

COBHAM BUS MUSEUM MAGAZINE

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THE JOURNAL OF THE LONDON BUS PRESERVATION TRUST



At the end of a long restoration project, G351 is now back in the active fleet, having been launched at our Open Day on 3 April. Our Chairman, Michael Phillips, is joined, above, by the Rev John Lines MBE, who first rescued the bus, and His Worship the Mayor of Elmbridge, Cllr Martin Schofield, with proud project leader, Roger Stagg.

Left, Three Distinguished Guys!

The London Bus Preservation Trust

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ITEMS FOR THE MAGAZINE

Contributions in the way of photographs or articles are always welcome. Please send them to:

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Text in Word, or any *.doc format or typed, pictures in jpeg, slide or print. Slides or photos will be returned.

Editorial

Well, as they say, "pride comes before a fall"! The last issue did contain a few typos, but then again, if it was perfect first time I'd have nothing to improve upon!

Thanks to all who have submitted items for publication, I now have a fair reserve of interesting pieces for future editions. I would (and I hope I'm not alone) like to see more on preservation activities, including rallies, so please, put down a few words or send a few pictures to let us know how your pride and joy is getting on - and the bus too!

We are now fast approaching our first AGM for some time, and, judging by the contents of the papers accompanying the nomination forms, it should prove a momentous occasion. The Trust has come a long way since a school friend and I were grudgingly allowed to look round Cobham back in 1975. We have moved from being a select group of owner-members to an open society with a good size membership. The premises have changed too, but they have reached their sell-by date. The next year or so, if all goes well, will see the Trust, and, most importantly, the collection it looks after, change beyond recognition from those days 30 years ago. We may not wish to be the suburban equivalent of LT's Covent Garden Museum, but we all, I am sure, wouldn't mind being the equivalent of The Depot at Acton. Whilst a few feathers may be ruffled and a few toes trodden on during the journey, it is the buses that are most important and we should all support the management in these objectives.

Apropos of the above, David Kinnear has sent in results of the Skills Audit, whilst "Beyond the Gates" is back. Routemasters are nearly gone but not forgotten, and Brian Bunker packs us all into his Tardis to visit times past. We have the usual book and model reviews, plus some photonews of recent Cobham events. Oh, and the Guy puts in an appearance as well. I nearly called this the "Guy Special Edition" but didn't want to over-excite those who own little green buses!

Obituary

Peter Hamilton 1942-2005

Peter died on May 2nd. He will be sadly missed as an industrious helpful and generous volunteer. He was always good company for those who knew him more closely.

Bill Cottrell Remembered

David Boshier

Wednesday, February 9th this year saw a small group meet together in Roxeth Recreation Ground at South Harrow. The occasion was to witness the planting of a tree to the memory of Bill Cottrell. Bill was no stranger to the Roxeth Park as it was here where he walked Harry, his friendly “Jack Russell cross”.

For me, this was one of my first outings after a long illness and hospitalisation, much of which was in intensive care. Unfortunately, Bill was taken from us following a massive heart attack and, as such, did not have the chance of recovery or any hospital treatment as I did. I was very pleased to be able to attend the tree planting ceremony, in the company of eight other Cobham members and four of Bill’s fellow dog-owning friends. The engraved plaque will provide a lasting reminder of those happy days Bill spent in walking Harry in the park and in rendezvousing with his ‘non-bus’ friends.



I shall take the opportunity to return to Roxeth Park to see the tree grow and prosper, and to reflect on my friendship with Bill.



Footnote, and photos, by Graham Smith: Thanks are due to Bill’s friends, David and Linda Salmon, for making the arrangements with Harrow Council for this lasting memory to our Dear Friend. Trust members who attended Bill’s memorial service held at the Museum on May 22nd last year will recall the moving tribute given by David, together with Phil Evans, both of whom had known Bill from Junior School days.

To All The Open Day Volunteers, from Roger Stagg

In previous years I have written individual letters to all those members who have given up all of or part of their days on the Saturday or Sunday to making Open Day a success. This year, as I also took over the task of Volunteer Coordinator. Volunteers for virtually all the sectors passed through my hands and my postage bill began to get to unmanageable proportions. Writing thanks individually was likely to see either the Trust or me some £50 worse off and I hope, therefore, that you will all be happy for this publicised letter of thanks

As you will have read elsewhere in this magazine, the 2005 Open Day was by far the most successful ever. We seem to have improved on each Open Day year by year, always believing that we must have reached saturation point. I have received a considerable number of letters and emails of the most heartening comments and I hope that for you, like myself, this makes the blood, sweat, tears and utter exhaustion that was present at 9pm on the 3rd worth while.

Open Day could not happen without your assistance, assistance that this year exceeded all expectations and was a large part of the satisfaction that was experienced by our visitors. It would be wrong to single out the efforts of any individual, as everybody did what they could, whether it be for 2 hours or 20 hours. Lessons were learned but in general we believe we did it fairly well this year, but your comments as to where you feel that we can improve are always required. There may be good reason why it is not possible, but there are often things that you see that we have never considered.

From the Volunteer Coordinator, therefore, and even more so to those of you at Wisley from the Runway Coordinator, give yourself a considerable and healthy slap the back for a job not just well done, but exceptionally well done. And whilst you’re at it, put the 1st and 2nd April 2006 into your diary now!

I think everyone involved with this year’s event deserves the gratitude of all who attended. The Open Day sub-committee are generous with their thanks, they too deserve our thanks for pulling the event together year after year. Well done to all concerned. DJ

Open Day 2005: A Preliminary Report from the Sub-Committee Chairman

Contrary to popular belief I do not have a direct line to God, but I did pray for good weather on 3rd April 2005 and mercifully we got it, and imagine what it would have been like had we been in session on the 4th! The good weather certainly helped and the preliminary financial result estimates a profit of £14,500. This is tremendous and continues the good fortune with which we have been blessed in recent years, notwithstanding changes of runway at Brooklands and eventually a sudden change of site! I have received copious notes on how things went in all areas of activity, and I hope you will allow me to discuss this with all concerned at our review meeting later in May and which will take place after the copy deadline for this issue. In the next issue I will give all who read this newsletter a full report, and our plans for 2nd April 2006 when as far as I am aware your Open Day Sub Committee will be present and correct for another year: we cannot go on for ever (even Barry Norman gave up Film 86 etc) and so if anybody is interested in shadowing a brief on the Sub Committee please email me at simondouglaslane@tiscali.co.uk and I can give you some information: after the number of years we have been organising this event the foundation work is done: my thanks as always to everybody, Cobham members and all our external helpers for helping us achieve another fantastic result.

Simon Douglas Lane: Open Day Sub Committee Chairman

Membership Update

Membership Secretary Steve Hook has sent details of new members who have joined this year. Welcome aboard!

