

COBHAM BUS MUSEUM

Magazine

No 45

Autumn 2004

13



Contents

| Page | |
|------|--|
| 3 | Editorial |
| 4 | RML3 - Andy Baxter |
| 10 | London Buses in Miniture - Alan Purssey |
| 16 | RML3 and Mr Ronald Hutson - Peter Wall |
| 19 | Membership Report - Mike Nash |
| 23 | Book revue - Mike Nash |
| 26 | Beyond the Gates - John Hinson |
| 29 | Book Revues - Phill Cruise |
| 30 | Eastern Ramblings - Dave Jones |
| 33 | News from the Cobham Shop - Alvin Hale |
| 34 | Video Revue - Phill Cruise |
| 35 | Book Revue - Phill Cruise |
| 38 | Number 1 - John Rawlins |
| 39 | Preserving Cobham memories - Michael Baker |
| 40 | STL2093 - David Bosher |
| 43 | Matt Monro, The Cobham Connection - Phill Cruise |

Thoughts for the Day

Growing old is mandatory, growing up is optional.
Wisdom comes with age, but sometimes age comes alone.
When you fall down, you wonder what else you can do while your
down there.
It's frustrating when you know all the answers but nobody bothers
to ask you the questions.
Forget the health food, I need all the preservatives I can get.
Never be afraid to try something new. Remember that a lone amateur
built the Ark. A large group of professionals built the Titanic!
The one thing that unites all human beings, regardless of age, gender,
religion, economic status or ethnic background, is that, deep down
inside, we ALL believe we above average drivers.
And finally - There is more money being spent on breast implants
and Viagra than on Alzheimer's research. This means that by 2030
there should be a large elderly population with perky boobs and
huge erections and absolutely no recollection of what to do with them.

Editorial

Keith Rose

Firstly, I make no apology for choosing to use RML3 again on the front cover of this magazine. As we are into the last days of 2004 which as you all know is the 50th birthday of the Routemaster, so I thought it would be a nice gesture to this great bus, and its a superb photo anyway (taken by Paul Morris.)of RML3 doing what it was built for.

I am pleased to announce that Dave Jones has kindly agreed to take over as Editor of this magazine from this issue. As the older members will recall Dave was editor of the Cobham newsletter back in the old days., and I am sure that he is well equipped to do a splendid job with his vast knowledge of the London bus preservation scene, and I will look forward to seeing examples from his comprehensive photographic archives in this magazine. My role as Editor was never intended to be long term but more of a stop gap, following the unexpected loss of Bill Cottrell. I do not have the required time available due to increasing workload in my business and will now look forward to catching up with some outstanding matters at work prior to my retirement within the next year or so.

I would like to take this opportunity to thank all the Members who have contributed to the content of this journal and also to express my appreciation for all the many kind words regarding the new format.

With the forthcoming changes at Cobham it is sad to see that Mike Nash is stepping down as Treasurer after many years of sterling work keeping the museum finances in order, not to mention his duties as membership secretary, well done and thankyou Mike, you will be missed.

It is unfortunate that Mike was not given the support he needed from some of the Committee Members and Secretary , but I will leave you to read his report on page 19 of this magazine.

In closing this editorial may I please remind you that this is your magazine, so please remember to send in your articles, photos etc, as these are essential for any magazine and there are never too many if you want a varied and informative publication.

Wishing you all a Merry Christmas and Prosperous New Year.

RM3 back to RML3

Part 2

Andy Baxter

Cast your minds back to the summer 2000 issue of this magazine. Page 22 contained an article written by myself outlining the feasibility of returning RM3 back to RML3. Well here we are in 2004 and the feasibility has become a reality, but boy did it take some doing.

In the autumn of 2002, and with the committee's approval I began the task of working out in earnest the scale of the work and manufacture of components necessary for the conversion. After much investigation it was confirmed that neither the original blueprints, nor any copies for the body had survived, leaving me with an enviable task, entitled "Build a bus from photo's". The next task was to assemble as many photos as possible. Life was made a bit easier due to having the report from the major accident it encountered in 1959. These being especially useful in identifying just how it was constructed and how much of the original remained and what was added or removed when the production front was fitted in 1965.

Much of the time in the months that followed was taken up with making preliminary patterns for the offside and bonnet, to work out the sizes, shapes and more importantly, the correct curves.

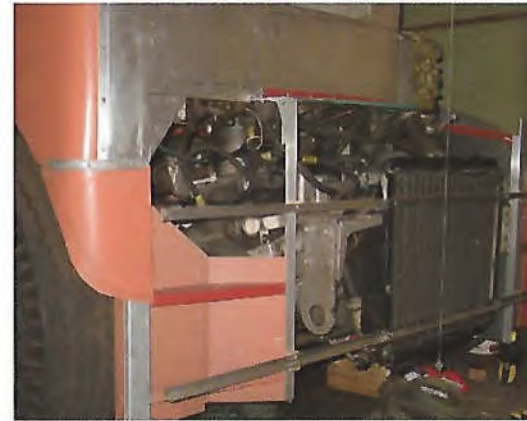


Preliminary patterns

It was decided that RM3 would be taken off the road after Open Day 2003, and work could proceed.

The first task was to remove all standard production parts & fittings, leaving just a bare frontal area. The pattern making began with the offside lower cab frame; most of this had been removed to allow the production front to fit. (See photo) Once the framework was in position work could then commence on the cab front area. After many attempts, We were at the stage whereby we had a final pattern that bared some resemblance to the size and shape we were looking for.

Our next task was to begin construction of the framework for the N/S wing, which in comparison to the production version must have been designed to support the whole bus, being extensive and very strong. After much head scratching we arrived at a structure that again bore some resemblance to the pictures. With the basic structure in place we could then start to make patterns for the very "RT" shaped top wing panel.



Lower cab front



Grill surround, cab front

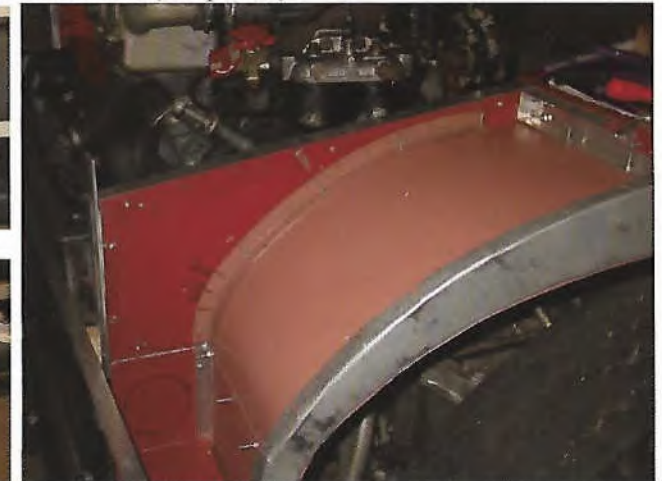
We at the trust were at this time extremely fortunate that at one of our display days in 2003 we were approached by member Derek Robey, who just happens to own ADR engineering, A sheet metal fabricating company offering his services, (our prayers answered), and so the patterns for the offside front, n/s top wing panel + curved structure sections were sent off to the fabricators. The new cab front panel complete with its two new equally sized heater flap apertures was also sent for welding to complete it. The finished parts when they arrived were a work of art compared with the jigsaw puzzle of patterns I had given them to work from. (See photos).



Cab front panel



N/s wing curved sections



N/s front wing structure

Continued on colour pages 8 & 9

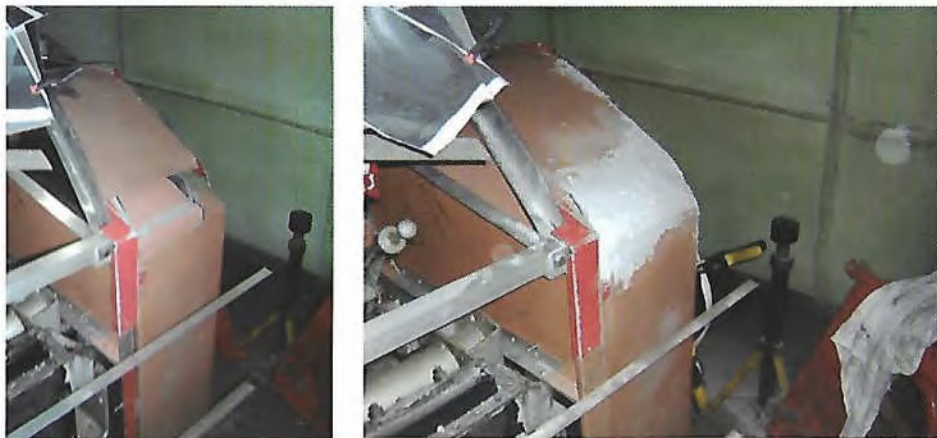
Whilst they were away we commenced pattern making on the bulkhead area. These parts were critical in as much as the bonnet line at the bulkhead was dependent on an accurate pattern. Our task was made easier as the original fixing holes were still in place on the bulkhead, so it was a matter of tracing the line of these fixings and transferring the shape to our pattern.



