

COBHAM BUS MUSEUM MAGAZINE

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THE JOURNAL OF THE
LONDON BUS PRESERVATION TRUST

The London Bus Preservation Trust

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

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In This Issue

Page 2	Museum Contacts
Page 4	Annual Lunch Reminder
Page 5	Second Call for Volunteers
Page 6	Membership News
Page 7	From the Cab
Page 8	Editorial
Page 9	Confessions of a Cab Scrapper
Page 12	Open Day Thanks and Watford Bluebirds
Page 13	Outside Events with CBM Vehicles
Page 16	Amersham Running Day
Page 18	Last Day of Routemasters Route 13
Page 22	Tilling Bids for 38s
Page 27	Shades of Green - Hertford
Page 28	Cobham Website Update
Page 29	Routemasters Rumble On
Page 32	Buses on the Box
Page 34	Petrol Progress
Pages 38-9	Members' Photos
Page 40	London Buses in Miniature
Page 44	Book & Video Review
Page 45	Routemaster Mania

Front Cover Picture - ST 922 trundles sedately along Piccadilly on the last day of Routemaster service. - Peter Starks

Part of the impressive line of Routemasters assembled at the Black Swan on 30 October - Dave Jones

ANNUAL LUNCH 2006

To all members of Cobham Bus Museum new and old,
friends and family welcome.

Date: Sunday 15 January 2006

Venue: Silvermere Golf Club Restaurant (upstairs)

Time: 12.00 noon, for 12.30 sitting.

Cost: £20 per head £10 per child under 12

4 course carvery lunch includes a glass of house wine/soft
drink hence the price increase.

Selection of cold meats, seafood & salads
Choice of 2 roast meats, roast potatoes
and fresh root vegetables

Selection of gateaux, cheesecakes & assorted desserts
Fresh coffee & mints

First come first served. Seating for 80-100, get there early
to sit with friends.

Money to be paid in full by 10 December 2004, before you
spend it on your Xmas turkey!

Make cheque payable to: LBPT

Contact Debbie Morris to book a place/places
48 Groveside Close, Carshalton, Surrey SM5 2ER
Telephone number: 020 8773 8394

2 APRIL OPEN DAY 2006

Second Volunteer reminder letter

Dear member: all 600-700 of you

The Cobham annual Open day will be held on 2 April 2006 at Wisley runway.

As always the success of the day relies on YOU the member who, by volunteering, helps to produce a successful day for the Museum. A smoothly run operation gives pleasure to the some 5000+ people who come along and give the Museum their money. The money raised on the day is the lifeblood of the museum, it helps keep the museum running, allows for the new projects to be started AND, importantly, finished.

Help is needed on the two weekends leading up to the big day with the publicity drive, on Saturday 1st April cleaning, washing and setting up the museum and Wisley, which is a mammoth task, AND on the actual day.

On the day we need revenue controllers (collecting the money and stopping the “ones” who want to get in free) at the both the museum and Wisley, bus marshals, staff for the shops outlets, organisers of the stall holders AND clearing up at the end of a long day to name just a few.

It is hard work on the day but it can also be fun and it is in a good cause PLUS you save yourself the entrance fee of £8 and get in free.

Contact Debbie Morris, giving name, membership number plus if you have worked before and want to do the same again, please give details. If this is all new then if you tell me what & when then I can pass on your details to the appropriate person on the Open Day committee.

Debbie Morris Open Day Volunteer co-ordinator

Groveside Close

Carshalton

Surrey

SM5 2ER

Tel no 020 8394

E.mail: plm@

freeserve.co.uk

SO FAR ONLY 12 VOLUNTEERS HAVE CONTACTED ME!!!

Membership News

Steve Hook

A number of members have been asking how they can contact the Membership Secretary. Apart from by post to the Museum, the best way is by e-mail, my address being stevhook@com
I shall be only too happy to deal with any membership queries this way,

Welcome to the following new members:

1169	Matthew Cable	Harlow	
1170	Geoff Lewis	Southbourne	AL
1171	Deborah Haynes	Slough	
1172F	Alan Woodroffe	Portsmouth	
1173F	Andy Newbold	Ripley	AH
1174	Timothy Stevenson	Luton	JS
1175	Jeffrey Hansford	Putney	
1176	John Wagstaff	Croydon	
1177	Peter Rogers	Wallington	WM
1178	Steve Edmonds	Cheam	
1179	N Bennett	Cranleigh	
1180	Ian Hargrave	Epsom	
1181	David Spendiff	Edgeware	
1182	Robert Pearce	Louth	

Recruited by: - AL - Tony Lewis, AH - Alvin Hale, JS - John Stevenson,
WM - Bill Miller

SITUATION VACANT!! OPEN DAY 2ND APRIL 2006

As Roger Stagg is heavily involved with the proposed Site Move to Brooklands, he is not able to devote full attention to the Wisley Site Controller Post so essential for Open Day.

Much of the preparatory work is done already, but a reliable and cool headed person is required to oversee the site and volunteers on the day.

For further information contact Simon Douglas Lane on 01784 258 or email : simondouglaslane@tiscali.co.uk

Thank you!

From the cab....

This issue of the Cobham magazine should arrive around the time of the Trust Extraordinary General Meeting on 3 December 2005. This is a significant meeting – if members accept the proposals it will provide a sound base to move forward. Many years of dispute and frustration should come to an end.

In any event 2006 will be a significant year for Cobham. The proposed move to Brooklands will dominate the management team's time but the need to provide a full programme of events, ensure that current projects are on schedule, and that the vehicles are maintained to a high standard will also need a lot of commitment. On this last point I still remain amazed, and encouraged, at the level of enthusiasm and dedication of the members working at the museum and the many others running projects and events. The ultimate success of Cobham owes a lot to all these members.

As this magazine arrives the end of Routemaster bus operation in London as we know it will be drawing to the final close. Of course there will be the two "heritage routes" but the day of the last real London Bus working as intended will be gone. I admit to writing this with a huge tinge of personal sadness because like many members I was there at the beginning – those shiny new buses at Poplar and West Ham being a far cry from the remnants of the fleet that now operate on the 159. And I'll be there at the end when undoubtedly the streets of London will be full of enthusiasts on 8 / 9 December to say goodbye to a London icon.

As part of the end I joined a few of Cobham members and invited guests on ST922 to celebrate (?) the final day of Routemasters on route 38. I had a special interest since the 38 had been a childhood means of travel to Victoria (albeit then RTs) so the nostalgia dosage was intense. As ST922 rested at the terminus at Mildmay Park I espied the Cobham Publicity officer (and conductor for the trip) talking to an elderly lady. Graham's quest to spread the word knows no bounds and within a few minutes the lady joined the camera toting team on the ST. It transpires that this very agile lady was in her mid 90s; her husband had been a London bus driver, and her father a tram driver. Graham gave her a non Oyster ticket with a flourish on his bell punch and, in the event, we made her day (her words) as we gave her a ride to Sadlers Wells. Somewhere in this little cameo is what Cobham is all about – bringing back happy memories for so many people. A spirited drive of the ST back to Cobham by Sebastian Marshall, whose father had rescued the ST, ended a great day. It just remains for me to wish all Cobham members an enjoyable Christmas period and a peaceful and prosperous 2006 albeit without real London Routemasters.....

Peter Duplock
Acting Chairman London Bus Preservation Trust

Editorial

First an apology to those who dislike RMs, this issue is full of them! From the end of an era, to our own splendid RM event and on to the Heritage Routes, it'll be good to write about another type of bus for issue 50! (Pause to remove tongue from cheek.) Apologies are also due to those whose contributions to my stock of articles have not appeared yet, there are some corkers and they will appear, once RM fever is over!

