off again stopping at the proper stop. Once out of Oxford Street, progress was a little quicker, and we fairly bowled along Piccadilly and Buckingham Palace Road, arriving at Victoria on the Route 8 stand in Wilton Road, at 15.31, 13 minutes late. Overall we had lost about 7 minutes in the running time. Not bad at all for a rookie crew! The Stagecoach regulator was sympathetic and pleased to hear that we had done well with donations. I told him that we were due out at 15.30 and he explained that he had got 42 buses on a 28 vehicle schedule, and was trying to space them out, particularly as only two vehicles were allowed on the stand at any one time, so we were retarded until 15.44. This gave a few minutes for photographs, which included the time-honoured shot of the crew shaking hands in front of their bus.

Departure from Victoria was on time, now with Graham Ruddock in the seat with Peter giving directions from the front passenger seat, and a very critical passenger, (my other half, Anne) sitting in the front seat behind the Driver. Hyde Park Corner was fun, but successfully negotiated. The bus seemed to have more enthusiasts now, but by the time Oxford St was reached normal passengers outnumbered them. More questions about the bus, the route, and even about the Conductor. "Was I a regular?" "How long had I been on the buses?" "What was I

going to do when the Routemasters finished". I decided on a standard pattern as a reply. "No I wasn't a regular, I was retired, and like the bus, I got dusted off, and sent out on special occasions". This seemed to satisfy most people. The traffic was even heavier now, and it seemed to take ages to get from Bond Street to Tottenham Court Road. Again we had a full load, and to use a busman's expression, I was getting slaughtered, so much that I waved the service RML which had left Victoria behind us, to go round us in New Oxford St. Shortly afterwards a piece of pure nostalgia, an RTW, I think, 75, passed us going West, fully blinded on route 8 but with "Willesden Garage" as the ultimate blind. Both the RTW and ourselves were carrying CL garage plates. It could have been 1960 all over again, before Clay Hall was closed and Bow lost its trolleybuses. After Liverpool St, it was very much like the outward journey, although we had good loads all the way to Bethnal Green Stn, including one gentleman who wanted "Bethnal Green High St". I had to ask a local where it was. Apparently there isn't one its just called "Bethnal Green Road". Just before we got to Bow Church we passed a failed Trident, whose disconsolate driver offered to swap his "knacker" for our 55-year-old specimen. "No chance mate". Eventually we arrived at Bow Church, and having called "All change!" which disappointed a couple of fans upstairs, I rang off for the last time and we ran into Bow Garage. It was 17.15. We were 29 minutes late, which meant with a late start of 12 minutes we had lost 17 minutes on the run. Definitely bookable!

Graham, Peter, Trish and Anne retired to the canteen, whilst muggins, had to go to the cash office, and count the takings. At least I didn't have to fill in a time card, or a waybill, just make a note of how much I had collected, and put it all in a bag to go in the safe. Not bad, just over £83.00 for St. Josephs. It had been worth it! My thanks to Cobham for making it possible to achieve my ambition, and to Stagecoach, and the Bow Garage branch of the T & G W U, for allowing us amateurs to take our turn at calling out "Hold tight please".

Unlike many of the others I didn't stay to see the last rites, but caught a District line train from Bow Road to Cannon St, where, having 10 minutes to wait for a train to Tonbridge, poured down a pint of London Pride in record time. It's thirsty work on the platform. Would I do it again? Graham, I'm waiting for your call!

Book Reviews

The New Routemaster Maintenance Manual,

by G L Walker and C M Walker.

Published by Cream Band Publications at £48.

Reviewed by Phil Cruise.