Bulkhead

Again, much time was spent making pattern after pattern until such time as we were happy with the shape. (see pic)

The next major part to construct was the N/S front wing front panel section. This is the part with the headlight and fog lamp in at the front. Once the pattern parts had been riveted together we then set about the task of filling and sanding to get the correct profile to the front corner etc.



As you can see from the pictures, the initial pattern is a bit of a jigsaw puzzle, but the end result was a pattern that resembled the finished article. (well more or less).

As the O/S and N/S headlamp panels are frontally identical these were made in tandem as a mirror image of each other. These and other parts were then sent off to be made whilst the parts returned were fitted temporarily to check for fit size and shape.



Bulkhead and near side wing top

Lower cab front

As you can see they fitted quite well, note:- the new equally sized heater flap that we had to make and the circular mounting for the protruding sidelight.

Whilst this was all going on at the Museum other parts were being made elsewhere, i.e The Bonnet hinges and Indicator brackets were being cast and machined. The Number plate assy. and the grille badge were being made form scratch.(more on these next time)

Well this took us up to January 2004, things were not moving forward as quickly as I had anticipated, but good progress had been made.

To be continued in next edition of this magazine.

A.D.R. *Engineering Ltd*

Specialists in C.N.C. Sheet Metalwork, Welding, Fabrication,
Ring Rolling and Presswork.

Derek Robey

Unit B, Barton Building
Arundel Road
Uxbridge Trading Estate
UXBRIDGE, UB8 2SN

Telephone: 01895 235 111
Facsimile: 01895 814 433
Email: adrengrg@uv.net

The Museum would like to thank Derek Robey the proprietor of ADR Engineering for his assistance with the Leyland clock and RM(L)3. Derek, who joined the Trust in 2002 offered his help with the sheet metal work on both projects and has made many complex parts. The Leyland clock project has four tapered panels, with one panel having three diamond shaped doors that have flanged edges that line up to the external framing. This job Derek did for material cost only, saving us about £ 300. No doubt Andy will be thanking all members for their time spent helping him to complete the RML 3 on time for the RM 50 years celebration at Finsbury Park, both Derek Robey and Dave Allwood gave up many an hours in support of the Museum finishing this project. Andy's article describes the trials and tribulations of saying '*Yes I would like to...*', enjoy reading how the project evolved and once it was finished had Bus and Coach Magazines saying How marvellous the bus looks. Lets hope in the not to distant future we will have the bus sign written with the appropriate period adverts.

[Richard Hussey]

EASTGATE COACH TRIMMERS

Supplying the Bus and Coach Industry with
Quality seat re-trims and interior refurbishment

Collection and delivery service anywhere in the
UK seven days a week

Tel/Fax: 01751 472229

Email

info@eastgate-coachtrimmers.co.uk
www.eastgate-coachtrimmers.co.uk

When Q83 was donated to the trust, nearly two years ago, there were a few interior tasks that needed to be completed. These included the rear seat cushions, which required to be remade and trimmed, and the rear offside luggage rack end panel which was missing. This panel is a wooden section shaped like a fishes dorsal fin, with the bottom edge being a rounded and curved bump strip. All this is covered with a felt type padding and finished in rexine, with a piped edge. The panel was fabricated at the museum and various attempts were made to trim it; however every attempt was unsuccessful ending with another crumpled piece of rexine. After speaking with the late Bill Cottrell he explained that he had tried to fabricate the panel himself and showed me the result of his efforts some thirty years before. Bill said he had never claimed to be a carpenter or trimmer, and this attempt of Bill's demonstrated to me why he had concluded that it was a job for the professionals. Having given the matter some thought I eventually spoke to Neil at Eastgate Coach Trimmers. He endeavoured to trim this himself, and a mighty fine job he has made of it. I would like to thank Neil the proprietor of Eastgate Coach Trimmers for undertaking this difficult job and completing it for the museum free of charge. [Richard Hussey]

LONDON'S BUSES IN MINIATURE

BY

ALAN PURSSEY

**IAN'S BUS STOP
L.B.C. NEWS
1/24 SCALE ROUTEMASTER
DIE CAST NEWS**

GRAHAME LOCKYER

From time tot time I shall be featuring some pictures of London Transport models from some notable model enthusiasts. The first is a superb 4mm scale model by Grahame Lockyer of LT 244 shown in early post-war livery on route 21a what makes these models unique is that Grahame 's models are built from three layers of card with a balsa wood shaped roof. Details such as steering wheels and wheels are commercial spare parts A detailed and easy description on how Grahame builds his models was featured in the January through to April 2003 M.B.F. Journals. . Grahame is also known for his excellent and detailed scale drawings of London's buses from the 30s and 40s, Grahame a very modest man explained to me his secret patience and an eye for detail.

IAN'S BUS STOP

Ian's bus stop this is one web site you must visit ideal for any modeller of London buses.

Set up by Ian Smith it includes colour drawings of various classes of London's buses dating from the 1930;s to the 1990's.

Ian does not profess to be an expert on the subject and his drawings are not to scale but are based on known dimensions.

The same applies to the adverts that may have incorrect colouring where he has guessed the colours from black and white photographs; some of the posters made in model form are incorrect with the background colour applied by the manufacturer thinks is the best compromise.

Having said that, this is an excellent reference for the model bus enthusiast, whether you are a modeller or researcher.

Ian's colour drawings are expertly reproduced and include a potted history of each class of bus together were possible are accompanied by photographs.

In particular I found interesting the 1930's London General green line Gilfords and. AEC Regals. Also featured are the early TD 's absorbed by London Transport from the independent operators with Birch and Dobson bodies both country and central. London General LT and ST buses in their prototype colours of cream and red. Ian's colour illustrations include Daimlers and Guy utilities in wartime and early post war Brown and Cream liveries.

Ian has clearly spent a great deal of time researching and putting this website together for the benefit of modellers and enthusiasts alike, this is one website that I visit on a regular basis. I for one who have modelled London's buses for years and I are still finding buses that I never dreamed served in London.

Included on the web site are links to other London Transport sites plus photographs and rally news **Website address freespac.virgin.net/ian.smith/buses/**

LITTLE BUS COMPANY NEWS

Tony Asquith had some exciting new models on show at Duxford including the 9T9 and his latest model an RTW a few on sale for £30.00 more on these in the next magazine.

1/24 SCALE ROUTEMASTER

When Colin Hill joined Sun star they already had the RT In there catalogue which was unfortunately destined never to go onto production, they proposed to do another model in 1/18 scale and the obvious choice was the Route master Colin convinced them to produce the Route master in 1/24 scale which he felt was big enough to be impressive and small enough to be collectable. In this decision I think he was right, as the model is most impressive. Designed with the aid of Colin Curtis and numerous preservation groups including the RM8 club. Model no.2901on, which the first model is based, as it was shown at the 1958 Commercial Motor Exhibition.

A lot of time has been spent pouring over drawings and vehicles to ensure that they get it right. As there was a lot of criticism concerning certain details when the model was first displayed to the public early in the year, these have now been addressed and it has to be said, is one of the finest models ever produced. With a model in this scale you expect precise detailing and in this model you will not be disappointed.



A 9T9 from LBC



LT244 on route 21, a 4mm model by Graham Lockyer



RM2 from EFE



1/24th scale Routemaster from Sunstar

Among the many details are, possible front wheels, opening bonnet revealing the detailed engine including the fan, the correct L.T. moquette on superbly modelled seats, detailed driving controls, grab handles with doverite covering, just for starters.

One word of warning due to the packaging, the front indicators are packed separately and need placing in the holes provided. By the time you read this the other two models should be on the verge of release. Model no. 2902 RM254 VLT 254 with quarter drop windows featured on route 13 to Golders Green Station with a number of features added as the bus evolved and will be an example of a standard Route master.

Model no. 2903 RM664 WLT664 the Silver Lady a cost cutting exercise by London Transport to assess how an unpainted example would stand up to daily use with no external paintwork. Featured on route 127 to Victoria. This is certainly a model to own whether you are a collector or not. My model has certainly caused a lot of comment and admiration by visitors to my home. I think I have got the neighbours and my son and daughter worried. In case the next one is full size.