1101	Anthony Whitfield	Hayes	DK
1102	Malc McDonald	London SE17	
1103	Frank Everett	Luxembourg	
1104	Steve Wakerly	London E17	
1105	J Michael Phillips	Guildford	
1106	Graham Taylor	Kettering	
1107	Michael Ellis	Purley	RT604
1108	John Butler	Nottingham	
1109	Ken Ritchie	Abingdon	
1110	David Hamilton	Andover	
1111	James Hastie	Southampton	

1112	Douglas Hudson	Herne Bay	AH
1113	Andrew Kent	London SE6	
1114	Brian Newby	Rayleigh	
1115	Mike Lovatt	Evesham	
1116	Edward Price	Gillingham	RML898 RM357 RML2402
1117	Peter Jones	Edgware	RT1312 support team
1118	Chris Reid	Slough	RT1312 support team
1119	Roger Spencer	Edgware	AH
1120	Barry Sutcliffe	Chatham	
1121	Christopher & Susan Blandford-Bicknell	Reading	
1122	Martin Bell	East Barnet	
1123	Andy Gabriel	Chepstow	
1124	Robert Hodgson	Sunbury on Thames	
1125	Mark Arnold	Croydon	
1126	Raymond Evans	Swansea	AEC Reliance CRO 671K
1127	Terry Woodroff	Woking	
1128	Maurice Cann	Staines	Atlantean "Mersymaid"
1847			
1129	Richard Parkin	Dunkeswell, Nr Honiton	
1130	Laxmeesh Rao	London N18	
1131	Mark Purssey	Wyton	AP
1132	Peter Cartwright	High Wycombe	RML 2440 GS
1133	Derek Gibson	Orpington	
1134	Brian Johnson	London E13	
1135	Steve Wright	Farnborough	
1136	Paul Fletcher	Ilford	
1137	Bob Bailey	Woking	
1138	Martin Carroll	Tadcaster	
1139	Colin Godlement	Bexley	
1140	Chris Heaps	Dorking	GS
1141	Terry Mitchell	Eastleigh	Bristol LH BL31
1142	Ian Dyer	Leicester	
1143	Anthony Potter	Eltham	
1144	Robert Lanham	London N14	

Recruited by: AH – Alvin Hale; AP – Alan Purssey; GS- Graham Smith; DK – David Kinnear

Routemaster Rundown – A Personal View Eddie Knorn

My personal involvement with the Routemaster Farewell process began about a year ago. Until this point, I had not really bothered with attending these sorts of event, but was sort of upset that I had missed the bonanza of special workings that marked the conversion of the 15 – “the beginning of the end” – especially as this route had passed close to where my wife used to live, just behind the Royal London Hospital.

This situation changed in mid March 2004 when Roger Wright of Blue Triangle Buses rang me. They were participating in the event to mark the withdrawal of RMs from the 6 and 98 at Willesden (AC) and if I wanted to, they could write an early run on the 98s into the plan so that I could join in with the fun. Roger owns RT 3871 (amongst others) and I had already driven this on an LT route in “real” service – on the present-day 127, on the 7th April 1999, the 20th anniversary of a notable event in East London. I had also driven this vehicle in Central London on occasions like the Hinsons’ Christmas Lights tours, but this was going to be a first for me – to drive an RT along Oxford Street “for real”.

As I recall, the RT had not long been painted, so I was under strict instructions not to scratch it as I departed from Roger’s Rainham depot at an early hour. Metroline’s Willesden Garage was its usual hospitable self; the staff were all over the RT, taking photos aplenty, while breakfast from the canteen was satisfying. When the appointed departure time came, I set off with Metroline’s Brian Bell on the platform and with my map of the 98 route tucked in the cab. The journey along Oxford Street was an exercise in both learning and eyesight testing; I had no idea of the “correct” bus stops, so had to try to read the plates attached to the stop flags as I approached. The slow speed of traffic was helpful in this respect, though. Upon arrival at the Holborn terminus, the customary wall of photographers was present. Brian informed me that Russell Young of LOTS had been aboard and was disappointed that I had not made faster progress along Oxford Street. The return journey, according to Brian, was amongst the fastest trips along Oxford Street he had ever done; I hope that made up for things! The navigation of Marble Arch was one of several opportunities to explore the RT’s abilities to lean over slightly when cornering.

Back at AC, we were waiting for Roger himself to appear to take the RT on a short working of the 6 to Oxford Circus. There was no sign of him, so I had to accept the inevitable and drive it there myself. Here we met Metroline’s two other special buses that were out that day, RMC 1513 and M 1. The wall of

photographers here must have been visible from outer space! Roger appeared and reclaimed the RT on the basis of “well, it is actually my bus”, so I had to vacate the cab. All was not lost, though, as those nice people at Metroline let me drive M 1, the first LT Metrobus, back to AC on a 98.

I met up with Roger and the RT and rode out with him as a passenger. He wanted some video recordings of the day, so I was quite happy to drive route 6 back to the garage. Towards the end of proceedings, I ended up at the Aldwych and opted to ride the last “proper” RML on the 6 back to AC. This was followed by a special treat; Roger took his RT, with a load of bus cranks, on a special run from AC back to Paddington Green to intercept the last “proper” RML on the 98. This involved some spirited running through the back streets with Brian Bell providing navigational guidance from the rear platform (one bell for left, two for right...). Again, I opted to ride the RML back to AC for the finale of things. But, this was not the end of things for me; Blue Triangle had bought some Routemasters from Metroline and the trip back to Rainham would have been wasted if we had not paused to collect a couple from the North Wembley store. One of them was easily accessible but the other (complete with flat batteries) was in the third row from the front. Getting the buses out was easy, but putting back the two we were not taking was “an experience”, trying to reverse into a ragged line-up in a dark corner in the early hours of the morning!

Roger’s recently restored RML 900 had been along to join the party, so we had a convoy of four buses back around the North Circular, with a stop en route to allow those of us in the ex Metroline buses to swap over. Not actually a Routemaster farewell, but a few weeks later I was again at the wheel of RT 3871, on route 62, for the 25th anniversary of RT withdrawal. Another enjoyable day.

Early June 2004 saw the end of Routemasters in East London, with the loss of Bow’s (BW) RMLs from the 8 on Friday 4th. There was nearly a whole week of special workings leading up to this and I was available for the Thursday as well as the Friday. On the Thursday morning, the ferry vehicle from Blue Triangle’s Rainham depot was RTW 467 – ho hum, what a shame. As soon as we got to BW, there was an urgent panic and 467 was summoned to the MOT station for some comparisons to be undertaken (see below). Old friend RT 3871 was on loan to BW for most of that week and had its own dedicated additional duty, consisting of three round trips to Victoria. I went out as a passenger on the middle trip, just to remind myself of the routing, with the intention of driving the last RT trip that day. Upon return to BW, I was asked very nicely if one of the regular drivers could have a go in the RT; on offer was to take his regular



T1 leaves Bow on 4 June 04, Kevin Cooper

conductor on a duty 20 minutes later – in T 1, LT’s first Titan. I accepted without hesitation. Of course, this meant that said driver was being paid by Stagecoach to drive an RT.

For my trip to Victoria, I drove T 1 in “almost” semi-auto mode, and established an excellent rapport with the conductor such that we did not dawdle at bus stops. Not quite as quick away as with an open platform, but still not bad. Said conductor was looking forward to his retirement – lucky man.

At the end of the day, RT 3871 looked so at-home in amongst the horde of RMLs in the garage – it just seemed so “normal”. Our ferry vehicle back to Rainham turned out to be open-topped RT 3435, and an enjoyable ride was had upstairs on the warm Summer evening.

Following a reasonable night’s kip at the Rainham Transit Plaza, I ventured to BW by train. For the Friday farewell, a very large number of special vehicles were operating, including plenty from Cobham. BW’s canteen was another source of hospitality and good food; I had to eat there, as the room service offered in the back of my van is rubbish. I had missed RT 3871’s first trip out, but set off aboard RMC 1461, an old friend from when I used to ride the 15s.

Near Liverpool Street, I intercepted 3871 and headed back to BW, accompanied by Trevor Muir (of RM 2116 fame) on the platform. I was then able to enjoy a spell in the cab all the way to Victoria and back.

Upon return to BW, I found myself with not a lot to do, as all the specials were out and nobody needed my driving abilities. While all of this was going on, RTW 75 had finally been MOT tested (hence the call for 467 to go back there for comparison) and made quite a stir when it finally appeared.

After several cups of tea in the excellent BW canteen, I was sat around doing not a lot, along with some of the volunteer conductors, when Stagecoach realised that the very tidy RML that they had been using all day and had just parked tidily in the garage was not actually theirs! “Anyone here from Blue Triangle?” was the call, and I stepped forwards. They wanted RML 900 out of the way, and my offer to run as an additional “special” was accepted, just so long as the vehicle was kept out of the garage itself.