The EGM is almost upon us, and as Peter Duplock writes, it is a momentous occasion and a chance almost to start afresh. Prospects for the Trust and Museum are more favourable than for some time lets hope 2006 keeps us on a roll. We all need to support our Management Team, in whatever form it takes after the meeting to ensure that all we have worked for over the years is guaranteed a future secure for generations to come.

Last, in the absence of HMTQ, my own Christmas Message. Christmas means many things to many people, but it is also a time to reflect on what we have done, what we should have done. People we have helped, people we should have helped before it was too late. Friends and family whose health has not been the best and those who are no longer with us. Everyone has a contribution to make, no matter what size or form, and if, at the end of the year, one can look back and think "I've made a difference," then enjoy the warm glow you are entitled to. And resolve to make another difference next year!

Finally, it just remains for me to wish you and yours a happy and peaceful festive break and everything you would wish for next year.

ITEMS FOR THE MAGAZINE

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

David Jones

■ Epping Close, Romford, Essex RM7 8BH
or e-mail to dsj672@[btinternet.com](mailto:dsj672@btinternet.com)

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

NEXT COPY DATE: 10th FEBRUARY 2006

Guys and Dolls: Confessions of a Cab Scraper Annabel Kinnear

During the last 12 months or so I have had the privilege of being admitted into the most exclusive Gentleman's Club: the world of London Bus Preservation. Starting in March 2004, I evolved overnight from segregated, canteen-habiting conversationalist to would-be apprentice engineer.

For those who probably are somewhat fortunate to be unfamiliar with my person, my background lies in English Literature at the University of Kent and then a long-term period as a radio producer and presenter at County Sound Radio. As you may have already concluded from this, working as a radio engineer hardly renders one at all qualified to tamper with a fifty-year old treasure such as G351 nor does, you may add an English degree, accustomed as I am to staring out of windows and lying pale and semi-recumbent, studying Seventeenth-Century poetry.

Nevertheless, despite all these unsuitabilities, I was 'sub-contracted' by Ian Barrett to start work on stripping the cab of all its rust and layers of peeling paint. The cab itself was something akin to being inside a bronchitis-afflicted lung and required one to be balanced on one's haunches, meekly slicing and filing away, stuck, surrounded by this crimson-streaked cavernous box, which was also precariously arranged so that the slightest movement two inches either way would result in annihilation by falling through a 2ft drop after a short sharp rendezvous with the wheel arch on your left or on your right, being slit up a treat by a pointed electric cable; shhhhocking as 007 would say.

After having garnered some handy acrobatic skills I began the said task of stripping the cab, an onus not for the faint-hearted! To begin this altogether daunting project, it was made sure that I was fully equipped for any eventuality. This was done by arming me with the necessary tools of a palette knife and a hair dryer. Alright, ok it wasn't a hair dryer but an electric paint stripper and an ordinary scraper but you can't blame a girl for mistaking the tools of the trade on her first day in the cab. I have to say that this period in the cab, removing the 30-year-old dirt, muck and paint was probably the hardest period of graft that I experienced on the Guy, but my harsh-co-workers would not hear any remonstrations from my part, being as I was so conveniently sized to fit in that space! (That's positive discrimination for you!)

Meanwhile 'the Professionals' were busy tackling the back of the bus, though with less violence than Body and Doyle might offer. Ian Barrett, who frankly

makes Isambard Kingdom Brunel look like he was mucking about with bits of metal all that time, was thus focussed in the unenviable job of work on replaced floor sections downstairs and other general work around the rear of the bus.

Andy Baxter too was tackling the Guy and towards the latter stages of restoration appeared to make superhuman progress particularly around the cab, fitting in the pedals and the gearbox, until it came to a point where every week I had to manoeuvre myself around another bit of machinery which has sprung up in the cab on literally an overnight basis.

In the middle of my long restoration session, I took a sabbatical from the cab in order to focus my attention on the right wheel arch. Things were all going ooja-come-spiff and I was having jolly fun sanding and painting the arch with the eventual aim of getting it ready for jenoliting, which would rust proof it for all time, where all of a sudden, while I was lifting the rear end to get to a particularly difficult bit of restoring on the left underside, the entire thing gave way, instantly trapping my other, waiting hand underneath. The ensuing pain was unbelievable and looking round for someone to cry out to, I managed to catch the eye of one of my fellow apprentices working on the bus. Unfortunately he mistook my wild and flailing limbs to be a weird, but nevertheless identifiable gesture of flamboyant salutation, returning the said gesture with a bemused levied hand which waved gaily back at me. (A text-book example of the old adage: not waving but drowning!) It was only when Graham Bartlett, everyone's favourite AA man came along, that it was noticed that the tears were welling in my eyes and that I was slowly turning a rather concerning shade of mottled blue, the recognition of which meant that I was thankfully and quickly able to be freed. So thank you Graham, you can rest assured that I owe you my right arm, at least!!!

As I made my way back to the cab, I noticed how much every workshop person contributed a stage in the process and then passed that stage they were working on to the next person who then did something else with it and so on until it was something akin to a factory line. I noted with particular interest Norman Davey's method of storing the pieces he had been concentrating on by hanging them up on extended hooks, so when you passed them they were something extremely like little Christmas decorations, dangling and flapping in the slight draught, on a Christmas tree-like ladder.

In the months after I got back to the cab the pressure to complete it became greater and I was working harder than ever to paint around new installations and unprepared chunks at the top of the cab. It had almost become the norm now

that if I couldn't vouch for having done half an hour's work in the cab, then the exit was mirthfully barred until I had done up to the quota. I am sure that certain persons would really have let me out of the cab if I had asked, or would they?! It became a matter of honour for me too, and many's the time that Mike Garside shouted down that the kettle was on and received the affirmative from down below, only to find that 45 minutes later the afore mentioned persons had still not come up to take tea; I because I was banished to the cab and others because perfectionism tabled more highly on their list than tea.

By the tail ends of the paintwork the Big 'P' - perfectionism, of course, had become an enormous feature of my work agenda. Like some contagious tropical fever, a rule from the top that everything should be done to the best standard became everybody else's prerogative too, permeating everywhere, not excepting the cab, where after I had previously introduced me to a new substance, the afore mentioned Jenolite, (which along with bread, I'm quite sure he considers to be the staff of life), I was then introduced to the next level: the quixotic art that is paints. Now if you had previously thought that to paint you needed to move the brush up and down, you would I'm afraid be wrong, nay in

fact an absolute cretin. I was almost laughed out of the cab as I suggested and remarked that I had been employing this method thus far. It was almost as if I had chosen as my topical, current, up-to-the minute discourse the Great Bread Strike of 1933. And thus I learned how to paint in the right direction - plus more importantly how to avoid drips by putting down strokes in a side to side manner: drips I had come to learn, were an engineer's worst enemy, along with women and people who vote Conservative.



Christmas came and was a very cold time in retrospect, relieved only by a radio advert for a goblin grotto that seemed to tickle both Ian and Alan Heaseman. I helped stripping the sealant on the outer panels while the boys roared and rolled about with laughter at this goblin, imaginatively named, Gobbo - whose aptitude to inspire joy for Alan was rivalled only by the frequent recurrences of the BeeGees, put on so often due to the radio's seemingly everlasting dearth of records.

Therefore by the end of my stint on the Guy G351, I think I can safely say that I had been in the bus, out of the bus, over the bus and even under it, an unfortunate spate where we found ourselves sanding the areas up in the underside, with Peter Goodfellow threatening to contact his union!

So in conclusion, I could mention that I frequently made cakes to preserve my traditional feminine 'lack of understanding', but I would have to say all in all that it didn't work, as a real interest for buses and the work that makes them, crept into my bones and now I am looking forward to Cobham's next project; I would recommend this to any English Literature student!