If you have a Routemaster and like to attempt your own repairs and maintenance this manual is a 'must'. Also if you are the type of car owner who has the 'Haynes' Manual but only check fluid levels tyres etc but like to know what has gone wrong even if you can't fix it you may also like to have a copy. The information contained in the manual relates to the bus as built and run in 'standard' form. There is a section relating to the Iveco engine however, but nothing (as yet) on the Cummins version. Likewise the section on bodywork is concerned with buses before refurbishment. The section on bodywork seemed less detailed than those concerning the mechanical components. For RM owners this manual is of course a 'must' and hopefully further revisions will include information needed by owners of RML vehicles with various modifications to the electrics mechanics and body, in particular the Cummins C series engine and ancillaries.

London Buses around Surrey, by Roy Hobbs

.Published by Ian Allan at £14.99.

Reviewed by Phill Cruise.

If you lived or worked around Surrey in the sixties and early seventies you will almost certainly buy this book. There are 79 pages of coloured illustrations, many being whole page, of every thing from a preserved (for a while) STL to green RMLs. RTs and RFs supported by RMs are the staple fare, but cameo roles include L3 trolleys and Cobham's Tilling ST. The hardback book is in landscape format and informative captions support the crisp illustrations. The 'classic' TD shot of one on the 215 at Cobham makes this very much a local book as do the RFs on other local routes and an RLH on the 436. I am sure most of the Cobham regulars will have a copy in due course and will recommend it to others. Great nostalgia!

Birth of the Routemaster, by John Aldridge, Ken Blacker, Gavin Booth, Stewart J Brown, Ken Glazier, Alan Townsin and compiled by James Whiting. Published by Capital Transport at £14.95.

Reviewed by Phill Cruise.

Produced in Capital Transport's usual quality 'house' style this book is a must for students of London transport. There are 96 pages with monochrome and colour illustrations to support the text. It is written with authority by people who were either there or have done in depth research and one chapter is by the 'father of the Routemaster' Mr A M Durrant, written by himself just after the buses launch. Other chapters concern developments, problem solving and the development of longer vehicles and the FRM. If you wondered where the Routemaster name came from that question is answered too. An excellent book that will provide further knowledge to most of us and provide a very good read too.

Classic Bus Yearbook 10 edited by Gavin Booth.

Published by Ian Allan at £14.99.

Reviewed by Phill Cruise.

Most readers will be familiar with the Classic Bus Yearbooks. Much like picking up an old Buses Annual from the good old days. Not of course specific to London but usually with a London interest. This year has an interesting illustrated article on the long gone but not usually lamented Merlins and Swifts. These were of course the last LT specification single deckers that appeared in both the central and country areas and had very chequered careers. The larger ones tried to snap in half and the smaller ones boiled up but they were a large presence in the late sixties and the seventies. Other articles in Yearbook 10 include Last days of true Southdown, Trolleys in Manchester, Forward entrance double deckers and The Barnard Story. A good general read that is not too technical and dry.

Early memories

By Brian Bunker

"Brian, get up, your cold is not too bad, you can go back to school today."

So spoke my mother on the morning of Oct 5th 1949; all of us have a certain bus memory that we will never forget and my premier one came that morning.

An hour or so later I was as always on the platform of a Q1 trolleybus on the 602 as it swept under the Kingston Station bridge as I always wanted to see what was in Kingston Bus Station as we passed by. The Q1's had spent about a year ousting the diddlers, first on the 604 and 605 and then on the 601/2/3. I shall always remember seeing 1779 Fulwell's trainer, pushing through the traffic in Clarence Street as they seemed so enormous compared to the diddlers.

What I saw in Kingston garage nearly made me fall off the trolleybus for there on the right hand side, blinded "131, Walton-on-Thames was a brand new RT. I rushed into the station to have a closer look, RT 1487 and yes there was the letter K on the cab. New double deck buses had arrived at K at long last.

Perhaps I'd better explain at this point that we were obsessed by new buses, "get rid of the ST's and LT's" is what we said.