With my volunteer conductors aboard, we went off to Victoria, then did a “short” back to Holborn but continued east to Liverpool Street. Here we lay in wait for the final cavalcade on its outward journey and tagged along back to Victoria. At the appointed time, we set off as part of the six vehicle convoy. The order became a little bit juggled but I am happy to say that I drove the fourth from last crew bus to terminate at Bow Church; only the three Stagecoach RMLs were behind me.

After the final emotional scenes at BW, it was a case of returning RML 900 to Rainham, dropping my conductors off in Basildon then heading for home.

I was back in London on the Saturday night, though, doing a little job for Ensign; would you refuse the chance to drive RT 3232 on a private hire? No wonder I was a little bit jaded at the Hertford Running Day on the Sunday...

For the end of crew operation on the 7, I was not an active participant but as I happened to be returning home from the north of England via London it was rude not to walk down to Russell Square to see what was happening. I had a ride from there to Marble Arch on a “bread and butter” RML, then returned to the terminus on another, just in time to join one of the buses on the final cavalcade to East Acton. After the customary milling around with the other enthusiasts there, a wonderful opportunity arose when Blue Triangle’s RTW 75 left the terminus en route to Rainham; a lift back to King’s Cross in this fine beast!

The next occasion for driving was the infamous “Black Friday”, 3rd September 2004, when the 9, 73 and 390 (“single to Stevenage, please”) surrendered crew operation. Again, I was honoured with taking RT 3871 from Rainham to

Metroline's garage in the old King's Cross goods depot (KX). When I pulled up in the main part of the Metroline's garage area, you should have seen the staff scurrying about with cameras! Obviously, there was a lot going on that day and I would not be able to do everything. The 9 had mostly been converted to modern buses already, while I suspected that the 73 would be the centre of attention for most people; on that basis, I was happy to help out on Metroline's 390. This route is actually descended from the present day 10 and certain journeys were run under that number as far as Hammersmith. In the course of my driving turn I visited both Hammersmith (10) and Marble Arch (390) with the obligatory visits to the northern terminus at Archway in between. The vast majority of my visits to London have brought me into contact with the Euston Road; my emotions were at both extremes simultaneously as I drove along it in the RT – the elation of driving an RT along there “for real” mixed with the sadness of knowing that things would never be the same again. On my run back from Hammersmith, one of the many special treats that day was my conductor giving me a clear run northbound along Park Lane, thus allowing 3871 the chance of a leg stretch.



RTW 75 in Park Lane, 3 Sept 04, Dave Jones

Having completed my turn in the RT, I was then allowed a brief turn in Metroline's RMC 1513, from King's Cross to Archway and back. Unfortunately, the RMC was not in the best of health and when it was having one of its many “off colour” moments the gearbox would offer first, second and two neutrals. Having been relieved of duty, I eventually wandered down to Euston

where I succumbed to the temptation to pay last respects to the 73. A ride to Tottenham in a “bread and butter” RML positioned me perfectly for a ride back to King's Cross on RTW 75. RT 3871 soon appeared and I jumped aboard for a run into the Garage. I opted to stick with this vehicle for the rest of the day, as it had some special duties. Paul from Metroline was happy to take it to Hammersmith but had said to me before we left, “how do you get to the Aldwych?” Thus, once again I took to the cab and with Brian Bell on the platform (appropriate name for a conductor!) I paid an unexpected tribute to the 9, running from the new Hammersmith Bus Station to the Aldwych and back again, just ahead of the final Routemaster, ER 880. Upon return to Hammersmith, I let Paul take over for the very end of things. The RT made the relatively short trip to the Tyburn Way stand adjacent to Marble Arch, where we waited, along with the rest of the convoy that was to form the last crew operated 390, for the route 73 convoy to pass through. Once this was done, we set off. I opted to ride in Metroline's “pet” RML 903 as far as Euston, where I took the opportunity to change onto the last scheduled RML on the 390, which was carefully marshalled to the back of the convoy. One passenger was the new preservationist owner of that vehicle, RML 2731! He was being interviewed by Nick Larkin of “Bus & Coach Preservation” magazine as we went along.

Back at King's Cross Garage, there was the customary band of enthusiasts. Roger Wright of Blue Triangle had appeared, and we were formulating a plan to get vehicles back to Rainham. In the end, I claimed another sold Metroline RML and drove off in it towards the Archway with Nick Larkin aboard. On the way, I collected Dave Daniels from the slightly poorly RTW; Dave had been conducting on this. By the time I got the RML back to Rainham, the depot was already buzzing as Saturday's run-out was commencing. Dave was dropped off in Basildon, while Nick ended up at our house, where a spare item of furniture became his bed. No wonder I was not fit for much on the Saturday.

For the death of crew operation on the 12s on 5th November, I had to do without an RT. Instead, I was privileged to have RML 900 for the day. You may recall that this vehicle was withdrawn by LT in the late 1980s following a serious collision – while working a 12! Whatever it hit totally wrecked the front bulkhead, but at least Clydeside Scottish were able to mend it and now Blue Triangle have restored it to its former glory. While some of the RTs went off to exotic far-flung former termini, I was quite happy to stick to the core route between Notting Hill Gate and Peckham or Dulwich. Whitehall was a place I visited as a youngster when the family were doing the touristy thing – here I was driving along there in service. Rather than wait for the final farewell, I took 900 back to Rainham at a reasonable time.



RTW 75 & RML 900 at Queens Park, 28 Jan, Dave Jones

January 28th 2005 was the day the 36s lost its RMs. On account of there being a lot of willing volunteers that day, I was quite happy to settle for just a token driving duty in the middle of the day. This meant I could travel to London by train and position myself at Vauxhall just in time to board Ensign's RT 4421 for a ride to Queens Park, returning to Victoria on a normal RM. From here, I took over Blue Triangle's RT 3871, which I was able to take to Queens Park, New Cross Garage and Queens Park again before being relieved at Victoria. During the day, I was one of the many people to be rendered speechless by the sight of Ensign's newly-restored Cravens RT back in service in the Capital.

Having finished my stint in the cab, I rode 3871 to Marble Arch, where there was time for a quick drink with some friends before heading for home. My excuse for leaving the event early was that I was taking the wife to Wales on an excursion train the following day and we had to leave the house at 04.00!

To bring this item up to date, just over a year after I first became involved in this farewell process, 1st April saw me participating in the route 19 conversion process. Starting at Blue Triangle's Rainham depot, I had to take a vehicle to Tottenham Court Road Station; this time it was not the stalwart RT 3871, instead something with an Anglesey connection, Saunders bodied RT 3062. I am pleased to report that this vehicle is at least as pleasant to drive as 3871. With Dave Daniels on the platform, we went to Battersea then all the way

through to Finsbury Park. After being relieved, I rode back to Battersea as a passenger. Later in the day, I met up with old friend RT 3871 and having ridden to Finsbury Park as a passenger, I was able to have a drive back to Battersea, with Russell Young conducting. Eventually, I was honoured with being able

RT 3062 at Islington Green, 1 April 05, Dave Jones



to drive this vehicle's last service run of the day, just ahead of the farewell convoy of RM and RML from Battersea back to Finsbury Park. At this point, I would like to apologise for spoiling so many photographs by being visible in the cab over the past year!

I would like to thank the various individuals and companies that have made these farewell events possible, particularly Roger Wright and Blue Triangle for letting me loose in the RTs and the RML. Although these events are tinged with sadness – London will never be the same again, and hundreds of conductors have been made redundant – I would like to think that these farewells are also a celebration of what these Routemasters and their crews have achieved. I hope that I have been able to position the various vehicles I have driven to the satisfaction of the hundreds of photographers recording these events; it is notable that even the ordinary public seem to appreciate the presence of the RTs and other special buses and photograph them accordingly.

Hopefully, I will be allowed out and will see some of you at some of the forthcoming Routemaster farewells later in the year!

And Talking of Route 19...