Open Day Thanks

David Kinnear and Ian Barrett wish to convey their thanks to everyone that assisted them with the August Bank Holiday display day. Be that with a car, a bus or in person, helping to man the various positions during the day.

We had over thirty cars on display at one point, which is the best attendance we have ever had.

The bus service was so popular that I had to run duplicate single deck vehicles several times.

In all, the day turned out to be a great success, with plenty of public through the door, which made Alvin smile as he takes charge of money taken on the day.

Watford 's Bluebirds

In my article in the last issue of CBM I incorrectly included route no.301 as being one of the routes worked by Bluebird ST's in the post war period. As I had indicated elsewhere in the article route 301 was operated from HH not WA. I am indebted to Peter Gomm for pointing out this error and for supplying details of other WA routes that were ST operated in the post war period namely routes 315, 318/A/B/C and 324 .

Norman Davey.

Apart from our main display days, a dedicated band of volunteers spread the 'Cobham Gospel' around the local area. Here are some of the highlights this year.

5 April Sayer's Croft Ewhurst

This establishment was built in WWII as a refugee centre and housed the pupils



from a school in Catford. This April they staged a re-enactment of the war-time conditions, hence our STL 2377. Dinner on 5 April was attended by children in 1940's clothes, and several of the (old) boys who were there in the war. A good time was had by all. Many thanks to Alan Heasman.

17 April Slough Running Day

Several of our buses including RMC 1461 ran the route from Windsor to Beaconsfield.

27 April

I took RML 3 to Cole Green (North of Hertford) for a still photo shoot for a pharmaceutical company promotion.

30 April

TD95, T 504 and our Shop went to Bisley, home of the National Rifle Association. The NRA requested this, in the hope that we might use their premises for a future event. Thanks to Nick Abbot, Alvin and Norman.

2 May Brooklands Emergency Vehicle Day

We took our ambulance, 1492B and John Bedford's 1941 Austin ambulance and J738. There was a very varied assembly of recovery, police and medical equipment and vehicles, including an AEC Recovery Vehicle, which was in previously with LT. Thanks to John & Richard.

Not all Cobham's vehicles are buses as shown by the Aldenham Ambulance at Brooklands on 2 May.



14 May

Paul Morris and I took T 504 with appropriate destination blinds, to the wedding of the daughter of Frank Joyce, in of EFE models, in Epping Forest. The reception was at a hotel at Waltham Abbey (J26 on M25).

21 May

We provided 4 buses, RML 3, RMC1461, RTL139 and RP90 to convey the friends and relatives of the late Normal (Spud) Boorer to a memorial service in West Byfleet. He worked at Vickers for many years and was a strong supporter of Brooklands Museum. His niece said that the transport arrangements had "made her day". Thanks to Nick Abbot, Bill Ackroyd and Paul Morris.

4 June Brooklands Wings and Wheels Day at Dunsfold.

Eight vehicles attended - Bill's RT1705, GS 34 STL2377, TD95, Ian's J738 RML1461, G351 and RP90 providing a good variety in the display. Alvin and Norman took the shop in 1492B. The air display included a Lancaster, Spitfire, Hurricane and the Red Arrows and some unbelievable aerobatics from a plane sponsored by Honda. It must have had a power weight ratio of about 500HP per ton as it could fly vertically upwards and hover.

5 June Woking Hospice Classic Vehicle Day



This was a very varied gathering of cars, bicycles, motorbikes and stalls, also a parade ring with dancing girls and other acts.

We took the ambulance, GS34, STL 2377 and the shop. Many thanks to Alvin, Norman and Alan Heasman.

12 June Frimley Park Hospital

STL2377 and GS34 took part in a cavalcade to Farnham where there **was an assembled collection of vintage cars trucks and buses.**

16 July Woking Town Centre Nostalgia Event

I took our ambulance 1492B. Other displays were Normandy Veterans, Surrey Fire Service with two Dennis Fire engines, an Army Bedford, two Jeeps, St John's and Red Cross also 1940's music most of the day.

Leatherhead Museum 25th Anniversary, 8.October.

We provided two buses to support this event; STL2377 was parked and RMC1461 ran tours round Leatherhead at hourly intervals. Thanks to Peter Wall, Alan Heasman, Alan Millner, Allen Trenchard and John Rawlins.

History on Wheels Museum, Eton Wick, 27 October

This was organised for the Probus (for retired professional business people) Club of Mole Valley and was also supported by several CBM members. We travelled in RML3 and enjoyed an excellent museum of varied military and civilian vehicles and memorabilia, British, American, Russian and European. Tony Oliver the owner gave an interesting guided tour of all the artefacts and vehicles; there was also a cinema, similar to ours at CBM. Thanks to Ian Chidlaw, who conducted.

At all the above we handed out leaflets and answered questions about CBM, its collection and events.

Ticket Troubles

In the last issue I appealed for help with my Gibson machine producing short tickets. Thanks to a lead from Andy Baxter I contacted Anthony Cross and the problem has been solved. Anthony would be happy to advise people with defective machines; Gibsons or other makes. He also purchases rare or unusual items and can supply ink and rolls for Gibson machines. His 'phone number is 01622 391 or e-mail ticketronic@ com

Ian Chidlaw also suggested a commercial firm:

John Groves Ticket Systems, 5 Rennie Business Units, Factory Place, Saltcoats, KA21 5LZ .

'Phone: 01294 471133, fax: 01294 471166.

Amersham Running Day

Peter Goodfellow

It all began at about 9 a.m. on the morning of the 2 October 2005. I was down to drive one of the museum's classics (RTL 139) for the day. Very regrettably the week previous I had an accident on my bike and as a result was unable to drive. Notwithstanding that I was determined to go. On the Wednesday of that week Peter Cartwright - the organiser of the event - had been over to the museum with the blinds for the day.

The weather was fine when I arrived at Cobham. Richard Hussey had very kindly already prepared the RTL and John Shirley was sorting out the tachograph chart for his long drive of the day. It wasn't long before our ace conductor, Graham Smith, arrived robed in country area uniform ready for the day with his trusty Gibson ticket machine at the ready. Phil Cruise also joined us. When all the visits to the loo had been made we set off to Windsor, our first point to start our in-service run. We went via the M25 and M4 and, on the approach to Windsor along the A332, there were some splendid views of the castle in the early morning sunshine.

Our start point was outside the site of Windsor (WR) bus garage which is now an apartment block. The blinds had already been set for the old 353 route to Berkhamstead. We then toured Windsor taking photos on the way before setting off for Slough bus station where we picked up several enthusiasts including our own Mike Garside. We then headed off up the B416 and passed through Stoke Poges, passed the Fox and Hounds at Stoke Common (yes passed it, well it was a bit early to start that sort of thing even though some folk (no names) were making some funny noises which I can only determine as missed opportunity moans!! (Worse than Alan Purssey!). We arrived at Gerrards Cross - The Packhorse bus terminus - where I think the 455 also stopped at one time along with the 335 and others. Time for another photo shoot. We then trundled off through Chalfonts St Peter and St Giles and soon arrived at Amersham railway station. The sight there was something to behold, loads of photographers on every corner and buses arriving for the static display. Several of us headed off to the burger stall for an early breakfast, not so Graham and John who had to continue their journey to Berkhamstead.

I decided to stay around Amersham all day and give out some Cobham leaflets and chat to folk including our own Bill Miller (there's a character!), Norman Davey, Dave Boshier, Gerry Pratchett, Stuart Lilley and not least Dave Bignell. I hear there were sightings of the Kinnear family but I missed the pleasure of seeing them myself. The stalls inside the car park building were most attention grabbing. Owing to my incapacity, with sling, I was at last able to seriously

browse what was on offer, a bit unusual for me, normally driving, but a pleasant change.