I think a word of thanks to Alvin is in order for giving up one of his bedrooms to accommodate all the models and for his organisation in distributing these models to some of us who live some distance away. One keen member anxious to be first to receive his model was seen hovering outside Alvin's office very early, no names but I did hear that one of Waitroses lorries was seen nearby.

But let us not forget that in the popular 4mm scale there were two other excellent offerings, the Gemini from Corgi and the 10T10 from E.F.E. both superb models for vintage and modern collectors alike. For me the die cast of last year was the 10T10.

NEWS FROM E.F.E.

Two very popular models and selling very well were the two Routemaster prototypes RM1 and 2 RM1 30201 with the L, T. distinctive bulls eye motive on the front. Fleet number RM1 registration number SLT 56 operating on route 2 to Crystal Palace and RM 2 model number 30303 shown in red livery on route 91 to Wandsworth bridge. Alternative to the previously released models depicting RM.2 shown in the briefly applied green livery for the L.T. museum set.

No new models at Showbus this year except for the long awaited central red version of the 10T10 unfortunately with the door closed, the doors were always locked open for central use. The GS model casting was on show and I was informed that its release was due in December but adverts elsewhere were stating early 2005. and in October the Leyland National MK. 1 short two door is to be re-released as LS24 Registration KD 524P on route 227 to Crystal Palace.

O.O.C. FROM CORGI.

I know one or two members were waiting for the Wright Gemini described in the last magazine, was released in August in the livery of London General Model no. OM 41205 featured on route 11 based at Stockwell Garage looks resplendent in this livery. And to compliment the Gemini O.O.C. has also released the Vyking in the London General livery model no. OM42502 depicted on route 93 Putney bridge station. Optare Delta has been released in Stagecoach East London.

For modern image collectors C.M.N. have announced that they are to produce new castings firstly of the Olympian with Alexandra Royale bodywork. This to a long wheel base vehicle the first release to be for Lothian Regional Transport other variations will produce the vehicles used by London United on the airbus service. Early in the New Year the Mercedes Citaro saloon firstly as a rigid vehicle, then as an articulated bus in various London fleets. News from David Rowe secretary of the London branch of the M.B.F.

RTC MODELS

Had on show at Duxford the Weyman 1TD1 kit number 40 price £ 32.00 p&p £1.50 my one was still warm. To compliment the Weyman AEC version released last year. This is a new casting, as you will know there were many differences in the body details between the two buses. All four versions of these early post war buses are now available in model form from RTC. Models

BRITBUS.

Have released the provincial Guy as G436 used on trial by London Transport at first sight looks to be a neat model. And it's rumoured that we could see an SMS model soon. News from Ian Chidlaw

CONTACT

RTC MODELS, , Rosslyn Crescent, Harrow, Middlesex, HA1 2RZ

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

As I was due to go in hospital on Sunday of Showbus to have an eye operation similar to John Rawlings many of you kindly rang me to wish me well. Thank you all for your kind support, obviously the surgeon must have known of my keenness to go to Duxford as he rescheduled me for the 31st October.

RML3 and Mr Ronald Hutson

Peter Wall

When RML3 arrived at the Trumpington Park and Ride on 26th September this year to be part of the Police-escorted procession of Routemasters to Showbus at Duxford, one of the bystanders was a Mr Ronald Hutson. He came over to see us and said that he was one of the first to drive RML3 on route 8 when it entered service with London Transport on 22nd January 1958 working from Willesden garage.

He had some interesting reminiscences and after sitting in the cab for the first time for more than forty years he told us that it had been a wonderful bus to drive in service. He said that many drivers would swap the running plate number on RML3 for a plate from another bus so that they could drive the new Routemaster. It was livelier than the RT, RTL and RTW types and one day Ronald got a late bell for a request stop, braked and pulled into the stop... and cut up a cyclist in the process. The cyclist rode up to the offside of the bus, rowed with Ronald, grabbed the running number plate from RML3 and pedalled off with it. Does the cyclist still have this historic souvenir?

Not only the Police, but many drivers and the TGWU were against the use of eight foot wide buses in central London. As is well documented, RTWs were tried experimentally and it was soon found that drivers could pass each other easily in Threadneedle Street and other narrow City streets. One day, when Ronald was driving an RTW, buses were diverted down side streets in the City and Ronald came to a broken down vehicle in a particularly narrow street. An inspector waved him on, but Ronald saw that the RT in front of him had managed to negotiate the gap with only an inch or two to spare on either side; there was no way an eight footer was going to get through. The inspector insisted saying that "the other bus had done it" but Ronald argued that his bus was eight feet wide; "Come on" said the inspector ignoring Ronald's advice and, so, Ronald did as he was told until his bus reached a point where it would hit the broken down vehicle; the inspector then had to get the blockage moved.



Mr Ronald Hutson in the cab of RML3 after a 40 years! The smile on Ronald's face is worth a thousand words! Photo taken by Graham Smith prior to the departure of the Routemaster procession from Trumpington Park and Ride to Duxford with two escorting Police Traffic motorcycles who kindly waved us through red lights and roundabouts without stopping at all. Its the first time I have enjoyed being overtaken by a Cop bike with its blue light flashing. Ed



RM1 & RML3 with Concorde, she may be faster but RM's are still in service -Just!

One day Ronald and his fellow drivers saw that AEC engineers were taking tyre and brake temperatures after RML3 returned to the garage at the end of each run. As a prank, they drove RML3 with the handbrake partially on for a while; the resulting overheated brakes were noticed and the garage foreman had the vehicle taken off the road until this unexplained problem was solved! One can imagine AEC and LT engineers scratching their heads over this mystery.

A tail-piece by Graham Smith:

On the Wednesday after we had met Mr Ronald Hutson, he rang the Museum to say he had been worrying about something ever since he'd seen us and the Routemasters. He had a picture of "RM3" dating from a 1970s Cobham Open Day and was concerned to know why we were now calling it "RML3"; surely that wasn't right as it didn't have the extra side windows? I explained the origin of the "L for Leyland" and how it was dropped in 1961 when the 30 footers were designated thus and said this was the question most frequently raised by admirers of RML3's new old look. Mr Hutson gladly accepted my offer to send him a photocopy of the RML3 history pages in Ken Blacker's superb book "Routemaster Volume 1, 1954 – 1969" [pub: Capital Transport]. I sincerely hope neither Ken nor James Whiting will see fit to prosecute me for this act! In return, Mr Hutson asked if the Museum would be interested in various LT items in his possession and has sent these to me (these include Operating Instructions for the Routemaster and the Metrobus, various maps and timetable books and will form part of the Museum's collection of "Small Exhibits"). Finally, Mr Hutson said he was hoping to attend our "Routemaster Family Day" on 31st October and to ride on RML3.

(A copy of this magazine is also on its way to Mr.Hutson. Ed)

MAGAZINE 45

MEMBERSHIP REPORT

Mike Nash

A bumper crop of new members to report with this issue as it's been quite some while since I've had chance to rev up the computer and put finger to key on Cobham related matters.

In fact, this is to be my last report as I'm standing down from my various duties at the end of the year, having more than done my fair share and made my mark for the Trust over the past decade or so. Some of you will, I'm sure, recall that at the AGM back in mid-2002 when my period of office as Treasurer was up, I had not intended to re-stand, having been satisfied that during my term our financial situation and controls had improved beyond all recognition. But with no one else showing the least bit of interest in coming forward to fill my shoes, and fearful of the strain such a vacancy would place on the rest of the committee and in particular the Secretary, I offered to remain in office until the merger of the Trust with the Trust Ltd. was completed, foolishly thinking it would be but a matter of months away. So here I am writing this report some *30 months* later, having received little or no thanks for my extended efforts and with the merger still seemingly and inexplicably no closer to taking place.