What a pair! RT1431 and STL2377 meet up at the Highbury Barn stand to provide a shot for posterity.

Photo- Graham Smith

Crew members at Battersea Latchmere wait time before starting STL2377's historic day out on route 19. From left to right: Roger Stagg, Mike Scott, Peter Goodfellow and Bill Ackroyd.

*Photo - Conductor Smith
(Anyone who thinks Bill looks like Blakey..... DJ)*



*RML 2535 crosses Battersea Bridge on 1 April, after which RMs crossed the Thames in only two places. Photo - Dave Jones
Former showbus RM 85 heads for Hyde Park Corner and eventually duplicated the last RML to BA in the early hours of Saturday. Photo- Peter Starks*



Letters to the Editor

From C R A Brandon, Lanarkshire.

ORIGINAL STLS

The article in Issue 46 by Michael HC Baker concerning the early STLs was very interesting. I agree with Mr Baker's comments about the ungainly front-end design. In the film "Passport to Pimlico" STL 1s are seen in action.

Part of my summer holidays, as a schoolboy, was spent with relatives in Bromley 1948-51. During that time I never saw any STL 1s, however, I did see a Tilling STL on Route 138. Its registration was YY 5357 if my memory has not failed completely.

(YY 5357 was STL 57, DJ)

From Peter Wall, Ashtead

I would like to thank Andy Baxter for the story of the rebuilding of RML 3's front, restoring it to its original appearance; an amazing achievement considering it was done from photographs. It was something I too had hoped might be done one day. Thanks also to Tony Lewis for his hard work putting the tick back into the Leyland Clock. It looks magnificent. Has anyone sent a copy of this article to the Leyland Society? I am sure they would be interested. Thanks also for the fine selection of photographs in issue 46; in particular the front cover and John Black's photo of RT 2177 and RMC' 1461 on the inside back cover. Both very moody photos. It's a pity there has been a lack of information and articles about the various restoration projects lately.

While recovering from illness I was thinking of the meanings of bus related words. Shows how desperate I was getting! One of them was a question on University Challenge (showing off now). According to my dictionary the Omni in Omnibus means 'covering all things'. The French word Char-a-banc or Charabanc means 'car with benches' (the dictionary says 'a large open motor vehicle with rows of seats for the passengers') But, what about Coach? The French got at it again! The word is derived from the village of Kocs in Hungary where the first (horse drawn) Kocsi was built.

But, even the French could not get their tongues round Kocsi so it became Coach.

My opinion is that the Tilling design compared unfavorably with the original STL!

From Mike Sheppy (RLH48 conductor!).



I suspect that the 'My Favourite Ugliest Bus' article by Michael H C Baker has stirred up a few responses. So here's my 'pennyworth'.

Personally I like all the STL designs. I believe that most of the London Transport fleet from ST models on, were of a design that others couldn't match in looking 'right'. The only exceptions, to my eyes, were (and still are) the 'Q' buses which I view as utterly hideous from end to end. I could go on to decry each 'Q' feature, but the 'Q's are loved by others and it is only my personal opinion.

MY 'beauty' of the LT fleet was (and still is) the RLH (an appalling omission from the Cobham fleet!), in green of course (not that I am in any way biased you understand)!

(I'm sure that if an example became available in the right circumstances, the Trust would gladly add it to the collection. DJ)

Postscript to my short article on Matt Monro, Phill Cruise

Peter Gomm of RT RF Register fame contacted me early in the New Year and suggested that Matt drove buses from Holloway Garage. This is the old LGOC premises code J, which I believe started out as a horse bus depot, not the HT premises which was Holloway Tram and Trolleybus Depot.

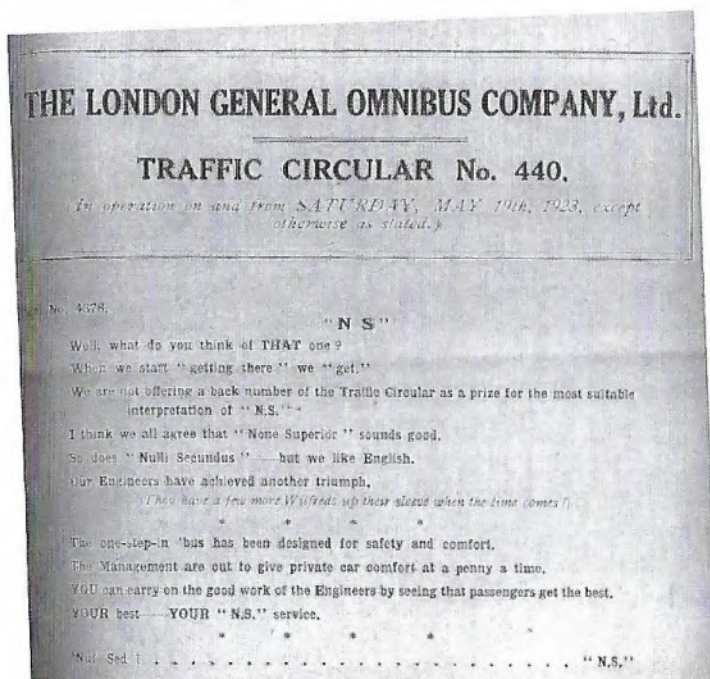
On the last day of the 19 Routemasters, we were at Highbury Barn with the STL. Among the many members of the public who came up for a chat was one whose father 'used to drive buses like that', pointing at the STL. We found out that father actually drove RTs from Holloway on the 19 road and he knew Matt Monro or Terry Parsons as he was then. So it would appear that the evidence proves that Matt Monro certainly was a bus driver who drove on the 27 route but in RTs from Holloway J Garage not Riverside RTLs which provided the other half of the vehicles from the 'other end'.

A Final Word on NSs from Ken Glazier

In the programme for the Cobham Open Day on 03.04.05, Roger Stagg re-opens the old debate about the meaning of the initials 'NS' and reaches the conclusion that the most appropriate designation is 'Second to None' (Nulli Secundus).

I thought this particular old myth had finally been laid low in the correspondence columns of 'Classic Bus' and in my own comments in 'The Battles of the General'. Although the description 'Nulli Secundus' had a very long life, there is printed evidence that it was not the meaning of the initials. In the LGOC traffic Circular dated 19th May 1923 there is a display item eulogising the NS in which various possible interpretations of the initials are suggested, with a hint that staff could offer their own ideas. (A rather poor photocopy of the item is enclosed.) As this item appeared nine days after the first NS had gone into service and something like nine months after the code had first been used, it clearly cannot have been chosen with that name in mind. I think it is now widely accepted that, just as ST does not stand for 'short type' or STL 'short type long', so NS does not stand for 'Nulli Secundus' nor for 'No Step', nor for that matter 'Nuf sed', as cheekily implied in the traffic Circular.

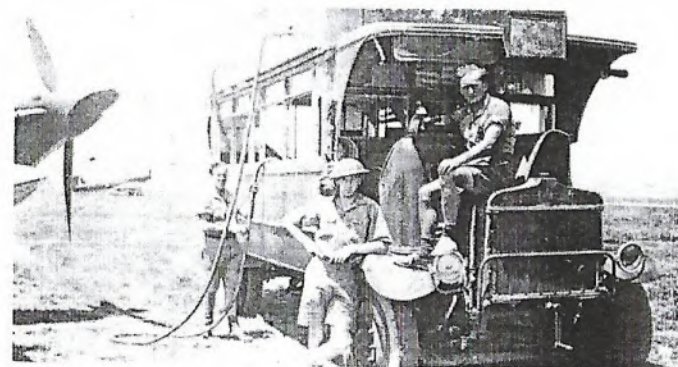
Can we settle for it being a type code and leave it at that?



Curiosity Corner or Not Another NS!