Outside on the static display, there was a marvelous array of ex-London Transport vehicles and others. Included in this were several RLHs; GSs, a T; several splendid RTs; RFs and the customary RMs to name but a few. Sorry I didn't take a note of the fleet numbers. On reflection it would have made this article more interesting to the spotters amongst us, my apologies. It wasn't long before RT L 139 returned for a well-earned break before setting off on a short to Gerrards Cross. After that, a quick change of blinds to the 359 and off to Aylesbury, phew! On their return there was another well-earned break for our tireless duo before we set-off on the 353 back to Windsor. The mileage in-service, I was told, was something of the order of 108. We arrived back at Windsor still in good weather where I was able to take a few more shots from the top deck before Phil took over the controls for our final leg back to Cobham.

A very good day all round and for flag-waiving for the museum for our open day on the 30 October. If you haven't been to Amersham running day, make sure you do next year. The sheer effort Peter Cartwright puts into arranging all the re-runs of the old routes and the large variety of buses folk could ride on plus the backdrop of tube trains passing the site - an absolute knockout and a must for us enthusiasts. Well recommended.

Amersham Running Day this year saw RTL 139 recreating those days in the 1950s when Central Area vehicles were loaned to Country Area garages for Summer Sunday and Bank Holiday duties. The bus is seen turning at Gerrards Cross, The Packhorse, where the "Buses Only" sign, dating from the 1950s, is extant 35 years after NBC acquired the Country Area network from LT. One question - does anyone know if a loaned RTL ever ran on the 353 from Amersham or Windsor garages?

Photo -Graham Smith



Route 13 - Last Day of the Routemasters Peter Goodfellow

We left the museum at about 08.15 a.m. on the 21 October 2005 on STL 2377 and headed up the A3 towards London. We, meaning our ace driver John Rawlins and me as one of the two passengers. Not far into our journey it poured heavily with rain so much so that John was getting rather damp in the cab with no door, and the water was entering around the emergency door at the top of the stairs causing a small but constant trickle down the stairs and a soaking of the rear upper deck seat. Tut tut! At least it had not spoiled the route blinds that Richard Hussey had made for us.

When we approached Tibbets Corner I made a call on my mobile to Phil Cruise (this magazines book reviewer) to say that we would pick him up en-route along the New Kings Road at Parsons Green. Sure enough, after traversing Putney Hill and passing through an unusually light (in traffic) Putney High Street, over the bridge and right into New Kings Road, there was Phil awaiting collection. From there we proceeded to do a left into Gunter Grove and straight up to the A40M and along to Baker Street our start point.

The passengers for the day were a mixture of VIPs/PR contacts such as people from the BBC, a Japanese TV crew, National transport magazine editors and anyone else who would help promote Cobham's good name plus a chance to advertise the upcoming 30 October open day at the museum. A good turn-out of about 20 people. Our John Shirley took over as our driver for the first run to Hendon with Graham Smith our conductor. John gave us a nice smooth hassle-free ride and appeared to enjoy it to boot.

Our route took us along the A41 out of central London passing Lords cricket ground and on through Swiss Cottage, Child Hill and onto Golders Green. We were not allowed into the bus station for what was obvious reasons - congestion. A bus spotters' paradise. Instead we turned left and headed up Golders Green Road and Brent Street before turning left into Church Road leading into The Burroughs where we made a pilgrimage stop outside the site of the Hendon (AE) garage which is now a block of apartments, sob,sob! We parked up a few streets beyond for our formal layover and photoshoot. I say photoshoot but all the way along our route from Baker Street were many conglomerations of avid photographers filming us and the several other old vehicles running in-service along with the RML official in-service daily regulars. I bet many of the latter had mixed feelings especially the conductors many of who were losing their jobs as well. Sad days. Good luck to them all for the remarkable job they have done over the years. (We were not in-service but running as a special.) As is the

norm today, road works abounded especially some heavy-traffic-causing ones by Hendon Central station. However we manoeuvred through them and headed back to Baker Street arriving early but time for another photoshoot in what was now bright sunshine. Lucky or what?

For the second tour of the aforementioned trip I was lucky enough to be the driver with our 'cheeky chappie' Mike Scott as conductor. A trip that I thoroughly enjoyed especially as our sturdy STL steed virtually drove itself. Those lads back at the museum do a fantastic job in keeping these old ladies running in superb mechanical condition and I take my hat off to them and thank them for their amazing efforts. The passengers enjoyed the day and thanked us for coming up for the day. Several wandered off to local watering holes before enjoying the rest of their day and the last of Routemasters on the 13.

John Rawlins kindly took over the driving for the journey back to Cobham. We dropped Phil off and it wasn't long after that John offered me to takeover the controls for the final leg back to the museum. We put the old girl to bed, filled in the logbook (no mechanical defects however we shall need to look at the water leakage through the emergency window), locked up the garage, had a

reminisce of the fantastic day and all the flag-waiving it had achieved for the museum and went our separate ways at about 5 pm. Thanks to Graham Smith for arranging the day and all the hard work he puts in for the PR and

STL 2377 waits in Gloucester Place for its second run to Golders Green. Star of silver screen, steam radio and Japanese TV, Graham Smith, can be seen at the back of the bus being interviewed. Photo - Dave Jones



marketing of the museum. Other members I saw who came along and helped make the day special were Rod Lucas, Simon Kaye and Steve Fennell. A sighting was also made of our own Editor-in-Chief Dave Jones with camera at the ready no doubt getting some shots to titillate us readers/viewers with. I think that was all and I hope I haven't missed anyone else, please forgive me if I have, I'll buy you a cup of tea at a future open day if you let me know. Bye for now.



Photo captions - Previous page-upper:

RLH 61 heads south, leaving rain soaked Golders Green.

Previous page - lower: RML 903 in Gloucester Place, Golders-bound.

This Page - upper:

RM 1005 leads a bendy bus down Haymarket.

This page - lower:

RM2071 skirts Trafalgar Square, with a familiar taxi for company. This bus reappeared later that weekend at WA and will see the square again as a 15.

All photos - Dave Jones



Like many of you, I first encountered ST 922 when it re-entered service with LT in 1972 on a sightseeing service. A group of senior drivers, based at New Cross, were trained up to operate the route and the bus slowly chugged around, boiling over every now and then. I do not recall the class in original service and I may well have never travelled on any ST, being brought up in STL and Daimler territory. My eyes were subsequently opened to the abilities of the type by the owner, Prince Marshall. He was responsible for the bus still being in existence, having bought it many years earlier as a wreck. Prince commandeered it after the final run one evening and gave a small group of us a run back to New Cross Garage. With Prince at the helm, the bus was transformed, keeping up with modern traffic, the exhaust popping back under the stairs on the overrun. We sailed over the Bricklayers Arms flyover well over the speed limit and the engine seemed far happier than when being laboured by the LT crews. On arrival at NX, Prince left the cab and beaming, said “*That’s* how an ST should be driven”. Some years later I was able to drive the bus on Route 100 and found it to be relaxing to drive in town. My involvement with taxicabs brings unavoidable comparisons, both types being subject to the restrictions imposed by the Metropolitan Police. An ST is far more sophisticated to drive than an Austin taxicab of similar vintage, perhaps being more in line with the rarer Beardmores or later Morris Super-Six cabs. The triple-servo brakes on the Regent are far superior to anything we had on cabs until the mid-Fifties, when Beardmores like mine were finally permitted hydraulics. The impression the



cab trade has now that Transport for London place buses ahead of taxis in the general scheme of things is perhaps nothing new.

ST 922 purrs along Piccadilly, only the modern midi-coach behind betraying the modernity of the picture.