At the beginning of 1949 K had only a few doubledeckers, petrol ST's for the 131 and oil STL's for the 65, Ealing to Leatherhead; the majority of the 65 buses were provided by V, Turnham Green who provided about 60 to K's 6. At the beginning of the year V were operating ST's and petrol STL's but by October the petrol STL's were nearly all gone and had been replaced throughout the summer by oil STL's making us wonder if, horror of horror, the 65 was going to go over to oil STL's and not new RT's. The 65 did see roof box RT's as they appeared on the route instead of the 91 at the weekends and until recently RTL 501 had been working from V as an experimental vehicle but had now disappeared.

I soon discovered that K had received Saunders 1243, Cravens 1487, 1488 and Weymann 2353-7 and that the STL's had disappeared and the ST's off the 131 were on the 65 in place of them.

Some weeks before during a hot weekend the poor old 65 couldn't stand the strain of taking people to Chessington Zoo and had borrowed far and wide including brand new 1236/8/40, 2296 and 2359. We noted them as the first of V's new RT's but they weren't, they must have been loans out of CS for they were officially T. Also we noted down as loan from R (Hammersmith), RTL 388 also brand new. The highest running number we saw from V was 82 and from K 17, single deckers above 10

mostly 14T12's and LT single deckers and also LT 113 ,K's openback trainer. R were operating their own RTL's and between Kingston and the Zoo Merton ,AL was providing D's . bit of a nuisance as they were too high to get into Kingston garage.

As October proceeded the 65 got new vehicles ; RTL 389 plus and MCCW 557 plus and yes they were V's as the cab code showed; the final batch was 388-399,401-4/ 7-36, 557-69/71/3/4 and later 593 and 619. Then a fortnight after the grrreat day K received Saunders 1246/51/3, Cravens 1492-4 and Weymanns 2372-4 and the modernisation of the 65 and 55 for that matter was by the end of November complete. Never again would I ride on a backfiring ST 17 at high speed down Hampton Court Way.

What about new single deckers at K? Early in 1949 TD66 appeared all shiney new. Garages to get TD's always received a familiarisation vehicle first, TD 66 was K's one.70-80 arrived a few weeks later to oust MCCW's T's off the 216 ,Kingston - Staines which went onto the 213 Kingston - Sutton/ Belmont to replace LT's. In fact as TD 90/1/3-6/8/9 arrived and by the middle of 1950 the last were replaced by newly arrived 4Q4's both red and green.single deck ,LT's left K where they had been for nearly 20 years .They were still to be seen on the 213 however from A ,Sutton garage. Also leaving K were the odd ex Greenline T's, Tillings and even strange T 391 and the which puzzled me so much. Both A and K borrowed Sidcup ,SP's 5Q5's at the weekend and K also borrowed Reigate's staff buses. But the loan that beat all loans was C91 on one occasion only, from Hornchurch to work crew operated on the 218. K lost some IT1's but had to keep the rest to obey the weight restriction at Walton on Thames.

Towards the end of 1949 , RTW 171 appeared as Putney Bridge's trainer and then RTW 180-9 replaced the RT's and STL's on the 85 , Kingston-Putney Bridge.

But after Christmas notices were put up to announce new route 71. Kingston to Richmond from 11th January 1950 past my home in Tudor Drive. We went down to Kingston to seek out those shiney new RT's waiting to enter service next day but no RT's only half a dozen STL's up in the railway station yard and next day ,yes the 71 was STL though RT 1246 was son to appear. The 71 only remained STL for a short while and in September Twickenham,AB, , by then operating the route got RT's but mostly seconhand vehicles.

No attempt has been made to check the facts of this article , it is all purely from memory.

Brian Bunker..

A Real Live Bus Rally in Central London

by Graham Smith

If ever there was a day when I'd wanted to be in ten places at once, then Friday 4th June 2004 was that day. Having arranged for the Cobham vehicles to come out and play and giving each volunteer driver a single journey so that none would go away disappointed, we were under-subscribed with conductors. Strange, really, as I'd thought there would have been more interest in what might be a once in a lifetime opportunity to conduct for real in Central London rather than in a contrived rally service setting. Still, more for me if the ankles were up to the job but photography would have to suffer.