Member Keith White handed me the photo below earlier this year, having found it among some taxi items. Given the recent upsurge in interest in NSs, I thought it may be worth showing it as one that got away - unless someone knows otherwise! The caption on the photocopied page reads: "*an ancient London open-top bus in use at Takali as a refuelling bowser for Hurricanes*". RAF Takali is in Malta and my research shows they had Spitfires.

So, today's quest is.....which one is it?



Books reviewed by Phill Cruise.

SUP 15 B London Transport and its Successors' Service Vehicle Fleet History
Published by LOTS at £7.50

Possibly the best £7.50 worth this year is this all-embracing list of service vehicles from the formation of the LPTB to the present day. It includes the pre 1939 numbering scheme as well as the one most of us remember from 'spotting' days. When I reviewed the standard work on service vehicles from Capital last year I bemoaned the fact that a complete fleet list had been omitted from the work. LOTS have responded with this SUP, which is a must as a companion but stands as a complete work on its own. The number crunchers will love it and the transport historians will find it invaluable as a source of research. I cannot even estimate the hours of work that have gone into the 112 pages, including 18 of illustrations, that make up the book. LOTS deserve to sell plenty, go and buy a copy.

LONDON TRANSPORT In Colour 1950-1969 Kevin McCormack Published by Ian Allan at £14.99

I had been looking forward to seeing this book since Ian Allan started to advertise it in various publications a few months back. Opening it to find the title page showing two RTs outside Bexleyheath Trolleybus Depot, a scene that immediately brought back happy memories of fifty years ago, was the start of what proved to be a brilliant pictorial trip down Memory Lane.

The landscape format of 80 pages in colour between hard covers follows the familiar style of this series of books. There are a number of pictures of Metropolitan and District Line stock and tube stock fitted in with the buses and trolleys. The extra value lies in the use of colour where we are familiar with monochrome illustrations from the earlier years featured. A colour shot of a Met loco in grey for example, looks very different. Trolleybuses in their special livery look that much more impressive in colour and so do the few tram pictures. The personal highlights were a shot of Q converted stock on a special working near Hillingdon, Acton works in 1964/5, two shots of Bexleyheath trolleys in the Broadway and outside the Depot and F1 658 on the 628, just about to pass my school, in 1960. Lots of RT, RF, RM, RLH and GS vehicles plus others complete an excellent photographic record of a long gone and sadly missed era.

CLASSIC BUS YEARBOOK-II Edited by Gavin Booth Published by Ian Allan at £14.99

I always look forward to the publication of this yearbook, which is rather like a time trip back to the early days of Buses Annual, when half cabs still ruled, trolleybuses proliferated in the municipalities and the rear engined types were still finding their feet. Yearbook eleven reflects on these recollections in the variety of articles contained within its 128 pages. London is catered for by David Thrower, well known to RT/RF Register member, who this time writes about Routemaster coaches. The RT family is featured in its role as guest star in the last crew

RM days in 2004. 'Our' RTL 139 features on a 73 working to Victoria. The trolleybus interest is satisfied by a detailed article on Wolverhampton's post war trolleybuses. The RT was a bus noted for its compact engine installation and Alan Townsin describes how other manufacturers and operators maximised the seating capacity of their (mainly) single deck fleets with 'short bonnet half cab buses'. Also included in the 18 chapters is one about bodywork built and reconstructed by Brighton Hove and District that has an added interest in

that it was a descendant of the Thomas Tilling organisation that owned Cobham's ST.

This is another book that will provide an involving read.

London Buses In 2004 Published by London Omnibus Traction Society at £6

Another bargain from LOTS, this is a review of the companies and events on the London scene last year. Naturally there is quite a chunk relating both directly and indirectly to Routemaster replacement. The demise of other types is covered too including the (in my opinion) underrated Metrobus which, with the Titan, provided the backbone of D/D services outside zones 1&2. RT family vehicles are featured on Last Day crew operations and a plethora of current vehicle types are shown going about their business, which is described in the usual LOTS detail. Appendices give details of changes to tendered routes and vehicle acquisitions and disposals. The pictures of Bendy Buses sadly did not include any burning out. That apart, an excellent record of a very interesting year at a very fair price.

Open Day Pictureview

This very post-1970 scene formed part of the the line up at the Museum for this year's open day, comprising SNC 168, RS 51 and RP 21.

Photo- Peter Starks





RM 1 sets off to pick up its next passengers for Wisley, where a staggering display of buses basked in the afternoon sunshine, exemplified by RT 2295 and RTW 29. Photos - Peter Starks



In keeping with the Green Line theme, RMC 1461 overtakes RT 3491 in the sylvan setting of Redhill Road.

Another, less celebrated, returnee to Cobham was M6, now fresh in LT late 70s livery.

Photos - Dave Jones





Not all buses are London buses, as these line-ups at Wisley show. Variety is the spice of life, and there's plenty evident here. Also evident is the vastness of the site - you almost need a bus to get around! Photos - Paul Morris



The Day We Went to Hertford

By Brian Bunker

My most memorable days bus-wise were the first few years of the peace, 1945-1950. In those days, we had no published information. An idiot called Barrington Tatford had written the first book but it had so many mistakes in it as to be useless. Then about 1948 Ian Allen produced his first London Transport ABC. By then, much of the pre-war classes of STs and LTs, and the petrol STLs were well and truly under attack. In the summer of 1948, my friend, Ian, and I cycled from Kingston to Watford, resulting in the true meaning of B.S.A. being revealed. Next year we went to St Albans and back via Uxbridge.

Now the reason to go to Uxbridge was because we knew UX had Cubs of the C class, for the 1948 ABC showed C32 on route 225. But there wasn't a Cub in sight in Uxbridge. Why this fascination with Cubs, well there were 114 listed in the ABC? Actually 99-105 and 114 were service vehicles and C76 was withdrawn before the war and C1 shortly afterwards. The 206 from K operated Cubs to September 1946, when it went crew, although peculiarly I don't remember seeing one even in the back of the garage; by 1948 only RD still operated red Cubs. What we didn't know was that a large number of Cubs had gone to Europe in 1945, and Ian Allen didn't apparently know that either. As far as Ian and I were concerned, the only Cubs underlined in our ABCs were 45 and 70 running from DS on the 433. Where were the rest? And then we heard, word of mouth, that there were a lot at Hertford. But how to get there, cycle was not possible, as we'd have to go through London and that was "no go" to our mothers, so 715 Green Line all the way from Robin Hood Gate - save up your pennies.

One day in August, both of us having ten shillings in our pockets and sandwiches in our bags, left on the 71 for Kingston, probably an AB RT or SRT or even one of the few STLs they still had. From Kingston, route 85, F RTWs, to Robin Hood Gate and then wait at "the end of the Kingston by Pass" for the first 715 going north. In due course along it came, a 6Q6 of course, either from HG or GF, can't remember which. We boarded and asked for two halves to Hertford, illegally incidentally, as

both of us were weeks over 14, then the half-fare limit. The conductor looked incredulous and after consulting his fareboard produced a dog-eared ticket, a sure sign that that value was rarely used, for one of the weird sums only found on the Green Line system, something like 3s10½d.

The journey north wasn't particularly exciting 'til we got north of Central London and then Guys bearing the code E, Enfield, appeared in large numbers. Guys were another of our problems, for in our neck of the woods, only ON and HW had Guys, though we had seen AR Guys on the 76 at Victoria Station. Then, glory be, we swept into Hertford Bus Station, known as Hertford Car Park, for cars also parked there.

"All change", shouted the conductor and off we tumbled, rather stiff but then at first glance three cubs standing there with queues beside them waiting for the driver to return. The 6Q6 departed in a cloud of blue smoke to go up to Hertford Garage for a meal break.

Cubs came and went, 9T9s and 10T10s did the same and on the double deck side STLs and RTs. The code HG seemed to be on the side of every one except the occasional RT with SA or HF on the side. We knew that SA had a split allocation of roofboxes up to 1011 from 1005 and 1012 – 1014 without these boxes. HG had 969-987 and some non-roofbox 1040s, while HF had a long batch from 1083 upwards. Actually, the late 1040s from HG started at WA, from where they had been replaced by Craven RTs. Surprise was the appearance of 1104 and 1105 from SA on the 341.