Photo - Peter Starks

Fast forward to 28th October 2005, the last day of Routemasters on the penultimate crew-operated route and also my birthday; please note your diaries for next year! I was thrilled to be invited along by Seb Marshall and Richard Hussey who had been burning the midnight oil to make sure the bus was fit for a couple of trips on the 38. The ST was to be Cobham's surprise bus for the day. I also had the chance again to "work the knobs and levers", along with Seb and John Black. Seb drives the bus much in the style of his late father and it was nice to meet again his mother Tricia, whom I do not know well and had not seen for many years. She looks no different than when I last saw her 25 years ago. Tricia regards the ST as Prince's legacy – who could argue with that?

On arrival at the Porters Rest at Hyde Park Corner, our thunder was almost stolen by Ensign's ex-Hants & Dorset Bristol K6A HLJ44, complete with LT bullseye on the radiator in the manner of a post-War loan. Its later duties were covered by Craven RT 1431. With Saunders and RT3 vehicles as well, it would have been possible to travel that day on each type of RT-class vehicle over the 38, save for an RTL. A full list of the special buses will probably be listed in every other magazine, so I shall just mention RTW 75, RML 900 and RMF 1254 as some of my favourites. A selection of the replacement bendy buses were out on training duties, so an age range of 75 years could be seen on buses displaying "38".

Graham Smith was our experienced conductor/PR man and had us away almost on schedule. The first run went well until Islington Green when the ST started spitting back in the carburettor and would not pick up revs. A quick push out of harms way towards Essex Road enabled Seb and Richard to ascertain that we had both a spark and fuel in abundance. As there was no backfiring the diagnosis was fuel vapourisation and a decision was taken to run the rest of the day with the bonnet side off to improve airflow. A swing on the handle from Richard and the engine purred back into life and never missed a beat for the rest of the day.

At Mildmay Park we were due to lay-over in Dove Road. The stand here faces east and is unusually situated on the off-side of the road. The history is that this road was used in that direction by all northbound Route 33 trams to avoid clashing with southbound cars on the sharp curve from Balls Pond Road into Essex Road. Similarly, it was used by 581 and 677 trolleybuses for turning short south to north and even after these routes were withdrawn the wiring was retained for Kingsland Road services to turn short, although some way off their route. However, we were not able to enter Dove Road on our first run due to a tipper lorry loading, so we diverted up Mildmay Park to Newington Green,

coming back along the 73 route. Our conductor's charm attracted a lady claiming to be 94 and who had many memories of buses on the route. The Smith "repel all boarders" routine melted away and we carried the lady to her destination at Sadler's Wells where Graham was rewarded with a kiss; he certainly knows how to pull! Her comment that "The free buses start tomorrow, don't they" shows that she certainly had the measure of a large proportion of the travelling public.

The second round trip was completed with no problems and, after a photo stop outside Harrods, we headed back to Cobham. The Tilling achieved about 4 to 4½ miles per gallon, which is quite respectable for London traffic conditions. The engine sounds more throaty than it did in the Seventies with much of the head and valve-gear having been overhauled. She is a little more reluctant to

pull away with a load in second gear due to wear somewhere along the drive-train, but runs very well and is a credit to those who have done all the work on her. Don't tell my wife Pat who was at home all day, but I had the best birthday ever!



At the end of the day, RM 2050 waits at Victoria, a bus terminus with RM connections since RM1 first ventured out on route 2. Unlike RM1, though, 2050 continues to ply the streets of London on heritage route 15.

Photo - Peter Starks



Two extremes at extremities! Shortly before the end came, Peter Starks caught four assorted RMs at Clapton Pond, whilst on the last day, at the other end of the route, Victoria, he captured RM1941 for posterity.





Left, RM 652 enjoys a last day's work on the 38s, whilst below, RM 613 runs along Picadilly.

Both - Peter Starks



Shades of Green - Hertford, Frank Everett writes from Luxembourg

I read recently and with great interest the article by B Bunker "The day we went to Hertford" in issue No. 47 of "Cobham Bus Magazine". It prompted fond memories of my visits to Hereford during the late 1940s and early '50s. Unfortunately, I cannot remember the exact year, but if my memory serves correctly, my first visit was probably in 1946/47. Although this is now in the dim and distant past, I'll try to reproduce my early impressions as faithfully as possible...

Living in Southgate, London we would walk to Enfield West (now Oakwood) L.T. Stn. and ride our local route. 107 ('G' class) to Enfield Town. (It may be of interest to note that underground passengers would sometimes board a train in Central London and alight at the said tube station only to find Enfield was about. two and a half miles to the east). For me the real excitement started at the Cecil Rd. terminus in Enfield, where green double deckers were jockeying for position, with what appeared to a young boy, endless streams of their red stable mates: mainly London Transport trolleys and 'G's on short workings of routes 135 & 107 together with the odd red STL. At that time I did not even know green STs or STLs existed, but it was almost love at first sight - the green painted buses always seemed cleaner, and more natural than the more strident red ones.

Perhaps HG & SA "put their best side to London" as the saying goes? Sitting in my favourite seat on the top deck of a 'STL' on route 310/A or 'ST'? on route 313, I could catch a glimpse of a 10/T/10 and more latterly a '6/Q/6' on Green-Line route 715/A. Nevertheless, it was some time after, and with the aid of an "Ian Allen ABC" I figured these up-market and apparent radiator-less coaches were in the same class as the red single deckers on rte. 233. often grinding their way up to the Alexander Palace ("A11y Pally") from my grandmother's home in Wood Green.

Now back to Enfield and after one or two short discussions between father/driver/conductor, just to check we were on the rightful bus for Hereford Town (or was it the Nth. Stn?) we were off . . (It is worth noting that sometimes the route & destination winding mechanisms did not always function, or blinds not set properly by the crews consequently this often led passengers in a "fog". Although, I seem to remember neither driver or conductor were always sure about their actual route on the 31 0 or 310A.

Soon however, we were leaving the natural 'pull' of London, and on reaching Ware Crossing found ourselves climbing into rural Hertfordshire; the shining river Lea on our right hand side. After dropping mum off at the shops in the town, we continued to Hereford Nth. Stn. just for fun; but this was really the farthest North we dared go after the War.

Now it was time to visit Hertford market cum car park cum bus station the, three shared the same site, and to catch-up with mum. My impression of the market was a series of galvanised steel pens sprouting bus stops and sporting a multitude of bus routes. (Unbelievably, some only ran on certain days of the week not even "Mon-Fri Rush Hrs", which at that time, was just about the minimum for the Central Area). In evidence were cattle pens from which all manner of goods were sold; customers arriving from the nether reaches of Hertfordshire in a variety of mud splattered 'T's, 'STL's, and even little Leyland 'C's. Judging by the shades of green, on the side panels some of the many and varied 'T's had patched-up bodies with worn tyres, and different treads on the same axle. Here, I noted SA's 'STL's and early 'RT's were also dirty and dented from traversing the narrow leafy lanes between Hatfield and Hertford.

By and large the myriad of country routes were relegated to the lower and northern parts of the Bus Station. However, Green-Line routes 715/715A always had "pole position", occupying the southern most bus stand; no doubt enabling a quick exit on their tong run through "town" to Guildford.

On a Saturday afternoon, and after resting in the market place, the fully laden and raucous ('C') Cubs sounded flat-out" on route 333 storming Bengoe hill. With so many shoppers traversing the Bus Stationn, the duty inspector was kept busy sanding the large oil patches accumulating, particularly alongside the Green-Line and Enfield bound 310/A stands. (Oil seals have greatly improved since those far-off-days).

I do hope this short overview has given an indication of my early Hertford bus memories. No doubt someone will fill-in any gaps, or errors?