The Cobham of today is a very different deal to that which greeted me when I first got heavily involved in 1992. So much has happened since then and it is with a great amount of pride that I reflect on the Trust's considerable achievements, growth and enhanced reputation, all the result of a real team effort. But I must confess that, like our former Chairman and the late lamented Bill Cottrell, there is a big part of me that really misses the more simple days, when for instance, we were so much less at the mercy of the rampant bureaucracy that a museum such as Cobham faces these days and indeed which threatens to engulf our no longer great nation. And it concerns me greatly that some of those

presently in authority seek only to encourage this process, which I believe in the long run will serve only to alienate our members. And then watch the numbers fall..... In my opinion, our membership is the very lifeblood of this organisation – not the visiting public, to whom in the main we serve simply as a novelty one-off place to visit. Now, I fully appreciate that to move any further forward or indeed to remedy the limitations of our own building we need significant funding, but if the by-product of this is to create a soulless organisation which is no longer either sustainable, or attractive to its own members, then that's a massive price to pay. Now is not the time to go into detail, but I must put on record that I have been simply aghast at some of the decisions and procedural methods employed in 2004. Suffice to say that to these eyes, the friendly 'clubby' type atmosphere, which was so carefully and successfully nurtured throughout the Nineties seems to have been disappearing at an alarming rate of late, and it has left me and I know, many others feeling deeply disillusioned. Quite what the future holds will be fascinating to watch unfurl - albeit from a safe distance in my case.....!

Anyway, it gives me great pleasure to report the following new recruits, and the fact that membership has further increased to and now seems to have stabilized at a heady 700, which back in the mid-1990's would have been quite unimaginable. So I do hope my successor, whoever he or she may be, can continue to build upon my sustained efforts over the past decade. Finally, a big thank you to all those that have helped assist with my various tasks over the years. You know who you are and it really is appreciated!

| | | | | |
|------|-------------------------------|----------------|-------|----|
| 9 | John Warner | Hayes | | KR |
| 1036 | Colin Mudie | Devil's Bridge | RT227 | |
| 1037 | Martijn (it's Dutch!) Gilbert | Knaphill | P3 | MN |
| 1038 | G W Hanson | Pinner | | |
| 1039 | Richard Berlin | Guildford | | IB |
| 1040 | Peter Noyes | Sudbury | | |
| 1041 | James Lambert | Seaford | | |
| 1042 | Paul Baker | Hornsey N8 | | |
| 1043 | Jonathan Barrett | Haslemere | | |
| 1044 | Edmund Rowson | Truro | | |
| 1045 | Colin Derry | Hounslow | | |

| | | | | |
|------|---------------------|------------------------------|-----------------|----|
| 1046 | Lee Simmonds | Sandhurst | BedfordYLQ | MN |
| 1047 | Ian Ailes | New Malden | | |
| 1048 | W & J Cooper | Lampeter | | |
| 1049 | David Jones | Frensham | | |
| 1050 | Michael O'Brien | Loughborough | | |
| 1051 | John Powell | Ruislip | | |
| 1052 | Brian Smith | Benfleet | 10 x Metrobuses | NE |
| 1053 | Brian Staples | Warfield | | |
| 1054 | Alan West | Swansea | | |
| 1055 | D Jacobs & R Warren | Feltham | | |
| 1056 | Brian Greenfield | Woodley | | |
| 1057 | Desmond O'Callaghan | Finchley N3 | | |
| 1058 | G & J Bishop | Woking | | |
| 1059 | Ian & Anne Maidment | Cobham | | MN |
| 1060 | John Weakley | Sanderstead | | KR |
| 1061 | James Rowlands | West Drayton. Atlantean | | PM |
| 1062 | Trevor Mills | Farnham | | |
| 1063 | Malcolm Claridge | Hounslow | | |
| 1064 | Bryn Dyer | Morden | | |
| 1065 | Matthew Keyte | c/o Metroline | | SF |
| 1066 | Ross Newman | Westcliffe-on-Sea. EnsignBus | | SF |
| 1067 | Ray Ritmeester | Isleworth | | SF |
| 1068 | William Patterson | Hoddesdon | | GS |
| 1069 | Nick Ballanger | Epsom | | |
| 1070 | Peter Dench | Horley | | |
| 1071 | David Leader | Watford | | |
| 1072 | Dennis Nelson | Letchworth | | |
| 1073 | David Seligman | London NW11 | | |
| 1074 | Alan Thompson | London W14 | | PC |
| 1075 | Steve Whitelegg | Mitcham | RF486 | PM |
| 1076 | Barrie Woods | Letchworth | | |
| 1077 | Brian Northcott | Bermuda | | KR |
| 1078 | Peter Osborn | Fordyce, Banff | RF486 | PM |
| 1079 | Mike Beamish | Northampton | | |
| 1080 | Iain Monro | London N8 | | |
| 1081 | Leon Daniels | London E1 | RTW467 | GS |
| 1082 | David de Wilde | Dorking | | |

| | | | |
|------|----------------|----------------|--------------|
| 1083 | Graham Stokes | Woodford Green | |
| 1084 | David Wells | Halstead | |
| 1085 | David Godfrey | London N1 | DB |
| 1086 | C F Hancox | Milton Keynes | |
| 1087 | Shanker Amin | London SE8 | |
| 1088 | Barry Pearce | Maldon | |
| 1089 | Steve Newman | Runwell | EnsignBus GS |
| 1090 | Denis Eggett | Ashtead | |
| 1091 | John Fielder | Mitcheldean | |
| 1092 | Vernon Murphy | Gerrards Cross | |
| 1093 | Brian Russell | Putney SW15 | RH |
| 1094 | John Shirley | London E5 | |
| 1095 | John Smedley | Herstmonceux | |
| 1096 | Keith Brown | Hawkhurst | RT3143 |
| 1097 | David Jenner | Snodland | |
| 1098 | Alfredo Kendry | West Molesey | |
| 1099 | Peter Rodger | Pinner | |
| 1100 | John Stiles | Barton-le-Clay | |

Recruited by :-

DB – Dave Bicknell GS – Graham Smith IB – Ian Barrett
 KR – Keith Rose MN – Mike Nash NE – Norman Evans
 PC – Phill Cruise PM – Paul Morris RH – Richard Hussey
 SF – Steve Fennell

Can I remind all our new members to complete and return their orange 'Members Details' form. At present, only around one in every three seem to be bothering. Many thanks!

Book Review.

DMS ColourScene Volume Three.
 Nigel Eadon-Clarke. DTS Publishing.

Given that no fewer than 2,646 examples of the DM/DMS class made it onto London's streets (though not all at the same time!) they remain a surprisingly rare sight on the rally circuit with but a handful seemingly being in active preservation, fortunately including DMS1 which is based at Acton as part of the London Transport Collection.

Nevertheless, many of type have gone on to live long and varied careers all over the world, a good example being the many immaculate specimens which continue to give sterling open-top service for Big Bus, until recently still in the Capital, and now across the big pond in Philadelphia.

Having carried his camera far and wide, staunch Fleetline fan Nigel Eadon-Clarke has now released his third full-colour hardback volume on the type, and even if you are not a fan there is plenty here of fascination. This release is the best yet with noticeably better colour reproduction and layout. It majors on UK photographs taken between 1985 to 1988 when Ensign were handling them by the dozen and experimenting with their 'Enterprise' rebuilds, Hong Kong and Guangzhou in China between 1981 and 2001, and USA visits in 1991 and 1994. There are 111 pages which contain a staggering 429 photos of 400 different buses in a plethora of liveries and uses. Visible within the photos are many other interesting vehicles too, and as regards the UK photos, it's surprising how many of these buses are still lingering on such as DMS402, until recently a regular, and very vocal sight in and around Cobham and in use as a film dining bus with Livingstone's, a role in which it clocked up some twenty years of service. And now it's been installed as a dining bus for an East London (Stratford) school who's canteen no longer has the required capacity for the little darlings. I hear it's even going back into red!

Paul Brophy will no doubt be pleased to learn that there is a photo of his DM1052 in 1986 during its D Coaches of Swansea days, and in an overall advert to boot. Likewise, by coincidence DM1051 has also now entered the ranks of preservation and a photo of this dating from 1985 shows it during its days with Pathfinder of Chadwell Heath.

Now, at £21 it's not a cheap book, but I guarantee that anyone with memories of whatever kind from the DMS era will find much to enjoy here, and Nigel's efforts and dedication really should be rewarded with sufficient sales to justify a fourth volume. Whilst they won't make him rich, I feel sure he must derive great satisfaction in seeing the finished article and knowing he has made such a significant contribution in thoroughly chronicling the life and times of one of London's most controversial types.

Nigel, who is a Cobham member, is prepared to offer fellow members special deals on this and his earlier volumes, especially if you take more than one! Be sure to either write to him at 23 Edgebury, Chislehurst, Kent BR7 6JL, phone him at weekends on 020-8857-7204 or e-mail him at nigel._____@net. You're assured of a top read then for these long winter evenings.

Mike Nash

This one is for Mike - A National Bendy-Bus or LSB?



Leyland's 'bendy bus' in use with British Airways, does anyone know if it has survived?
Photo: Bill Miller



An unusual photo taken at Barking of what appears to be an elderly washing machine waiting to board a no 62 bus. It would seem from the lower photo that the sign maker could not decide on the correct spelling for Creekmouth/Creakmouth.