Conducting the first "rounder" on RTL139 and the final Victoria to Bow journey on

RMC1461 were allocated to me....by me. I must say I thoroughly enjoyed the experience. The travelling public were delightful....and I thought I'd never be able to say that. Probably they were shocked to hear a conductor talk and to see one upstairs as I tried to explain what the day was about....and to seek donations for St. Joseph's Hospice, Hackney in memory of Bow driver, Dave Gardner.

There was an amazing amount of interest from non-gricers, the "ordinary" passengers - regulars and tourists alike - as well as from the driver of a 19 surprised to be behind an "RT" with whom I had quite a conversation at various stopping points between Tottenham Court Road and Holborn. Hardly any of the regulars knew their Routemasters were doomed and were a bit upset.

Unlike some of the other "specials", we managed to do the scheduled two complete rounders with both buses, even if the second RMC rounder returned rather later than timetabled from Victoria...but then, there was the small matter of RTW75 to dribble over as it joined us on the (unauthorised) Vauxhall Bridge Road stand.

I hope I managed to hold the buses at stops long enough to allow fellow photographers to take their shots but not too long for my drivers to suspect I was in league with their avowed enemies (cheap joke at CBM drivers'

expense!). The RTL's blinds were made specially for the day in white on black with intermediates in upper case. To purists they may have looked slightly not right but they were much much better than yellow on black ones. CL3 running plates surely made up for this anyway. In those far-off days when BW was a trolleybus depot, route 8's allocation was from Willesden – AC – in the north-west and Old Ford, Clay Hall – CL – in the east...but I'm sure 99% of our membership knew that anyway. RMC1461's front and offside blinds were actually out of RM (soon to be RML) 3. It was a pity Cobham's prototype Routemaster was not ready for the last day of crew 8's but the "retro-fit" of the bus's original front is proving to be an exacting project - just wait, though, to see the result, expected to be at the "RM50" event on 24th/25th July.

The driver on the RMC's first BW-Victoria working (whose identity is a closely guarded secret in case TfL's hitmen try and catch him...only joking, Peter H!) told me he missed the Bond Street turn and continued along Oxford Street - well, the front intermediate did include "Marble Arch" so that was alright then!

Donations we collected on CBM's two buses amounted to £324 and were paid in for the Hospice.

After leaving BW at around 7.30pm, the need for liquid refreshment was urgent and so, with Mrs Smith and a friend in tow, we met up with another good friend (clue: he's a CBM member, organises our Open Day bus services and will soon be a co-owner of green RML2456) in Liverpool Street before boarding RML2760 on its final westbound journey, complete with film crew and a rather noisy "expert" on the platform - route 13 seemed to feature a lot in his pronouncements. RML2760 was crewed by a husband and wife team who were retiring that night and the bus was full of gricers. In fact, you could detect their telltale aroma from quite a distance.

At Victoria, what a sight greeted us! Green RML 2456, "beachball" RML 2665, RT3871, RTW75 and "original LT red" RML 2760 were all lined up for the final "off". Liz and I boarded the RT as far as Green Park where we switched on to RTW75 being driven by a very happy looking

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Cobham's Publicity Officer Graham Smith working the 8 route on RTL139



Cobham's RTL139 and RMC1461 at Bow Garage, during last day of RM's on route 8

Roger Wright. To see his RTW overtaking RML2665 as they both swept round Hyde Park Corner was a sight for sore eyes! And, indeed, my eyes were rather sore by then, having been "clocking" all that was going on throughout this memorable day.

A short but very nostalgic ride on the RTW to Oxford Street provided a fitting end to a memorable day. It's a superb vehicle and it smelt like new inside - a refreshing change from "gricer aroma". We stayed to see RML2760, naturally the final vehicle in the cavalcade, and then journeyed home by Jubilee and Metropolitan Lines, briefly cursing the driver of a Met train at Finchley Road as he shut his train doors just as our Jubilee one was arriving. Of course, it was an Uxbridge one! Eventually, we arrived at Eastcote around 1am.