Cobham Web Site

Nick Abott has taken over from Kevin McGowan as the Trust's webmaster. Kevin has performed the duty since 1997, with the Museum's site being one of the earliest bus enthusiast sites on the internet! Nick has redesigned the site, and would welcome any feedback/comments from people, and if anyone can contribute any more information on anything covered, that would be great. It would also be a good opportunity to ask if there is anything else that people think the site should cover.

So, please visit the site at **www.lbpt.org** and let Nick know what you think. And thanks to Kevin for all the work he has done in the past.

By the time you read this the two Routemaster heritage services on routes 9, run by First, and our own 15 will have been running for a week or so, hopefully well loaded.

From a Stagecoach point of view, the run-up to “R Day”, 14th November, was very busy for all concerned, buses being collected, repainted, tidied up, staff being recruited and trained. Originally it was intended to use staff who would either drive or conduct, but it was later decided to recruit “non-driving” conductors. The seven-day-a-week service requires eight duties each day, with a 12-line rota and some of the duties are “straight shifts”, change-overs take place at Tower Gateway. The conductors were all forthcoming quite quickly, drivers less so, then it was down to training. All the crews were taken out on RML 2760 along the route and two walking tours of the route, with a blue badge guide, were arranged so that conductors could be given knowledge of sights along the way. All staff were also briefed – and tested – on the history of the Routemaster. The conductors also needed training on the portable ETMs and a room had to be built at WA to accommodate the machine lockers/charging points.

The buses are all “Dartmasters” as they have come to be known, and our allocation at WA is 324, 652, 871, 1933, 1941, 1968, 2050, 2060, 2071 and 2089. One of these arrived from its previous owner with several pages of defects and a few PG9 items, although it had not been used for a while. Mechanical preparation was done at Barking, Upton Park, Bow and Leyton where the repaint into 1960s style was undertaken. From what I saw of those that passed through WA before work started, the interiors were fairly tidy, the exteriors – variable to say the least. They now look a great deal better, having been re-panelled where necessary and re-sprayed. Our General Manager even bought some AEC triangles to grace the grilles. Even so, there are detail differences between individual buses, see if you can spot them in the following photos!

The launch took place at Trafalgar Square, with our RM1933 starring, and the BBC doing a live link back at WA later in the evening. Peter Hendy and Ken Livingstone were interviewed on both BBC and ITV.

The 9 and 15 run from 0930 to 1830, seven days a week with a 15 minute service interval. Go and try them, all usual ticketing arrangements apply.



BEFORE

After the past weeks' service changes, a variety of RMs gathered at Waterden Road before dispersal to be prepared for use on the heritage service. The upper picture shows RM 2071, with RM 2089 behind, both from Sovereign. (Dave Jones)

Below, five buses collected from CT, RMs 1968, 2050, 1941, 652 and 2060 lined up at Waterden Road before work began. (Kevin Cooper)





AFTER RMs 324, 2071, 1941 and 1933, fresh from the paint-shop, so fresh that 1933 still had the transfers to be applied. Thursday 9th November.

*“R DAY” - Monday 14th November, ready to roll, RMs 1933 and 2089 in pole position, with 324 and 1968 behind. RM 1933 featured at Trafalgar Square’s launch and later on BBC London Tonight - “live from Hackney!!”
Both - Dave Jones*



Buses On The Box

Peter Wall

Broadcast on 17th May on Channel 4 was "Chance of a Lifetime" (1950). Billed as a comedy, it had a serious theme based on the then current 'export or die' policy for British industry and used the Ferguson tractor and farm implements as its theme. Basil Radford, boss of a small engineering firm grew tired of being at odds with his staff so let them run the factory. The film was co-written/directed by Bernard Miles, who acted in it, Hattie Jacques was a welder! plus Geoffrey Keen as a rebellious worker, (he was usually an MP/doctor/lawyer etc, the often seen Sam Kydd, a very young Patrick Troughton long before becoming a Dr Who and Kenneth More. The real star was a very, very brief appearance of a Guy Arab utility. It appeared to be in the GLL registration group G 51 - 100 with Park Royal body (like CBM's) so would be either Arab I or II.

On a recent visit to the Museum in Docklands I purchased a video of archive films (as I do!). One of a series of four videos in the 'London's Port & River Heritage' series; doubtless available elsewhere it cost £12.99. Also DVD. There were five films, the first being the title 'City of Ships'. Made in 1938/9 it showed the docks as they were before the blitz, with Cunard liner Mauritania docking and lots of dock traffic and cargo handling. There were 36 miles of enclosed mooring quays within the docks and 32,000 *skilled* tradesmen employed. Brief shots of London traffic showing street and dock scenes with NS, STL, a Bluebird and standard LT, a Saurer lorry, a steam wagon and trolleybus destination blinds. The second film, 'London River and Docks', a silent film but made at the end of World War II. showed Guy Arab utilities crossing one of the dock lift bridges. 'Pola Fen London' (the Port of London Authority's telegraphic address) was a colour film, which, from the Leyland Cub and Bedford OW lorries, a Latil timber tractor and export cars was made in the early nineteen-fifties. For those interested in the docks and London as it used to be I recommend this video.

"Ring of Bright Water", (1969) was broadcast recently. Based loosely on the Gavin Maxwell book about his life with an Otter in a remote cottage in Scotland, had the star (Bill Travers) arriving at a London railway terminus (with said Otter on a lead) to buy his ticket north with, a brief sighting of FRM1 in the background. So this scene must have been filmed at Victoria station! According to the records, FRM1 worked the 76 until its engine fire in 1967 when the fixed windows were changed and some opening ones fitted. I am sure it had fixed windows in the film, so filming must have been done prior to the fire. There

were lots of RTs and RMs in the London street scenes too. Could this be the only time FRM1 has appeared in a feature film?

But the star for me (apart from the Otter) was the Scottish bus used several times; MaBraynes' elegant 1956 Bedford SBG, number 173, registration OGB 468, Duple Vega C36F body with Butterfly radiator grill in the company's then livery of red, green, cream and black. It was withdrawn in 1968, sold to a contractor and never seen again! It was a *proper* coach with nice seats.



Nick Abott and STL 2377 visited the Ipswich Transport Museum on 2nd October where a reunion of former Mulleys of Ixworth vehicles took place. The "rag-top" is a 1930 Chevrolet LQ, whilst the other bus is a 1949 Duple bodied Bedford OB. Those in the know will recall that STL 2377 used to operate in the area when owned by Mulleys

PA Headaches

Rod Lucas, keeper of all things audio-visual, has asked that anyone using the public address system at the Museum should refer to the comprehensive instruction sheets posted adjacent to the sound system. Problems have been caused by careless knob twiddling and slider sliding.

In addition, the video set -up on the Regent Cinema has a set of instructions to help prevent damage to tape and machine. If in doubt, please ask.

So for this issue's report on the restoration of NS 174 I'm going to deviate ever so slightly and fill you in on what I've been up to for the last few months, hence the reason for the title. But alas don't panic, it's all Cobham related and there's plenty of news on the NS!!

Let me explain. As much as I'd like to keep my sights (and focus) permanently set on the NS, in reality, this is unfortunately not always entirely possible. I have therefore been led astray not once, but twice this year, by a couple of Cobham's other (slightly unwell) residents.

The first of these adventures was with D142.

The old lady turned around towards the end of last summer and stamping her feet announced, "Enough is enough I feel totally neglected and just taken for granted. I refuse to do any more until attention is lavished upon me!!"

Of course we were all shocked by her behaviour, but also slightly guilty as maybe she might be right and have a point, and have a point she did!! Like most females when they finally let you have it – they let you have it!

It had been hoped that when investigations were made it wouldn't be as bad as she was telling us, but when she was stripped apart, it turned out to be the worst case scenario.

So at the beginning of the year I undertook the task of rebuilding her engine.