We wandered into a small corner shop to get a drink and asked where Hertford Garage was. We were told and went up there. The journey was longer because we lost our way, but finally we found it. It didn't do us any good as it was way down a side road and we could see little of what we wished to see.

Tired, we boarded another 6Q6 to go home. Tired, but triumphant, as we had copped about 10 Cubs. The rest, well they were at MA and NF, but we never got to either of those venues. Our next journey - Barking, by Underground, for rumour had it that Guys ran from BK, RD, U and AP, but that's another story.

Beyond the Gates

John Hinson

Beyond the Gates is back - with a vengeance. Please accept my apologies for the extended absence of this section of the magazine - this was mostly due to a misunderstanding of mine. I hope I haven't now supplied so much that our editor has to get his scissors out! Also, with over nine months of material to sift through, I offer my apologies to anybody that finds some of this a bit "old hat".

Some interesting RT movements have taken place recently. Rob Duker in Huntingdon refound his once beautiful RT2291 at Imperial's yard in Rainham in a sorry state - but felt he just had to have it back. So he traded it in for his recently purchased RT1206, which was owned for many years by David Jones (not our esteemed editor - another one, in the delightfully-named village of Winterborne Zelston, Dorset). Rob has a real task on his hands, not least because the engine in 2291 has a huge crack in the block, but he does not intend to be defeated by such trivialities and has already purchased the hulks of RTs 3843 and 4628 (two Pinewood Studios victims) to support it.

Meanwhile, 1206 has subsequently changed hands several times and is now with two (joint) owners in the Leighton Buzzard area.

Another bus that has refound a previous owner is RT3496, which has returned to the ownership of Phil Dale in Sherborne. This bus, the only genuine preserved green roofbox RT that I know of (and an RT3 model too), was owned by Phil in the 1970s.

Two RTs in the Barnsley scrapyards have gone, but in different directions. RT1814 has apparently gone to the Austin brothers in Sidcup, liberally loaded with seats and parts from RT3150 which is now scrapped.

RT2557 has not been at Saunders Caravans in Monkton, Kent for some time. It is understood to have been advertised for sale by Big Bus at one point, but nobody seems to know where it has got to. Ideas, anybody?

RT1798 has been replaced by RTL326 for display at the Leyland Museum. Both formerly belonged to the late John Knox and are now cared for by John Knox (junior) although I understand the RT may be sold soon.

RM196 has passed to Derek.Hunt in Fleetwood, whilst RM654, preserved for some years by Derek Cartmill in Ireland is now with Charles Begley.

RML sales have really taken off now, and dozens have entered preservation. I couldn't even consider listing them all here, but one of interest is RML2452, which has gone to David Thrower and Nick Baxter. David was seen scudding about at the Open Day in April sagging with freshly purchased parts, and reports that initially it is likely to be restored to 1980s red colours, but with a long-term aim to restore it to its original green colours.

BL22 is now with Warren Woodrow for preservation in Plymouth. Richard Cossey purchased BS5 last year and is in the process of putting it back on the road. It is complete and (at the time he wrote) was being prepared for MoT. It currently wears the colours of its last operator - Thomas Bros of Llangadog but will be going back to LT colours. If anybody can help with a pair of decent foglamps, he'd be pleased to hear from you.

Keith Wright wrote a while back to tell me of his ownership of MBA444 and LS444 and now he has purchased GLS443 from London General to make a trio of Red Arrow vehicles. With tongue in cheek (or not?) he says that maybe in 15 or 20 years time he'll be purchasing a bendi-bus!

There are quite a lot of overseas movements to report too - if this bores you, you can look away now!

In Australia the Bus Preservation Group of West Australia have disposed of RTL547. It is being converted to an eatery to be operated in Sydney by an Englishman.

Johnny Rooke wrote of two catering buses in Toulouse, France. An RT can be seen next to the N126 at Vallesvilles, acting as kitchen for a restaurant by the name of La Table Occitane. It bears the registration 337 SM 31 but its British identity has not been established. RMC1499 is now a pizzeria just outside the Centre Commercial du Barry, Muret. You can eat on the bus as well as takeaway.

About three years ago, while in France with their Austin 7 (1931 Box) en route to Honfleur, Dave Kinnear and family stayed in the town of Pont l'Eveque and Dave was rather surprised to find a big red London Transport Routemaster badly parked in the town square. It turned out to be owned by the proprietor of the hotel they stayed at - Hotel Eden. They returned last September in the Austin. The RM was still there but looking a bit careworn, now being used as a mobile advertising hoarding.



RM 459, as discovered and photographed in France by David Kinnear. Nice car too!

RM2156, recently operating for the now defunct Nostalgibus, has found its way to Spain via the London Bus Export Company in Chepstow.

Quite a lot of activity in Canada has been reported, mostly through Paul Bateson and his excellent email newsgroup "British Buses in North America".

Dave Jones (our editor) sent his sister-in-law to hunt out the green RT3211 in Ottawa that I mentioned in my last column, only to find it had moved on. Sorry Dave! However, I hear RT2814 (once with Double-Deck Tours fleet at Niagara Falls) now operates for Double Decker Bus Experience at St Jacobs, Ontario. Perhaps you could persuade her to visit their base at 2998 Sawmill Road, St. Jacob's, Ontario N0B 2N0, Dave? (*I'm sure she'd love to!* DJ)

Talking of Double-Deck Tours, RMLs 2467, 2501 and 2555 arrived with them last November, having travelled from Ensign's via Liverpool and Halifax (Nova Scotia) and then on by train to Malport, Mississauga, Ontario. By March, all had received a smart repaint in red although not yet licenced. These, and almost all of the fleet, are now fitted with a neat design of folding platform doors.

Other developments there include some interesting re-roofing. Roof-damaged RM1242 is to receive the roof of RM1221, now stripped for spares. But more exciting and intriguing is that RM1651 has the roof domes of RTW148! The interior front vents are still there to prove the point.

RMLs 2493, 2642, 2709 and 2749 have arrived in Montreal to join the Autobus Connaisseur fleet for use on the Gray Line sightseeing service in that city. All except 2493 have been converted to open-top and right-hand entrance. This

company also has DMS404 in a predominately black "Casino Montreal" scheme and several non-London British vehicles.

Moving south, quite a few vehicles have come up for sale in the USA. More and more seem to appear on the internet E-bay site, although I don't know how many actually sell through there as there seem to be a good many wrecks with alarmingly high reserves amongst them.

Seen advertised on E-bay since January were RTs 2541, 3120 (bearing the identity RT322), and 4506 (looking very poorly but at least the vendor suggested it was "for parts only"). This latter vehicles is of some interest as it was exported to the USA in 1974 and not heard of since. It has clearly seen commercial use - the bonnet has "DIRECTOR OF TRANSPORTATION" painted above the fleet number, and above that is some writing I cannot read that may suggest where it operated but looks like C— B-----. By the conductor's pocket is painted "CONDUCTOR IN CHARGE JAMES RUSSELL" and the seating on the lower deck has been reversed to Pullman-style with tables. There is little left of the upper deck. The vendor says it has stood outside for twenty years.

Another candidate on E-bay (last November) was RLH57, not seen since 1975. It was at Bellflower, California and had apparently been out of use for over 10 years.

Other vehicles for sale through more conventional means include green RT4511 in the New York area (Leo Lubke), and Jim Moore's immaculate RM951.

RML2689 is now known as the "Regency Redline" and is owned by Regency Suites, Green Bay, Wisconsin, according to the Green Bay Press gazette.

RT 3817, previously derelict in Mississauga, has moved on to Cambridge, Ontario. The bus is now owned by Ted Scharf who also owns RT 3814 which is based in St. Jacob's, and has probably been purchased as a donor vehicle.