Just for the record, supporting BW's RMLs and Tridents on the 8 were T1, T2, RT 1702 1790 3232 3871 & 4421, RTL139, RTW 75 467, RM1 5 298 1650, RMC1456 (now owned by CBM member John Arundell) 1461 1469 (the Greene Lane trio), as well as Blue Triangle's RML 900, a total of 18 vehicles.

For once, I had hardly any photographs of the day's proceedings apart from shots inside BW and a few taken from RMC1461 as we travelled westbound.

Conducting the RTL was great and, if anything, the RMC was even greater. Every day? Naw! Once in a blue moon is quite enough.

Until the next blue moon, then.....

On Cobham's behalf, I sent thanks to Barry Arnold and Jon Batchelor of Stagecoach for both allowing and organising such a memorable day. Also, a big thank you to all members who helped make the day such a success. You are all too modest...well, most of you are(!)...to want to be named here.

'Without doubt, Cobham's willingness to take part in such events is greatly appreciated by the enthusiast fraternity. Also, it brings our existence to the knowledge of a wider cross-section of the general public than can ever be achieved by our more conventional publicity activities. So, we can expect to take part in some, but not all, of London's "Last Routemaster Days".

Some Thoughts on the Metrobus

by Eddie Knorn

I am writing this in reaction to the mention of Metrobus M6 in magazine 43. Over the years, I have encountered the type as passenger and driver and I will share a few random thoughts on the type with you.

The Metrobus probably appeared in the mid to late 1970s as an equal and opposite reaction to Leyland's Titan. Leyland had made a large impression on the single deck bus market with their National, which was a very standardised product with little scope for individuality. A similar philosophy was followed with the integral Titan double deck model, a "second generation" design intended to replace the Atlantean, Fleetline and Bristol VR in the catalogue. Long standing body builder Metro-Cammell stood to lose out, as an integral Leyland would not need any of their bodywork! Having offered the Metro-Scania and Metropolitan types earlier in the decade, integral types with Scania running gear, Metro Cammell developed the design into the Metrobus, which typically featured a Gardner engine and Voith transmission.

Not only was the Metrobus an alternative "second generation" bus to the Titan, it seemed to offer a little bit more flexibility in terms of vehicle specification.

My first encounter with Metrobuses was during my spell of further education in the West Midlands, where the local PTE bought hundreds of them, but then they were built in Birmingham! (As an aside, the first West Midlands bus I ever rode in was an ex LT DMS). The Metrobuses certainly seemed bright and airy inside, and the ride was both smoother and more lively than some of the Fleetlines on my local routes. The strange sounds made by the transmission, particularly at rest, did seem a bit odd. The approach to Selly Oak from Northfield involved the ascent of a significant hill; if there were a load of passengers aboard and the driver hit the brakes for the bus stop at the top just when the bus wanted to change from second gear into top, the transmission seemed to make a loud clonk that shook the whole bus.

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Cobham's RTL139 in service on the RM's last day on the No 7 route. photo Paul Morris



RML3 following a successful MOT test at Merrow test station a few days before RM50



Routemasters galore! Another view from the RM50 event at Finsbury Park. photo M.Swann



Andy's handy work alongside a standard RM for comparison. photos Paul Morris

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My first experience of riding on the LT version was probably on a 183 from Harrow to Pinner, returning from days out in London with a particular fellow student whose parents lived there. Apart from the dual door layout, the main difference with the LT buses was the liberal use of dark brown on the interior, which made it a sombre place to be in spite of the bright orangey-yellow moquette.