Photos: John Hinson

Beyond the Gates

John Hinson

Alas, 2004 is also not proving a good year for my rally visits - we have managed to attend all of two events so far this year owing to the demands of elderly relatives. However, I have plenty to report on (especially overseas activity) as many people have contacted me with interesting information.

The first rally we managed to get to was Barking - the annual celebration of the withdrawal of the last service RTs with London Transport. This year was extra special, being the 25th anniversary, and we felt we should really be there as we heard this was also to be the last rally to be held there, two. As one of the season's earliest event, this is usually a bit cold and windy, but this time we were blessed with very pleasant weather. This rally's attendance has dwindled over the years, but many made the effort to bring their RT family vehicles along and there was a good range on display and on the road run over the famous Route 62.

The second was at Gloucester, a location I would have expected to be out of practical range but calculations showed that from our Northamptonshire "bus base" it was substantially nearer than coming down to Cobham! This event was run by the Devon General Society, but apart from a splendid selection of their vehicles there were representations from other parts of the country. However, only one London vehicle was to be seen (RF433) and I can't imagine who that belonged to!

RF442 is owned by Bernard Chapman, and not by Knebworth House (as previously reported) itself. It operates on their behalf Easter to September, Sundays and Bank Holidays only.

RF 486 has been purchased by Steve Whitelegg and Peter Osborn from Paul Brophy for continued preservation, and they hope to take it to many events in the south this year.

RF368, a red omo conversion that has been converted back to 41-seat doorless condition has changed hands and joins John Arundel's GS13, RMC 1469 and RML 2700. Although in preservation, it is being prepared for Class VI MOT and may see some commercial work with Memory Lane Vintage Omnibuses.

Following the cessation of the Memory Lane weekend services in Surrey (not of their choice, but the support was withdrawn) some vehicles have been put up for sale. RF 315 has already been sold to M Mann. BL95 is also available, this is an ex Hillingdon vehicle so is quite rare. Serious enquiries can be made through the Memory Lane web site at <http://www.memorylane.co.uk>. Meanwhile, a number of Routemasters of various types in both red and green have been added to their range of vehicles available for hire.

Ensign Bus now have RT2911 (not currently PSV'd but in good condition, and RT981 (in not such good condition). RT3232 has undergone a five year rebuild with final preparation carried out at Ward Jones Commercials, Cryers Hill, Bucks, and is now operational in their blue and silver colours. RCL2220 has also been added to their fleet, whilst RML2565 has moved to their Stratford Blue subsidiary and is now in their traditional dark blue and cream colours.

Very little London material seems to be found at the London Bus Export Company's yard in Lydney, these days. At the end of last year, only DMS 1907, RF337 and half a dozen Metrobuses were to be seen amongst the many provincial vehicles.

News comes from an overseas member of the three RLHs offered free of charge in the USA. I know a few people had followed these up but had no feedback. I now learn that although supposedly being given away, the owner is imposing his own shipping charges, and a buyer within the USA was quoted \$15,000 per vehicle! There is always a catch, isn't there?

The Big Bus Company has recently introduced an operation in Philadelphia. Like their British operations, it is a hop on/hop off sightseeing service using exported British buses. A driver from New Jersey Transport has been jotting the numbers down (hopefully while not driving!) and has identified as DM 934, 1007, 1041, DMS 1078, 2080, 2109 and 2205. All still display their British registration numbers, although DM1007 and 1041 gained new registrations somewhere along the line as KLL 898N and KLL 902N. There is also one other vehicle at ABS Bus at Camden, Philadelphia which, at the time it was seen, still retained the forward section of its roof (the others are now completely open-topped and at the time (a few months back, now) a tenth vehicle was expected any time.

More vehicles seen advertised on Ebay over the last twelve months include RT3203, painted yellow and in poor condition, RT 2539, and RT875. The latter is claimed by the owner to have been in the America for over 20 years, but I am sure it was in the UK rather more recently than that - I recall last seeing it parked behind a pub in Godstone, Surrey, probably about 15 years ago. RTL 531 made a re-appearance for \$18,000. Other vehicles (identities unconfirmed) on Ebay were RT847 and RT2999. The first Routemaster I have seen on Ebay was RM504, for CDN\$29,900. red livery and open-topped.

In Canada, London & Suffolk Buses has re-invented itself under the title "The Double Decker Bus Company", and has an informative web site at <http://www.doubledeckerbus.ca>. Their fleet appears to consist of RM1924, an Atlantean and two Bristol VRs.

In May, RM 794, owned by a firm called AA-99, was seen travelling from Niagara Falls to a place called Welcome (near Bowmanville, Canada) where it was to be used as a promotional vehicle for a fast-food outlet until June. Its livery consisted of a covering of gold pennies and a large graphic of Big Ben.

Some years ago, RT4743 was converted to a Fish & Chip bar for use in Dwight, Canada but it does not appear to have been used and was stored with Langford Canoes at a place named Dorset. It has now been sold to Kevin Brown of Indian River and was recently at the premises of Kawartha Boat Depot (his business), Otonabee, near Peterborough, Ontario. Although in generally poor condition, all of the upper deck seats are present, with the lower deck converted to a kitchen. It is believed to have now been resold.

RT 3550 was used on sightseeing tours in Halifax, Nova Scotia until about 25 years ago, but has only recently been rediscovered. It is now stored at a house in Moose River Road but is looking very poorly with signs of collapse at the rear end. It still bears a very faded London red livery.

RT3211 exists in Ottawa as a non-mobile bar and restaurant in Somerset Street West. Unusually for an exported vehicle, it is painted green.

RLH61 has stood in Myrtle, Ontario for over ten years in red livery and is deteriorating. It is for sale, a price of \$2,00 to \$3,000 has been suggested. This bus has a claim top fame as the last red RLH in service, unless you know better . . .

There is a "museum" in Parksville where a large collection of (mostly) derelict vehicles are stored by their owner, Paul Tremblay. Those present twelve months ago included RT3886 (red, white and blue colours, tatty condition) and RTL 506 (red and cream, poor condition) . These is talk from time to time of this collection being reduced, but whenever anyone asks about a particular vehicle, they are told that whatever they are after isn't one of the ones for sale.

Back in the USA, the Reverend Dan Hendricks in Austin, Texas has purchased RT847 for just \$1000 from the Pate Transportational Museum to use for his ministry and has embarked on a very thorough restoration. Since then, he has located RT4476 and considered purchasing that, too, but the asking price was too high. The latter is one of two ex LCBS RTs that went to Omnibus Promotions which have never been located since. It was repainted red at that time (1973) and fitted with an offside entrance by Smith's of Reading, and was exported to their associated company, British Promotions in New York via Liverpool in January 1974. It is now apparently complete but in poor condition.

RTL1174 (a vehicle that I had the dubious pleasure of driving many years back) remains in Augsburg, Germany. It was converted to open-top upon arrival in Germany some years ago, and wears a non-LT red livery. My "dubious" experience was to discover its distinct lack of brakes! This was an ex-McLennans of Spittalfield vehicles that had many of its seats re-trimmed during their ownership - in LT cloth but with delightfully soft foam. I have a few of these in RT1784 today. I also have some detailed drawings for a caravan conversion for this vehicle which never took place - these drawings even include the McLennan's fleetnames!

Also in Augsburg, Link Catering own two RMs, one of which has been identified as RM709.

RM2171 has been seen in Oman at the premises of Oman Automobile.

A small correction to the last issue RT3150 some how became RTS150 - "Regent Short" perhaps? (*Its the optical character reader software, it does make mistakes. Ed*)

Many thanks to Ultan O'Sullivan, Roger Hardy, Paul Bateson, Steve Newman, Simon Butler Mike Clarke and Peter Osborn for their contributions this month. Much of the Canadian material has been gleaned or confirmed with the British Buses Overseas email groups (<http://groups.yahoo.com/group/British-Buses-Abroad-in-North-America/>) and their permission to use this data is appreciated.

As always, contributions to this column are welcomed at:
The Shambles, Graham Road, Wealdstone, Middx. HA3 5RE
Email: john@ .co.uk

Working With Routemasters Compiled by Andrew Morgan published by Capital transport at £14.95. Reviewed by Phill Cruise.