The Rev. Dan & Lori Hendricks are undergoing a major rebuild of RT847 in Austin, Texas. I may have mentioned this before (sorry!) but it is worth another mention because they are offering many unwanted parts for sale. As with many US rebuilds, the vehicle is being re-engined, and will be fitted with a 9 litre V8 and Allinson automatic box. The following parts are being offered for sale: 1).9.6 AEC engine, complete with starter motor. Engine appears to be seized and hasn't been turned since 1988, 2). Gearbox, 3) Fuel pumps - one rebuilt and

an extra one for rebuilding or parts, 4) 6 injectors and injector pipes, off of a running engine when bought, 5). Compressor, 6).Dynamo, 7) Rear axle and diff, 8) Heater units.. Items 2, 5, 6 and 7 are condition unknown. If these parts are of interest, Dan's email is dan7064@yahoo.com, but bear in mind they are all in Texas, USA.

Many thanks to Dave Churn, Richard Cossey, Mike Fuller, Paul Bateson, David Thrower and anybody else not mentioned in the text that I am rude enough to forget to mention.

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

The upper pictures show RML 2749 before shipment to Montreal, livery detailing will be done on arrival. Photos by Adrian Havlin, Group Technical Engineer, Stagecoach.



Below- RMLs 2642 and 2709 in their new home, along with a fake tram . The roof domes were removed to negotiate local underpasses. Photo by Doug Rutter, EM NS, currently on loan to Gray Line.



CBM Skills Audit



A good result that will help Cobham Bus Museum move ahead

A big thank you to the 260 (38%) of our 690 members who took the trouble to fill in and mail back the Skills Audit. Nearly 4 out of 10 of you is a good result, representing well those with a participative interest in Cobham Bus Museum (CBM).

The 260 responses contained 83 offers of help from members who haven't volunteered before. This is outstanding, and shows the real strength of Cobham. Many more of you want to be involved and are prepared to offer a wide spectrum of skills. To get more information on what you would like to do, our small team is steadily calling all of you, also some of the 65 current helpers who wish to do more. If we haven't got in touch with you yet, we **will** be contacting you, but please bear with us. More response than might usually be expected with a survey of this type, means the volume of interest is taking longer to deal with than we anticipated. But no complaints, it is a good problem to have!

About 4 out 10 of those who expressed an interest in helping have the additional management skills urgently needed at CBM, which we were particularly hoping to find. Good timing for the upcoming AGM and proposals for organisational strengthening.

Among the remaining enquiries are members offering engineering and restoration skills, some from very hi-tech disciplines. Others are DIY-ers, building; garden maintenance and members who admit to no particular skills, but just

want to lend a hand. For those with practical, rather than administrative skills, I hope soon to set up a series of informal workshop welcome meetings. These will provide an intro into the many tasks that need doing at Cobham. If you have expressed an interest in this, you will be contacted. We are also looking for project leaders to help organise some of these sessions. If you would like to help with this and you are one of those we have not contacted yet, please email me on d.kinnear1@ntlworld.com or drop me a line at CBM.

Skills Audit's overall objectives were to involve members and to encourage those with the business and organisational skills we are going to need at CBM, to offer their services to strengthen its management. Signs are, it is beginning to work i.e. provide action to relieve the present unacceptable pressure on those in positions of responsibility at Cobham, and to provide a pool for succession management and future development. Skills Audit is also providing the way forward for two further vital reasons to acquire a more robust management profile: -

(1) The increasing complexity of CBM and the solution of new challenges needs more people with a wider range of skills to manage it and ...

(2) Opening the door to CBM being able to approach grant-givers and charitable trusts to fund: better premises, commence more restorations and if, felt necessary, a permanent secretariat. Applications made by LBPT for CBM with the current informal management profile would have been difficult because major funders need evidence of charity business management experience to protect the application of any grant made. It is also a disadvantage that we are not yet a singular, incorporated charitable company, as this is a strong business credential. Skills Audit should provide resources to expedite this.

Finally, I also included in the Skills Audit an attitude survey to measure members' interests, and whether CBM was meeting them. Your voice in this is vital - it will be used to guide future policy. Almost all of you who responded took the trouble to fully complete this part of the questionnaire. An enormous amount of data has been received, giving very useful forward planning information. It will take a while to analyse, following which I will publish a report later this year.

In conclusion a big thank you to all you who responded to Skills Audit - by doing so you are actively helping CBM to move forward to a secure future. Watch this space!

COBHAM BUS MUSEUM SKILLS AUDIT SUMMARY

Responses to date:

Surveys mailed:	690*	(100% of all members)
Not Returned yet	430	(62% of all members)
Number responding	260	(38% of all members)

**membership provisional figure*

Analysis of the 260 Respondents:

(1) NO: Refusals: members unable to help.	104	(40%)
(2) NO: Refusals, but want to help if their situation changed (e.g.: retired; moved nearer CBM)	8	(3%)
(3) YES: Current helpers fully committed	65	(25%)
(4) YES: New Offers of Help	83	(32%)

Analysis of enquiries offering help (group 4 above)

(4.1) Management	22
(4.2) Publicity & PR	11
(4.3) Vehicle Restoration & Engineering	15
(4.4) CBM DIY, Grounds and occasional help offered	23
(4.3) Help with refreshments/Shop	8
(4.7) Driving.	4

RM 3 at Brighton in May 1974, anyone recognise the people? Dave Jones



Useful Information

Simon Austin of Squirrel Preservation has sent the following information.

Another manufacturer has been found so RT exhausts are again available. Routemaster exhaust parts are also available ex stock.

The RT parts available are: tailpipe; silencer, front tailpipe with heat-shield; silencer brackets.

RF exhaust parts will be sent away for manufacture in the next month or so. Other spares are available for all three common LT types.

Simon, in conjunction with John Clarke, has had some bell-cord made and tested, suitable for London and some provincial vehicles.

Last, an update on transfers. Both varnish-fix and vinyl style are available, including interior and exterior transfers for Routemasters, plus exterior transfers for RTs and RFs. Also for Routemasters is a selection of offside rear corner adverts such as "Watch Your Step", "Hop on a Bus" and "Routemaster".

Squirrel Preservation can be contacted at:

Harcourt Avenue, Sidcup, Kent, DA15 9LN. Fax:0208 2672,

The Luxembourg Connection

René Thein, one of the owners of RM 1180 recently sent some pictures (on the next page) of their splendid bus, in use on a hire and at their depot. RM 1180 was acquired in 1991 by Routemaster asbl. The bus was on a promotional journey to Luxembourg at the time of the "British Weekend" in Luxembourg.

If anyone ever visits Luxembourg, be sure to look in at the tram museum, where there are a couple of buses as well. Details of both can be found at www.routemaster.lu/ and www.rail.lu/trasmusee.html



London's Buses in Miniature

Alan Purssey

HARROW MODEL SHOP CLOSURE.

I received news in March that the Harrow Model shop known for its extensive range of 4mm. scale London underground stock had ceased trading. However, Phil Radley informs me that he is to continue trading with all the excellent London Underground stock once held by the shop. Included is an extensive range of L.T. and MET. Transfers, plus trackside accessories, cable hangers and electric boxes plus many more spare parts. You will continue to meet Phil who will be attending various shows and exhibitions. I am sure we all wish him good luck in his new venture.

Customers old and new can contact Phil on 014254 79377 for a price list or receive one by e-mail.

Radley models 3 Ross Road, Poulner, Ringwood, Hants.BH24 LXG.
radspg1@aol.com

WRIGHT ECLIPSE FUSION "First London" OM41304

Released in January the first model of an articulated bus from O.O.C.