Moving on some years, I found myself working part-time for Blue Triangle Buses of Rainham, Essex. Just as LT had dual-sourced Metrobuses and Titans, the BT double deck fleet developed a similar mix. Over the years they have had Metrobuses that were new to LT, Manchester, Leeds, Sheffield and Bristol. Odd jobs for other operators have widened my Metrobus experience to those new in Leicester, Newcastle, Kent, Reading and Birmingham.

My first impression of the cab was that there is nowhere to rest your left foot, apart from un-naturally high-up on the radiator fan cowling. The next impression was that Metro Cammell would put the cab switches anywhere within reason. It has to be said that Leyland had a sound understanding of ergonomics; the cabs of the National, Titan and are models of easy to use controls and switchgear with everything located just where it should be. The Metrobus cab layout can be little short of appalling; imagine the situation that you are driving a Metrobus and you want to switch off the cab heater as you are now nice and warm; the switch is one of several identical black switches identified by black lettering engraved on a black background, oh, and the bank of switches is mounted down by your right thigh in such a way that you cannot read the identification information regardless of legibility. You would either get very warm or fumble around turning the saloon lights off and the hazard flashers on.

On an LT Metrobus, what switches there are, are seemingly randomly arranged; at least the demisters cannot be confused with the saloon . If you want to switch the wipers on, though, you have to lean forward and contort your arm round the back of the ticket machine.

One of the frequently used switches is the direction indicator stalk, which usually also controls main beam headlights and the horn. The Leyland item has a positive action and the tactile end of the stalk is pleasant enough to touch; the Metrobus switch is so vague and floppy that a flash of the headlights may give you a bonus left turn indication; if you need to sound the horn, check first that the little cap on the end of the switch is still there!

My own impression of the aural delights of the Metrobus are that many sound like a bag of bolts being shaken around; the Titan, on the other hand, offers a gentle burble from the engine which is less intrusive and can even be soothing during a hard day substituting for the Underground.

The Metrobus can be easily upset by road bumps, with the steering wheel shuddering badly, while the Titan takes it all in its stride, even having a more pleasant steering wheel to hold.

It has to be said that the Metrobus had a pleasant "face" when new; if M6 is restored to the black radiator grille, silver surround, black front bumper and white upper deck windows look, the result will be stunning. Unfortunately, as the years passed, the LT Metrobus fleet suffered may frontal atrocities, with strange radiator panels and all-over red paint.

The Metrobus perpetuated the Metro Cammell tradition of the 1970s and 80s by being prone to corrosion; when liberating one of my preserved Nationals from SF garage in 1997, I recall the efforts of the Leaside Buses Metrobus rear end rebuilding programme. I hope M6 is not too bad in this area. I have heard it suggested that M deliveries up to M505 wee better built than later examples.

It is unfortunate that the LBPT collection has skipped over the DMS generation of double deckers, but there we are. Although Metrobuses are not a particular personal favourite (I do admit to enjoying driving Ensign's ex Hong Kong tri-axle one, though), I wish you well with the restoration of M6 and look forward to seeing the finished article.

Co-opted!
Graham Smith

The eagle-eyed among you reading the last edition of our magazine will have noticed that my name appeared in the list of Committee members. The resignations of Peter Plummer and Roger Stagg and the untimely death of Bill Cottrell meant that the Committee was a third below strength...and at a very critical time in the life of the Trust, given the number of key issues requiring attention and action in the foreseeable future, in addition to “day to day” management matters.

Since taking up my role as Publicity Officer and as custodian, if that is the correct word, of the CBM email address, I have needed to consult the Committee on a fairly regular basis on a whole variety of topics, ranging from the obvious such as obtaining approval for the publicity leaflet, event day proposals and attendance by Trust vehicles at “away” events, to the less-obvious such as requests from enquirers for obscure technical information and “offers” of old buses to the Trust.

When approached by the Committee members to join them, I must admit my initial reaction was “I’m busy enough with all I’m doing at present without taking on any more”. On reflection, however, and after discussing with a few other people, not least my wife Liz, I accepted the “co-option” invitation on two grounds. One was I saw it could provide a way of speeding up the decision process on publicity matters (adopting the “if you can’t beat ‘em, join ‘em!” maxim) and two, some new blood, albeit in an old body, might just help steer the Trust through the next few months or so.