The work carried out was as follows:

New valves – Old ones were like razors, badly pitted and sunken into their seats.

They were not opening and closing properly = irregular running.

New valve guides – Old ones were worn and broken (a failed removal by someone!)

Valve springs – Odd, mismatched, plus 2 broken.

Valve collets – Badly worn and not seating properly.

Pistons – 4 new ones as previous had picked up.

Cylinder bores – accurate to within .0005, so lightly deglazed

Big ends – Re-white metallised.

Throttle and ignition – Linkages badly worn, new ones manufactured.

This is a rather brief and crude run down of what work was carried out, but hopefully will give you all an idea to the extent of her rebuild. She finally returned to the road in time for our Father's day open day and then had an appointment at the Byfleet Parish Day transporting the local Mayor.

Then came the further bad news that although she her engine was purring really sweetly, her other problems were now all too apparent and would require investigation.

This unfortunately has led her to be laid-up again due to what can only be described as complete devastation within her back axle.

This is another saga altogether and may I say another detour from the NS in the not too distant future! But as they say, the situation is in hand and all being well she shall be back on the road in the not too distant future.

And so to my next folly ST 922!

This little lady has caused me no end of sleepless nights for most of the year, again through neglect and misunderstanding on other people's behalf, but this tale does have a silver lining!!

It was decided last year that as an incentive to get her finally back on the road after her hissy fit six-odd years ago, she would be entered for the HCVS London to Brighton Run.

Since coming off the road mechanical work was carried out to rectify her stamping of feet and although completed relatively quickly, the bodywork dept. decided she needed attention in quite a number of places and hence commenced some rather extensive remedial work. This is of course another story, and one that if you ask nicely I'm sure they can be persuaded to tell you, but also the reason she has not been out and about of late.

So jumping back to around April this year with the aforementioned HCVS Run looming and figuring I didn't have enough on my plate with the NS and the Dennis, and because of someone else's sudden personal crisis I got involved with the ST as well!!

Although she was up and about and out of bed so to speak, she wasn't entirely her happy perky self. There were many occasions within the week leading up to the Brighton run that we were pretty much ready to throw the towel in and give up as it just didn't seem possible to rectify her strange ailment.

It's at this point that I remembered the last time I went to Brighton on the ST 25 years previous. John Christie was driving and as we left Battersea Park and pulled up at the Bus Stop to wait for the party of people that my father had hired the bus out to, my mother turned to me and said

“Are you really sure you won't go on the ST?”

“Oh yes” said I, That of course was the last time she saw her little seven year old for a few hours, as my mother with the rest of my family jumped back into CR 14 and whisked off to Brighton.

In all fairness to the ST, she made it to the outskirts of Brighton before she finally had had enough. The private hire strolled down the road to the pub and I was despatched forthwith on the next entrant that came by, to Brighton to get help.

I do have a very vivid memory of my father proudly driving up Maderia Drive not too much later in the day after tearing off to retrieve his prized possession! Anyway I digress, needless to say my foreboding feeling unfortunately came true and we did have a few little hiccups on the Run. A long 15 hour day, but still enjoyable!

We laid her up in the paint bay and that was the end of that.

It was a good couple of months before I got back to her, but in that time I had been able to clear my head and try and decipher what exactly her problem could possibly be? I was sure of one thing, it was definitely far deeper rooted than had been previously thought.

The only step forward was to disregard everything that had been said and done and start afresh to try and make sense of what she was telling me.

By doing this I was able to discover the primary problem, which was compounded by numerous secondary problems stacked on top of each other because the initial fault had not been properly diagnosed.

I will not at this stage go into a long detailed account of my findings as there is genuinely not enough space and time, but suffice to say among her hindrances was the fact she was suffering a serious heart and lung condition that had been brought on by a undiagnosed case of schizophrenia.

Doctor Marshall is now happy to report the patient has responded well to her medication and is well on the road to a full recovery!

There are a handful of other jobs to be done which I'm gradually working my way thru, but she did complete a very successful test run in the pouring rain to the London Transport museum Acton Depot. This was in view of the fact that she was to appear on the last day of RM action on the 38 route and a lengthy run was deemed a good idea to establish all was well.

I'm happy to report that this day was a resounding success, she was well received and a big surprise on the unsuspecting who'd come out with their cameras!!

She performed fantastically well except for one minor five min blip in Islington due to a spot of possible fuel evaporation.

Hopefully she'll be making a couple of other end of year appearances....

But you'll have to wait and see...

And now to the point of the story, NS 174.

“So” I hear you all cry!! “Has any progress been made of late on the ole’ NS?” Well remarkably yes, I have found a few hours to spare and things are a stirring!!

The latest is:

The brake shoes have been relined.

Brake return and valve springs manufactured.

Wheels have been sent off for new solid tyres.

Radiator core dismantled.

Radiator castings sent to patternmaker. (Gasp!)

Cylinder barrels: Corroded/broken spark plug remnants machined out.

Shot blasted.

Water gallery plates made.

Water gallery castings cast.

All mounting studs made

Painted barrels

Valve guides removed

Valves reground

Bores measured and found to be accurate to within .0005

New pistons being manufactured

Water pump dismantled.

Magneto shaft re-machined.

Again this is a very crude list of what has happened, but healthy progress is being made all the time. I hope for my next update that we’ll have some real exciting news, let’s wait and see...

So that has roughly been my year at Cobham. I hope you’ve enjoyed the tales although slightly off the point this time around.

Thanks again to all those who have donated and keep donating to the restoration of the NS. It is much appreciated and truly helps to the fast progression of seeing this vehicle back on the road again!

All it takes is for me to wish you all a Merry Christmas and Happy New Year!

P.S. Please send all donations clearly marked for the NS Fund to the Treasurer.

If you wish to set up a monthly donate (like others already have) please contact Norman Davey (Treasurer) for more details.



Phil Cruise sent this photo of Putney's RML 2466 on the last 22 journey to Putney Common no 22 July.

Alan Sparrow sent the pictures below, the first of RM 1321 looking "just right" at a rally his brother-in-law visited, whilst RT 2041 was at Alan's workplace in Canterbury for some electrical work.





Frank Everett sent these atmospheric pictures of the former Museum of British Transport that was housed in the old Clapham bus garage. The museum, which also housed railway exhibits, closed in the 1970s and the London vehicles moved to Syon Park, before finally finding a home at Covent Garden. That museum is now undergoing refurbishment, so these buses have had to move yet again!

NS class inside the British Transport Museum, Clapham, London, 1962
photo by F.H.A. Everett



TF, CR & Q types, inside the British Transport Museum, Clapham, London 1962
photo by F.H.A. Everett

Looking back it has been an amazing year. We have been offered some highly detailed new die-cast, models this despite the severe weather in China, which was to disrupt production and has had a knock-on effect with release dates. Some excellent new resin and white-metal kits gave us a selection of both modern image and vintage examples to cater for all tastes and skills.

In October The Model Bus Company launched a new range of resin models produced to the same style and quality as the L.B.C. kits. They are marketed as MBC Resin reviewed in this article. Other London single and double deck vintage buses are in the course of development from both L.B.C and M.B.C for the New Year.

DIE-CAST MODELS

CORGI

Amongst the new models planned for the first six months of 2006 is to be a model of the London Transport RTW. (Model number OM4701) Due for release in May 2006?

EFE

Are to withdraw the RT which is now 18 years old, to undergo a re-working to achieve a higher standard of detail.

The RM range is to be expanded to include a RMC coach, RMA Airport coach, and the RMF front entrance as used by Northern General. The existing RM range will undergo similar re-working.

EFE had on view at showbus a 1/24th scale Daimler Fleetline DMS featuring opening rear emergency window and engine compartment, steerable front wheels and working destination screen.