To gain operational experience of articulated buses, London buses decided to conduct a trial on route 207, in partnership with First. Although articulated buses had been trialed in London this Wright's bodied vehicle with the distinctive sweeping windscreen, coded



AV1, was treated to First's full London red livery. Based at Greenford depot, it would for the first time operate on a regular timetable. AV1 operated the very first journey on the 15th of October 2001 and was used for Ken Livingston's official launch of the vehicle type on 24th October, although it will soon disappear from the London streets, to be replaced by the Mercedes Citaro.

This is quite an impressive model with a length of 9¼ inches in length. Modelled as AV1 registration Y151 ROT in First London red livery and depicted on route 207 to Shepard's Bush.

Items such as wing mirrors and photo-etched windscreen wipers are well reproduced. The electronic destination details are superb behind glazing with clearly legible exterior markings. Make this a model to collect and it really does articulate. The low floor is apparent with the safety markings printed be-

neath the entrance and exit doors. Window details, as are the doors, are printed on. Full interior details include the barriers across the rear doors to prevent unauthorised entry. These impressive buses can accommodate up to 147 passengers.

This was the vehicle that made an appearance at the open day at Brooklands a couple of years ago.

GUY SPECIAL FROM E.F.E

This is the long awaited model of London's smallest post war bus. 84 of these buses were ordered from Guy motors with a body by Eastern Coach Works, many of which still survive in preservation. Unfortunately in short supply, with many dealers getting a shortfall in their deliveries, they soon sold out, leaving many disappointed collectors without a model. The first release in March featured GS 59 MXX 359 on route 494 to East Grinstead via Lingfield and Crowhurst. These diminutive buses were ordered to replace the ageing Leyland Cubs that had served for 18 years on rural services around the Capital.

EFE have captured the look quite well, as I can only judge from photos. Other variations are promised including the commissioned model of Cobham's GS34 see the shop news from Alvin. I am assured it will have the LT roundel on the back panel.

COBHAM'S G351.



One of the two models commissioned by Alvin for the Trust was the finely replicated Guy Arab II from E.F.E. depicted on route 175 to Collier Row, to celebrate the launch of the magnificent, rebuilt G351 back to its original condition. A small team of dedicated volunteers, headed by Ian Barrett, collected two well-deserved awards at Brighton on May the 1st (Well done lads) it's a worthy partner for STL 2377.

TRAMWAY & LIGHT RAILWAY SOCIETY

In 1938 a group of enthusiasts who shared an interest in tramcars and tramways came together to form the T.L.R.S., which has continued ever since to expand and now exceeds over a thousand members.

Like the Model Bus Federation, members enjoy the pleasure of making models and in displaying and operating them at exhibitions, helping to promote the public knowledge of this mode of transport. Members work in a variety of scales choosing what is most suitable for their purpose, and the space available to them.

A growing number of documents books, drawings, are available to members who are researching the history and operations of tramways. The society's magazine is published six times a year and is free to members. It contains articles on prototype trams and tramways past and present. Items of interest to modellers include construction details on new kits components and proprietary models in all the popular scales.

For more details contact the membership secretary
6 The Woodlands, Brightlingsea, Colchester, Essex. CO7 OR7. or consult the website www.tramways.freeseerve.co.uk where you can join on line.

The festival of model tramways

Europe's premier event this year is to be held at the Kew Bridge Steam Museum, Green Dragon Lane, Brentford, Middlesex on Saturday and Sunday 23rd -24th of July

There will be everything to cater for the model tram enthusiast, with tram layouts, trade stands, and bookstalls. Opening times are 11am until 5pm, on both days and admission is £6.50

L.B.R.T.

New for 2005 is the new website for the London Bus Repaints and Transfers, The website contains details of their ever-expanding range of transfers and models.

The site will be used to announce new transfers and models as and when they are added to the range, the site will also allow them to keep you up to date much more readily with the availability of rally models.

You can view some of the their products in full colour, including destination screens and the range of period posters. The adverts date from the 1930s to the present day and are listed in their various decades to assist you in a particular period. If you purchased the first issue GS model minus the roundel on the back panel, then look no further - L.B.R.T. can supply the bullseye FS17 plus the "pay as you enter" M21 to complete your model. You can now place your order on line. www.lbrt.me.uk. PO.BOX 125, HAILSHAM, EAST SUSSEX, BN27 1WG.

RTC NEWS

RTC is re-producing a model of the purpose built mobile canteen. Based on the Bedford OB articulated vehicle the same as trust vehicle 702a one of ten produced and used to replace the various converted buses used as mobile canteens.

BRITBUS CENTRE AREA, COUNTRY SMS and SINGLE DOOR

Lessons had been learnt with the longer 35 ft 8ins. MB class negotiating the busy London streets. The shorter 33ft SMS class was introduced in 1970. Three body builders were involved: Marshall; Park Royal and M.C.W. Apart from the first fifty by Marshall, all had centre exit doors fitted.



Released in March, the red ver-

sion is modelled as Park Royal bodied standee SMS 52 registration AML 52H, New Cross garage NX on route 70 to Greenwich Church.

From a model suggestion by David Rowe, Secretary of the M.B.F. in London, who spent many hours researching and advising Britbus on interior and exterior finishes. The time he spent is reflected in the superb detailing on both of these models. The central red version with a flake grey centre band complete with the coin in the slot logos on the front panel. I do like the well-replicated tax discs holders, set behind a correct profile windscreen, complete with etched chrome wipers. The headlights are not just painted but are set back slightly to add realism. New to Londoners was the "pay as you enter" feature and the yellow stickers to remind passengers are legible on the front and side entrance. Window sliders are finely replicated in silver; the same applies to the rear emergency window and reversing light. Interior details include the yellow instruction posters for the passengers, automatic fare collection and turnstile. The omissions of guardrails make the models look as if it standing too high, but this does not detract from the fact that this is the best yet from Britbus.

The country version is modelled as SM101 registration. BPH 101H, Leatherhead garage LH, on route 418 to Effingham in country green with the yellow centre band complete with the Country Area winged wheel logo on the front panel. Each model has posable front wheels. The third model is the single door version of the popular SMS model depicted as SM 12, registration

number AML 12H, on route 160 to Welling. The L.T. museum are said to be releasing a Red Arrow version in the summer.

Another new casting is to be announced by Britbus in May, in light of the recent releases this has also come as a surprise.

GEORG HAMEL

This is a website worth a visit. Georg lives in Cologne, Germany and is a keen collector of London buses. His collection is predominantly made up of die cast models that are photographed in highly detailed street scenes; he has photographed his subjects from all angles giving you a detailed view of each model. His website is laid out in the format of an Underground map with the stations directing you to various links. Included in his site are some photos taken at Acton's open weekend in February with trams from the T. & L.R.S. and model buses from Derek Fisk's collection. www.londonbus.me.uk

Gareth Jones website is now including a diary of Bus Rallies and museum events for the coming months.

MY CONTACT DETAILS

If anyone has a query with the hobby, an address, a supplier, models, or transfers, etc please feel free to contact me direct anytime on 01480 830773 or e-mail alan.purssey@com or if you prefer, you can Snail Mail me at Chequers Croft, Hilton, Huntingdon, Cambs. PE28 9PD. and I will endeavour to help you with your hobby.

Brighton Belles!

S433 looks a little out of place in the countryside, but is a splendid sight nonetheless. Photo - Peter Starks





Fresh out of the box, LT 1076 makes steady progress southwards.

It's that Guy again!

Photos - Peter Starks



ST 922 waits for the off at Crystal Palace before a run to Brighton which threw up a few teething troubles. Photo - Alan Purssey

I couldn't let this Guy Special Edition (oops!) go without this one from the archives. G 351 back in May 1974. Is it me, or does it droop in the middle?



G351

CORONA FAMILY DRINKS

175
BANKING BY PMS
RECONSTRUCTION
FORWARD IN THE

Did you
MACLEAN
your teeth today?

INDIA
TYRES

'ASPRO'
RELIEVES HEADACHE

HGC
130

USE
TICKET