This is another 'must have' from Routemaster Jubilee year and is a fine companion to 'Birth of the Routemaster' the size and style of which it follows. Those in the RM world will be aware of Andrew Morgans credentials as compiler of contributions from a number of people involved in the operation and ownership of Routemasters in the UK and abroad. The front cover of the hard back book has a late version of a classic picture, that of RM 1062 on route 11 one evening at the stop in Ludgate Hill with St Pauls in the background. Our own Graham Smith wrote chapter one with his memories of Routemasters along the Uxbridge Road, all of which reactivated my own personal memories along almost identical lines. Other chapters, twenty seven in all, include many operations of RMs post London and de-regulation in Scotland Yorkshire and Reading and the only other 'new' RM operation in Northern General territory. Private owners tell us of preservation in the UK, Australia and Canada and bus crews of their experiences in London. Roger Brown gives a tutorial on how to build your own RME and Andrew Morgan tells the story of RM 1368, the only real bus that copied a model one. (The Triang single deck RM). A driver conductor and mechanic give the lowdown on operation in London and the story of Route 19 in Kentish Bus takes the story into the Tendered Bus Unit years. Capital have produced another winner in their usual 'house' style, lovely quality. Don't miss out on it.

London Transport in Exile 1950s and 1960s , by Kevin McCormack
Published by Ian Allan at £14.99. Reviewed by Phill Cruise.

This book is a veritable treasure chest of vehicles that could have been preserved. Indeed some were, including Q1 trolleybus 1812 LT 1076XSTL 2377, T 792, RT 1499, RTL 544, RTL 1050, G 351 and others in various stages of disintegration around the country. The format is landscape, hard covers and 79 pages of coloured illustrations. The classic Ian Allan album style includes some of those photographs that have started to pass into legendary status. One in particular must be mentioned and that is the picture on page 15 of ST 798; the one in Israel which if it has survived the hostilities, must come home. Think of the vehicles that were disposed of by LT in the late forties to early sixties and you will get the flavour of this book. It is really sad that the preservation movement didn't get going a few years earlier, when looking at the pictures of vehicles that could have been fairly easily saved. Equally it is good to have so many that were still on the scene today. This book was one of the highlights of the year so far as I am concerned, what a golden collection of photographs!

And so the sun sets on the end of another era and East End garages have Routemasters no more! On 4 June, Stagecoach ran its last RM on stage carriage work, ending associations with the type that go back to the first tentative vehicles in the late 50s from Poplar and West Ham garages. The events of that day have been well documented and I suspect even Kodak saw an upturn in sales despite the digital onslaught. Check Matthew Wharmby's London Bus Page and Ian Smith's Bus Stop sites for some good reports on the day. Sadly I missed the event through illness, but was fortunate to have caught a few 8s on disc earlier in May. I have the impression that everyone in Stagecoach was pleased with the festivities, to which Cobham made a significant contribution. RML 2760 has now joined my private hire fleet and moved to NS, drastically altering the age profile of the fleet here, much to our EM's chagrin. RML 2456 stayed on until after RM50, as did white RML 2665 which took most people by surprise on 4 June. Sadly, after RM50, which has been much reported elsewhere, RML 2760 was found to have a severely corroded B frame. A cunning plan has been hatched to remedy the problem, but the old girl won't see any use this side of the next Cobham open day.

An opportunity presented itself for me to "go up west", as they say in Eastenders, so, camera charged and memory stick empty, I headed for Oxford Circus, to catch a few 7s and 137s. Being the first week of Wimbledon the weather was wet and windy, so the pictures were "atmospheric" and I no doubt looked a little unlike a tourist as I struggled with the camera and an umbrella. Nevertheless, I caught a few celebrity buses, RML 903 and RM 5 in the same view, no less, and RM 1933 with RM 664 poking its nose into shot. Strange as it may seem, Oxford Street before 10:00 is not bad for photographing buses, and I was still surprised by how many RMs were about, though at least one artic was out training, with 73 on the front – subtle!

Having hung around at Marble Arch to catch RM5 on its return from Victoria -it looks good with the black and white blinds, but the large Arriva on the side is incongruous – I headed south down Park Lane, pausing to observe London General's special service to Wombledon attracting no business at all – and one was an open top! My expedition finished at Hyde Park Corner where the battery declared itself flat, but not before I had photographed a couple of empty Megabuses. There's something odd about HPC, as last time I was there with the camera, the memory ran out!

Black Friday was altogether more of a success photographically, having taken a spare battery along and the back up memory card. This time I took my equipment by surprise and started at Aldwych, but still ended up at Marble Arch.

Talking of Megabuses, some of the new routes are beginning to show a profit and at the end of June further routes from London were added. This more than doubled the size of the rota at Leyton. The buses are becoming a little more reliable and, to cope with luggage, are being equipped to tow trailers. Plenty of driver-training opportunities there, as newer licence holders don't have the D+E entitlement. The buses are also being fitted with toilets (just inside the entrance door, apparently) for which a new emptying facility has been installed at Leyton. Some old Oxford Tube buses have been decanted to the Megabus fleet and some articulated Volvo/Jonckheeres have been added to the Glasgow route. Further fine tuning is expected shortly.

Route 25 commenced bendy operation on 26 June and apart from a couple of mechanical problems and the need for running time adjustments, seems to have started well. Waterden Road is well and truly up and running, and is just a large parking space, with a wash and fuel bay, with a covered pit area on the north edge. It looks rather un-London-ish! If London wins the Olympic bid for 2012, both our Stratford depots would have to be relocated, which could be fun. Poplar garage still stands, hint, hint! Back at NS, the same weekend saw the reintroduction of night buses, as the 86 became a 24-hour service, bringing back seven permanent night drivers. There also seem to be a number of new faces with First uniform wandering around the garage – odd?

Elsewhere out east, First have started to use a few N & P reg Northern Counties Olympians on local routes, whilst Arriva's J reg Olympians and Volvos soldier on with the 103. The tender results for this and the 174/5 and 296 are due about Christmas and should be very interesting. The First Eastern National Bristol VRs have definitely gone, the only interest being the odd Lynx in Barbie livery – well, Mike Nash might find it interesting.

A last minute surprise – as this was originally written on an LUL strike day, T1 was running as an extra on route 25 – still with its Bow blinds! It also put in a few days in August on loan to Blue Triangle on a Silverlink replacement service, after which it had a brush with the dangly thing on the approach to the low northbound Blackwall Tunnel, causing minor damage to the front and rear roof and more damage to the driver's wallet.

News from the Cobham Shop -

Alvin Hale

2004 has been a record-breaking year for the Cobham Shop with sales totalling well in excess of £40,000, up by 35% from the 2003 figures. This has resulted mainly from the huge success of the EFE model of Cobham's T504, the Sun Star model of RM8 (see page 13. Ed) and the new range of products supplied by Norfolk China.

After the annual stock-take has been completed, January will see Norman & I visiting the annual Toy Fair in London and the Spring Fair at the NEC Birmingham in search of further bus related products to suit all ages.

Once again, the Trust has commissioned EFE for two fund raising models, the first being a Post War STD, the model originally intended for 2004. This has been earmarked for the Wisley Gathering event on 03.04.05, with blinds for Ilford Station on the 167. The second model will be the long awaited Guy Special in the guise of Cobham's GS34. Unfortunately, there are no firm guarantees that the GS will arrive in time for the April Open Day for we are at the mercy of the manufacturers and the transporters.

Rod Lucas kindly produced some DVD's that captured events of the RM50 weekend at Finsbury Park. The initial batch of his DVD's sold like 'hot-cakes' and I am hoping that Rod will be able to supply the Shop with further copies to be available for our Member's day in March 2005.

Finally a big 'thank you' to those long suffering volunteers who assist behind the counter, unable to escape when an Anorak corners them with seemingly endless ramblings of their distant past. Your support is very much appreciated, without which, the shop wouldn't function. Wishing you all a Very Happy Festive Season and I look forward to seeing you in 2005.



Cobham's RTL139 on the last day RM's on route 73



Another splendid shot of the RM line up at RM50 at Finsbury Park this year.

Photos: Dave Jones

Video Corner

As viewed by **Phill Cruise**

A CLASSIC LONDON BUS The Story of The RT Family.
RT RTL RTW SRT 1939-79.

It's twenty five years since RTs finished their LT passenger carrying career at Barking. Online Video have issued a tribute on Video and DVD which lasts for 72 minutes and covers the long career of the family from the 1940s through to the final parade at Barking in 1979. If you have every video of LT operations available some of the footage will be familiar, but even so this is a fine record of the largest group of standardised buses in the world. In addition footage is included of RT family buses that were exported for further service. Online Video have made an excellent production which should find a place in all enthusiasts' video or DVD collections.