I claim not an ounce of technical knowledge and twitch visibly if asked anything about a bus’s innermost details. However, I am in awe of those of our colleagues who can transform rotting hulks into pristine, working vehicles and those who ensure as many of the Trust’s vehicles are kept operating in a roadworthy condition. I have no interest in driving buses but enjoy conducting on occasions as this provides the opportunity to chat with people...and to use a Bell Punch or Gibson! I do know a bit about London bus types, bus routes and bus tickets, though. I have never owned even a millionth share in a bus and never intend to.



Conductor Graham Smith with his wife Elizabeth in the centre of this picture with Peter Goodfellow and his lady during a break in service with RMC1461 at this years Mid Hants Bus Rally at Alton. photo by Brian Northcott our member from Bermuda. *(It shows how far some people will travel to bus rallies! Ed.)*

“Wife and three kids” has been my excuse throughout! Until compulsory redundancy at the tender age of 47 (and then freelance for three years), my career had been in the oil industry, latterly as a Business Manager for a subsidiary company of BP. By coincidence, a number of Trust members have worked for BP or Shell-Mex & BP, including your magazine’s esteemed Editor. At age 50, I trained and then worked for almost seven years as an Adviser at Uxbridge Citizen’s Advice Bureau, on a voluntary basis. This doubled up with my CBM Publicity Officer role until the time demanded by the latter forced me to resign from the former. I hope you’re keeping up!

I like to be positive about the Trust and our future, and work as hard as I can to promote the Museum whenever and wherever possible. I like to think that Cobham Bus Museum has a second to none reputation – but, realistically, we must remember we’re only as good as our last event day – and, with help from as many members who can spare their time, I do my best to try and increase the awareness of the general public, especially the “family market”, to our existence. For example, on three consecutive days recently: we ran RTL139 on the last Routemaster day of route 7; attended Byfleet Village Parish Day with STL2377 and with the Mayor and Mayoress of Woking on board; and parked TD95 outside Uxbridge Station as part of the “Metropolitan line – Uxbridge Branch Centenary” celebrations. The interest shown in our buses at these quite different events was tremendous and is likely to result in more visitors to our event days and, perhaps even, a few more “working” members. Also, it brought the Trust’s existence to the attention of a number of senior and potentially influential people within TfL and associated organisations. None of these appearances happened by magic and, indeed, we only had very short notice for those involving the RTL and TD. Anyone who would like to be notified of similar events is welcome to write to me or email on: cobhambusmuseum@aol.com. on the one condition they help rather than just come along for the ride.

I have little time for “whingers” in the enthusiast ranks and, especially, those within the Trust who seem to delight in complaining but rarely, if ever, offer to lift a finger to help.

I have not invested over 40 hours of my time each and every week in recent years to stand by and see the Trust implode by the actions of “hotheads” unwilling or unable to compromise. To give two examples, what is the most effective and efficient way to combine the Trust and Trust Ltd? I do not know but am prepared to listen to the cases for and against in an appropriate forum and, if needs be, support spending a limited amount for professional guidance. Second, I am not qualified to know whether the acquisition of the NS chassis and parts is money well spent on historically important relics or a waste of a year’s Open Day “profit” on what to the untrained eye could look like a load of scrap. But...I like to think I am prepared to listen to the pros and cons before forming an opinion rather than jumping on the nearest convenient bandwagon.

So, Cobham members, that’s who’s been co-opted to your Committee!

ITEMS FOR SALE

Unique opportunity!

Ex LT RF332, laterly 332W the Cobham Recovery Vehicle is now for Sale. Taxed and road ready, fitted with 11.3 ltr engine, starts first time everytime. Serious offers above £2750 will be considered. Garaging available Hants/Sussex border if required. Personal pressures force reluctant sale.