BUS BUSINESS 2 The Rise and Demise of Londons Routemaster.
Second Sight Productions. 60 min.

This video, also found on DVD, looks at the operation of Routemasters on the streets of London earlier this year, before the awful losses of the summer and autumn that have befallen the class. Preserved and refurbished models are to be seen and the history and origins of the RM are explored. An interesting and informative commentary make the footage come alive. This Video is a very good souvenir of a year that will sadly be recalled as the swansong of the Routemaster as well as its 50th anniversary. Look out for a copy.

ROUTEMASTER IN LONDON 2004. Independant Transport Videos.
This video, like the advert, does what it says on the label. It is a record of the day to day running of Routemasters in London taken during June and July 2004. Various Routemaster 'hubs' are featured such as Oxford Circus, Marble Arch, Trafalgar Square, Piccadilly and Victoria/to name some of them. The camera operator positions himself much as a spotter might and films as many Routemasters as possible. I prefer a commentary as provided by Second Sight Productions, but if you just like looking at as many RM(L)s as possible in 112 minutes then this video is for you, and all those lovely sound effects are included too.

ROUTEMASTER JUBILEE Geoff Rixon

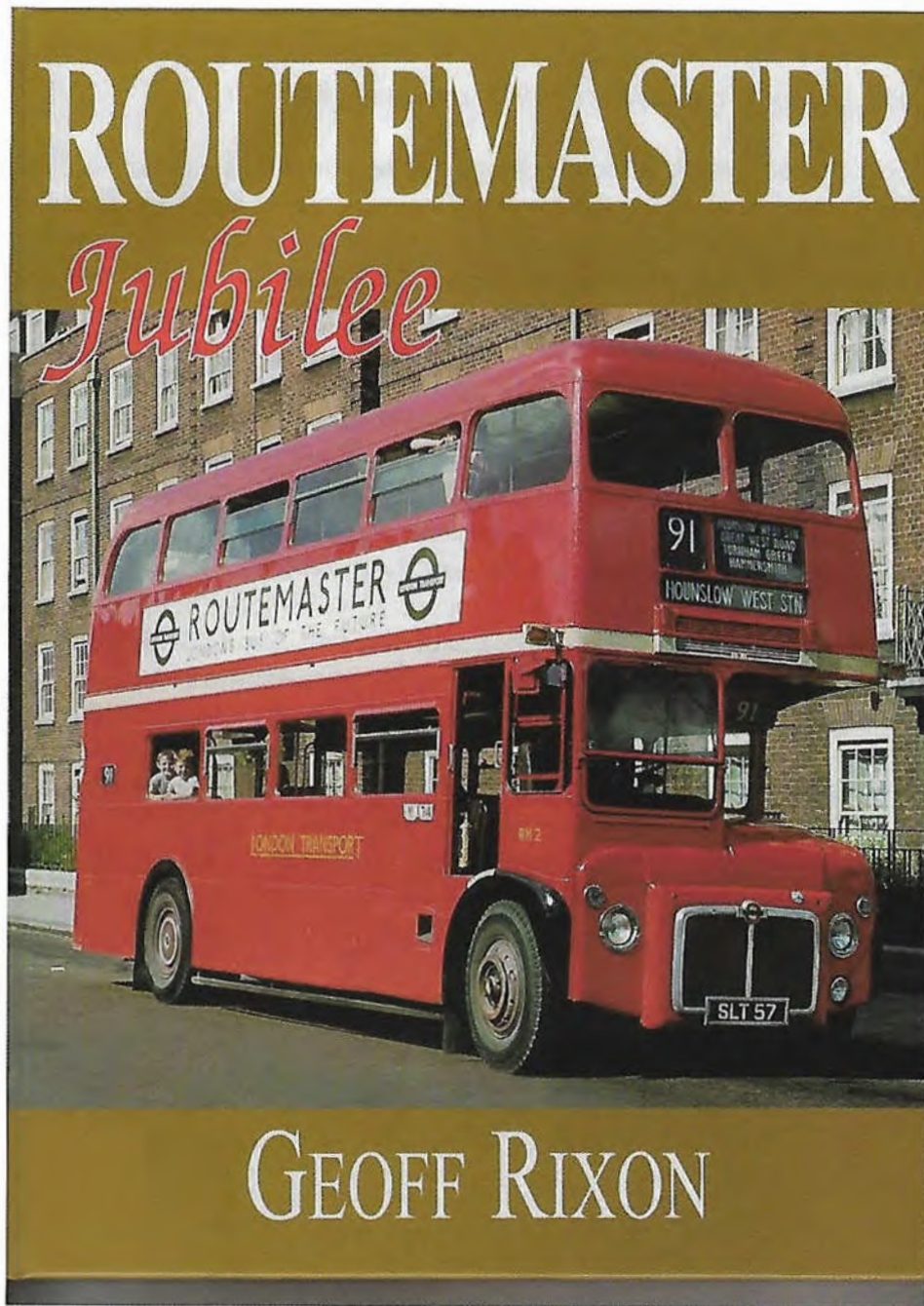
Published by Ian Allan at £16.99 Reviewed by Phill Cruise.

Geoff Rixon is the natural choice of author for a Golden Jubilee Routemaster book being the owner of immaculate RM 254 and the taker of innumerable RM family vehicles over the past four decades. The format of A4 glossy paper and hard covers suits the subject well and makes for a quality product.

There are 96 pages filled with photographs and information which are divided into six chronological chapters covering the decades from the fifties to the summer of this year. Most of the illustrations are in colour and in addition to Geoff the other contributors will be well known to the London bus historian. The final chapter features RMs that have travelled and settled overseas as well as up to the minute illustrations of London and the RM 50 celebrations in Finsbury Park and RML 3 in all its glory. The quality of the pictures from a technical and interest level has to be seen to be appreciated. As a record of the RM family and this years Jubilee celebrations this book is a very nice souvenir and a great memory jogger. The early colour shots of the prototypes bring them to life in a way that the usual monochrome ones do not and the various service, special and all over liveries are shown in all their glory. Excellent! *(see cover picture on next colour page. Ed)*



Geoff Rixon's photo, from his new book, of RML3 at Weymanns, Addlestone



The cover of Geoff Rixon's new book showing RM2 with its original front



Member Bill Miller with Metrobus M446 on the Airbus service to Heathrow, early 80's



British Airways RMA coach 59 makes its last turn into West London Air Terminal at midnight.
Photo: Bill Miller

NUMBER 1

by John Rawlins

No not the route Willesden to Lewisham (in my days of using it), but a look at the number of 1s in the form of the now highly regarded and expensive cherished registration numbers that LT had issued to their vehicles.

Apart from J2 trolleybus 1001 - EXV1, there do not appear to be any pre-war number 1s. Subsequently their specialness was diluted with suffixes and now we have a system where the number 1 has been lost forever. To rekindle our memories I list below those vehicles that carried the magic number.

J2 TROLLEYBUS - EXV1 The only trolleybus to carry three bodies. Originally built by Weymann, rebodied after war damage in January 1942 by Weymann as 1001A and the luckless vehicle was again damaged beyond repair towards the end of the war and reappeared as East Lancs 1001B in Dec 1947.

RT 973 - JXN1 (the only country area bus to have a number 1 registration)

RT1921 -LUC1

RT2063-LYF1

RTL551-KGU1

RTL651 - KXW1

RF 359-MXX1

All the above known or believed scrapped.

RM1001-1CLT Preserved

RM2001-ALM1B Scrapped PVS 6.87

SM1 - AML1H Wright and Bidell, Rainham - preserved?

DMS1 - EGP1J L'sTM collection

DM1001 - GHV1N Scrapped?

DMS2001 - KJD1P Regency Tours Bath?

XA1 - CUV1C Shipped to Hong Kong - scrapped?

A1 - NYN1Y One of two trial Dodges - preserved?

There were also two service vehicles: Canteen Tractor 701B - JXC1

and 2001F - OUC1R a Ford Escort van.

By the time the Metrobuses and Titans arrived it would appear that the DVLA had realised the revenue earning potential of number 1s and as such M1 and T1 missed out as THX101S and THX401S respectively and at M1001 we had A701THV and T1001 A601THV.

Two bought in exceptions were T1126 WDA1T from WMPTE and M1443 GBU1V from Greater Manchester Travel -where are they now? The rules for transferring registration numbers needed evidence of a roadworthy donor (not always possible), so we ponder where those registrations above went; or in fact might still be, and that could be on other vehicles or a preserved ex LT vehicle somewhere.

In this game one can never claim to be definitive, so if you know of any I have missed or any further information please let the editor know.