Call Derek on 02392 362514 (evenings)

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 277690 evenings

Wanted

We are looking to purchase bus and underground ephemera ie Books, Black & White photographs, maps, timetables, uniform badges etc. Items to be sold to raise funds for Saunders RT1312 restoration. Call David Boshier on 01784 455955

WANTED:

DESTINATION & ROUTE BLINDS



Following a complete survey of the Cobham collection of blinds it has been found that there are many gaps to enable full sets to be used in the various buses. If you have any London Transport/London Country blinds you no longer require and you would be willing to donate them to the museum, they will be listed, photographed and carefully stored for future use.

Any pre-1985 blinds will be welcome and, in particular, RT front destination ('E'), RF, SMS and RT front number Blinds are needed.

In the first instance please do not bring any to Cobham but contact Bob Williamson on 01527 975 and a date and time will be made to collect or make a specific arrangement to deliver to Cobham whichever is more convenient.

Thank you in advance for your help.



GS34 at Buckland Common on the GS Running Day 26/10/03

photo Graham Smith



The Northernmost bus in Europe, 450 miles north of the Arctic Circle at the North Cape on a very rare fine day. Nothing but sea and ice from here to the North Pole!

photo Ed

Joint Statement by the Directors of LBPT Ltd. and the Committee/Trustees of LBPT

The last issue of the Magazine published a letter from Philip Millard, setting out amongst other things his personal view on how to amalgamate the Trust and Trust Limited. Inter alia, the letter contained some potentially libellous statements about various individuals along with a number of wholly incorrect "facts".

We, the Directors of The London Bus Preservation Trust Ltd. and the Committee/Trustees of The London Bus Preservation Trust, condemn the unwarranted and totally unjustified criticisms of these individuals, including particularly those directed at the Trust's Honorary Secretary, who remains consistently at the forefront of endeavours to move the amalgamation to a successful completion. We would welcome the publication of an appropriate apology from Mr Millard.

There appears to be a widely held misconception as to the simplicity of undertaking an amalgamation such as this, which involves ongoing consultation with a number of official bodies such as the Charity Commission, the Museums, Libraries and Archives Council, Surrey Museums Consultative Committee and others, including consultants to advise on the most appropriate management structure for Cobham Bus Museum. Mr Millard accepts the value of being a charity, but is unwilling to accept the responsibilities that come with it. He is, it seems, totally unaware of the Charity Commission's views on the roles of trustees and the nature of the management structure that charities must now adopt. He maintains that there is no tax liability if the assets are transferred to the Trust and sees little advantage of them being held by a company limited by guarantee. The advice we have access to, both paid and given free of charge is absolutely contrary to this.

It is our joint intention to prepare a consultation document setting out the amalgamation proposals and recommendations. This will be sent to all members of the Trust,

prior to calling a General Meeting which will provide the opportunity to consider the proposals and, hopefully, lead to a decision so as to achieve the desired objective of reuniting the assets of Cobham Bus Museum with the Trust membership.



Our old friend T31 is seen outside Norbiton Garage having more than likely been withdrawn from passenger service for the last time, is she on her way to Chiswick Works to take up her final role as a CDS trainer? Photo David Boshier

The London Bus Preservation Trust

Registered as a charity no 293319

Cobham Bus Museum, Redhill Road, Cobham, Surrey, KT11 1EF

Tel: 01932 868665 (week-ends)

Trust webpage <http://www.lbpt.org>

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CONTACTING THE COMMITTEE

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

Paul Morris 0208 8394 or the museum 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@lbpt.org.com. All photographs sent for publishing in this magazine will be returned.

COPY DATE FOR NEXT MAGAZINE
14th OCTOBER 2004



What they have all been waiting for. Our newly restored RML3 delights the crowd at the RM50 Event at Finsbury Park. It later went on to do 3 turns on the X50 route to Tottenham - Dave Jones