Preserving Cobham's Memories

Michael H C Baker

The death of Bill Cottrell is a salutary reminder that if we don't record the early days of Cobham and its vehicles much will be lost for ever. Therefore we would like any member who has records and reminiscences of the early days, of how vehicles were acquired, perhaps even those that got away, of the struggles to set up the museum and the collection, any paperwork and particularly pictures of course, both before acquisition for preservation and subsequently, to let us know with a view to eventual publication. You can send any material to Cobham, to Graham Smith who will pass it on. If you don't at this stage wish to part with pictures or other material it would be useful to know what you have. It may be that we could organise sessions around a cup of tea at Cobham and let the tape recorder run if you are reluctant to put pen to paper, but don't feel inhibited about putting anything down if you feel your English skills are less than 100% perfect, we can easily deal with that.



STL2093 as photographed by Fred Ivey, awaiting removal of its body for scrap at Cox & Danks, Feltham in 1949. The bus is seen in company with LT483 and LT744 which were never to see the road again. The chassis of STL2093 was returned to Chiswick to be fitted with its present body.

In the picture below, taken at Cricklewood Garage parked next to the coke heap behind Dollis Hill Divisional Office. The bus was to end its days with LT as a Trainer at (AL) Merton garage circa 1953/4 Photos: David Boshier Collection



NORTH KENT VEHICLE PRESERVATION GROUP

PRESENTS

THE 2005 SLIDE SHOW

MAIDSTONE CORPORATION MOTOR BUSES

Plus two very special videos
of trolleybuses

TUESDAY 15TH MARCH 2005
8 PM

BOROUGH GREEN VILLAGE HALL HIGH STREET BOROUGH GREEN KENT

Free admission

3 Minutes walk from Borough Green rail station.

Arriva Bus 308 from Gravesend

Light Refreshments
Raffle

More information from
Roland Graves
01732 634

SQUIRREL PRESERVATION

Suppliers of past and present **LONDON TRANSPORT** vehicle spares.
I.e. RT Spares * Routemaster * AEC RF * Metro Bus * Leyland Titan
Misc Parts: AEC Steering Wheel Badges * Exhausts
Fan Belts * Indicator Lenses * T Key Conductor Style.

Also Available
Transfers made and supplied in
Varnish Fix or Vinyl for ALL buses and coaches
In various colours and sizes...

Examples below
Plus many more available

| | | | |
|-----------------------------------|-------------------------------------|---------------------|--------------------|
| EMERGENCY EXIT | NO SMOKING | | |
| NO WAY OUT | 5 SEATS | USED TICKETS | DOUBLE DECK |
| LONDON COUNTRY | PAY AS YOU ENTER | SPEED 30 MPH | |
| GOLD AND WHITE LETTERS A-Z | GREEN LINE | | |
| <u>LONDON TRANSPORT</u> | WHITE & GOLD NUMBERS 0-9 | | |

As well as for the following vehicles:

RTL * RT * RLH * RF * DMS * SMS * TITAN * MB * GS * RM
RMC * RMA * STL * METROBUS * LEYLAND NATIONAL*

See us at most rallies

Or write to:

Simon or Kevin Austin

Harcourt Avenue * Penhill Park * Sidcup * Kent * DA15-9LN * England

Fax: 020- 2672 * Mobile: 07956- 636 or 07949- 399

E-Mail: busybuses 1@.....co.uk

Squirrel Preservation in conjunction with John Clarke of GS fame are investigating the reproduction of the original bell cord as used on RT,RF,RM,GS vehicles etc. If any member is interested in obtaining the above please contact: Simon Austin on 07949 399, fax 0208 2672 or John Clarke on 07715 331

Matt Monroe - 'From Riverside With Love

The Cobham Connection by Phill Cruise

The late Desiree Parker-Knoll would most certainly have remembered a film made in 1966 called 'Go with Matt Monroe'. Starring with Matt were the late Roy Castle and Marian Montgomery Directed by Bertram Tyler and made by Associated British Pathe, the film featured Matt Monroe driving a Routemaster as he sang some of his popular hits.

Matt was born on December 1st 1930 in Shoreditch London as Terry Parsons, making him a true cockney. As a teenager he had a number of jobs including brickies mate, railway fireman and custard factory hand. He joined the army evidently falsifying his age and served for twelve years in the REME where he often performed in an amateur capacity as a singer.

Recent correspondence in a national daily newspaper posed the question...'Was Matt Monroe's career as a bus driver dreamt up by his record company EMI?' No, it was true. One reply to the paper gave the information that Matt 'worked on a Highgate to Teddington bus during the day and tried to establish himself as a singer at night' Sadly no dates were quoted. Back in the early sixties the cousin of one of my friends was a driver at Riverside on the 11 road. In those days it was one of many routes served by RTWs which shared R with RTLs on the 27 Highgate to Teddington and the 72 which was the route that we had been told that Matt Monroe had driven over. So the evidence would seem to suggest that Matt Monroe was most certainly a driver at Riverside Garage in the fifties driving RTLs. He was at this time still Terry Parsons of course. I wonder if any of our readers remember him and can fill in any details?

Pianist Winifred Atwell was evidently instrumental in introducing Terry to Decca records who gave him an audition and a new name.

In 1959 Peter Sellers made an LP entitled 'Songs For Swinging Sellers' and needed a singer, who sounded like Frank Sinatra, to cut the first track. Terry/Matt then became 'Fred Flange' and his singing career soon took off. Matt Monroe signed for EMI and made many recordings both in the UK and America, most of which are available today on a whole plethora of CDs. Sadly Matt died at the tragically early age of 55 on February 7th 1985.

What has this to do with Cobham? I hear you ask.

The connection is our own RTL 139.

The original vehicle to carry this bonnet number was at Riverside from 3/49 to 3/53. Thanks to '007' Alan Bond's excellent two volume history of the RTLs I have checked out the history of our RTL 139 CU7037 and B4850. CU 7037 was at Riverside as RTL 24 from 1/53 to 5/56 and RTL 41 from 5/56 to 1/58. B4850 was at R as RTL 420 from 4/57 to 9/60. Consequently it is not too far fetched to believe that at some stage our RTL (or parts of it) may have been driven by one of England's most famous popular singers, the late, great, Matt Monro, Britain's Frank Sinatra.

As a footnote I wonder if readers may have read a theory that R was re-named Riverside Garage in 1950 because it was near the River Thames. It wasn't, it was near Hammersmith Broadway and next to the District and Piccadilly line station. When the Tram and Trolleybus department and Central Buses were amalgamated in 1950 the trolleybus depot unusually kept its name and gained the code HB. (It couldn't be HH or HA of course). The bus garage had to have a name change. It had had the code letter R since 1913(?) Back in the fifties telephone exchanges had names and letter codes. Hammersmith's was RIVERSIDE (RIV) So I would guess that as the code letter was already R, Riverside Garage Was a logical choice.



Matt's chariot? Cobham's RTL139 referred to in the above article



T31 receiving attention at the RM50 event at Finsbury Park with member Alan Trenchard guarding the tools?, well you can't be too careful in that area!



TD95 forms part of the special display at the BAA visitor center, Heathrow Airport

ANNUAL SOCIAL LUNCH for 2004/5

It has been decided to repeat last year's format and hold a late lunch.

All Cobham members new and old, friends and family welcome.

Date: Sunday 16 January 2005

Venue: Silvermere Golf Club Restaurant
(upstairs)

Time: 12.00 noon, lunch starts at 12.30 p.m.

Cost: £17per head (£8 per child under 12)

3 course carvery meal including coffee.

First come first served. Seating for 80-100.

Sorry no seating plan, suggest you get there early to sit with friends.

Money to be paid in full by 30th December 2004, before you spend it during the Xmas festivities.

Ring Debbie Morris to confirm place/places

Telephone number: 020 8394

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>

OFFICERS

Secretary

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

Treasurer & Membership Secretary

Mike Nash, Dorking, Surrey, RH5 5XB

COMMITTEE

Ian Barrett, Boxhill Way, Strood Green, Betchworth, Surrey, RH37HY

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

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

Keith Rose, Staines, Middx. TW182NR

Graham Smith, Crescent Gdns, Eastcote, Ruislip, Middx. HA4 8SZ

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 Dave Jones (editor) at the Museum address as above, or by Email to: DSJ672@com All photographs sent for publishing in this magazine will be returned.

COPY DATE FOR NEXT MAGAZINE

14th February 2005

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. Photographs and articles in this magazine are Copyright and can only be reproduced with the written consent of the respective authors/owners.



THE END - The very last (F)RM