BRITBUS R801 SCANIA

Released in August is a Scania N113 Alexander R in London Northern livery of all over red with a white tape band around the mid height, together with a grey skirt. Featuring vehicle number S2 operating route 263 out of Potters Bar Garage and displaying that destination on the screen. Registration number F422 GWG, it carries garage plates for PB plus the London's buses bull's-eyes symbol on the sides. This model features an opening rear panel to expose the engine detail. Like the SMS it has etched wipers with replicated tax discs, and moulded mirrors plus counter-sunk headlights, fog lights and coloured indicator lights. The gasket windows and doors have a fine black line replicating the rubber seals. The interior has some neat touches with the handles on the seats in silver clearly seen from the outside with the

grab handles finished in orange they have even included the illuminated sign on the staircase panel. This is another fine and highly detailed model from Britbus.

C.M.N.L. VOLVO OLYMPIAN

AV39 a Volvo Olympian with Alexander bodywork was acquired from fellow subsidiary SBS transit based in Singapore. It entered service in the spring of 2001 for evaluation as a possible replacement for the ageing Metrobus. This was not pursued however and no more examples were ordered.

The bus was based initially at Willesden Garage before moving on to Park Royal garage where it normally worked on route 266. Coded as AV39 it is now based at Harrow Weald garage for use on contract work.

This model is finished to the usual high standard with a lot of intricate printing.



Points to note in particular, the wrap around windscreen with the nearside mirror projecting forward, individual headlights and indicators. And the narrow window pillars with gasket windows.

RESIN MODELS

LT1 & LTL3 AEC RENOWN SCOOTER

From the L.B.C. the first two of three London based models are of two variants of the Scooter. The first one is the original Chiswick bodywork. As introduced by the L.G.O.C. in 1931. To extend their working lives whilst awaiting replacement by the new RF some were rebuilt by Marshals of Cambridge. The second model depicts one of these without the deep side mouldings.

At one stage the LTL's were the most numerous single deck buses in the central area. The three axles allowed the bodies to be built to the maximum permitted length of thirty feet. The Chiswick bodies had the distinctive family resemblance to the earlier T type (T31) except for the rounded cab and the entrance that was placed at the front from the outset.

The instruction sheet is for all variants of the LTL class and includes a potted history of the class and list of vehicle registrations and fleet numbers. Two colour illustrations on the box lid show one in LT finish suitably weathered

The second illustration is shown in General livery with a silver roof. The second model the LTL3 released in November, the Marshall rebuilds. The illustration on

the box lid shows the model in its post war livery.

These models are designed to push fit the chassis into the body, and then using the self-tapping screw under the bonnet to fix in place. A transfer door handle is supplied for the rear emergency door.



A selection of transfers is available from the Little Bus Company or M.B.C. to finish these models in a variety of liveries.

- 234 SOUTH CROYDON Original body LT livery
- 263 KINGSLANDHIGH ST. Original body LT livery
- 425 DORKING L.G.C.S. livery
- 425 DORKING LT. COUNTRY livery
- 208 BROMLY BY BOW Marshall rebuild LT post war livery all over red.
- 141 EDGWARE STN. Original body single blind box Gen eral livery.

At £3.00 per set that includes fleet names and numbers registration and legal lettering, plus garage codes. (The legal lettering and garage cods are in white and are not easily seen on the sheet.) State your preference when ordering your model. The photo shows my LTL1 in early LT livery and on the right LTL3 Marshall rebuild in its all-over red livery with the beading outlined in cream.

The third model announced at Showbus was the front entrance 5Q5 due for release in December all three models were on show in various liveries and aroused a lot of interest among collectors. All three models are £30 plus £1.50 p/p (max £3.00) For disappointed customers the LTL1 is to be re-issued in May 2006 the RTW and Bournemouth Trolleybus are now back in stock.

L. B.C. MODELS LTD, Queenswood Ave. Hutton.Brentwood. Essex CM13 1HU

Tony is moving but please use above address until advised.

M.B.C.RESIN (MODEL BUS COMPANY) AEC REGAL 1T1

The best news this year is that the M.B.C. are producing models once again And to introduce his new range of resin models Graham Orchard of the M.B.C.has chosen two versions of the popular 1T1 classes. Graham is a long established and skilled model maker. And this is reflected in these two models. It is difficult to capture the look of a vehicle in small scale but in this Graham has succeeded.

Kit 1a features the original as built, with a rear entrance as typified by T31 at Cobham. A colour illustration on the box lid depicts the model painted in General colours.

Kit 1b represents the later version. During 1933-35 the class was rebuilt with the entrance re-positioned to the front as operated throughout the post war years, and the colour illustration on the box lid depicts a vehicle sporting this later LT livery.

These models are designed to offer maximum simplicity in assembly, with one-piece body and chassis/seating unit with a minimum number of small parts to enable anyone with modest skills to assemble and complete these models. The instruction sheet shows in graphic form an exploded view in colour of all the parts together with a list. On the reverse is a short history of both vehicle and livery details and two excellent colour views showing both front and side view as a painting guide in a similar format to Ian's Bus Stop illustrations. These will be collectable in their own right.

A dedicated decal set for route 621a London General is available for kit 1a whilst a choice of decal sets are available for kit 1b (routes 16,205,213, and 264.) To assist modellers further, Graham will be carrying a range of bus paints. These together with his extensive range of decals offer most needs for the average modeller. Decals are normally affixed last, but with this range it is easier to fit the gold fleet numbers on the bonnet sides before the chassis is fixed, without the nearside front mudguard obstructing your access to the bonnet plate. The body is delicate so care is needed when handling any of these models until the chassis unit is fitted. On the early vehicles the spotlight needs removing. (Refer to photos)

As some of these models can be finished with a silver roof I have found using silver paint difficult in getting a uniform finish. After cleaning up the model I always use a grey acrylic primer, this shows up any small particles missed and gives a key to the paint. If modelling an early vehicle, try using Autoglym wheel silver ideal for a professional finish. The nozzle emits a very fine spray, and dries in minutes to a fine finish and does not obscure any roof detail. Of course you need to tape off the rest of the model before spraying. Another tip, paint the edges of the windows in mat black to give a slimmer appearance to the window pillars.

Kits are £30.00 decal sets are £2.50 Post & Packing £1.00.

Two or more kits £2.00 decals post free with kits or decals only orders 40p.

The model bus company Cres Mor, Perranthnoe, Penzance, TR20, 9NR telephone number 01736 982

As I mentioned earlier there are new models planned and some are of London's vintage buses not previously seen in model form so watch this space in the New Year.

Happy Christmas and a prosperous New Year to you all.

Reviews by **Phill Cruise**

A DRIVER'S EYE VIEW OF ROUTE 22

Route 14 Productions, 54 Dentin Road, London , SW19 2AP.

Having purchased the previous route 14 Drivers eye view I was looking forward to this one, purchased at a recent Cobham event.

There are two DVDs, Putney Common to Piccadilly and Piccadilly to Putney Common. As with the previous set, the whole of the route is covered in actual operating time, which was quite a task for the driver-cameraman Keith, who was relying on not being caught in serious traffic before the tape ran out! Being filmed in late Spring/early Summer there are a few problems with sun shining in the windscreen, but not enough to spoil the 'show'.

The soundtrack is 'live' with a witty commentary by Keith and plenty of nice Iveco RML sounds. The 22 is one of my local routes and during the last few months of RMLs I travelled on it much more frequently than usual. Now that the real thing is gone I can relive the Routemaster era through these DVDs. The cover of the DVD sleeve features an illustration of RTW75 at the turning circle on Putney Common a reminder of the last day, now only a distant memory. Enjoy a ride from Putney Common to Piccadilly Circus and back as often as you like courtesy of this pair of excellent DVDS.

THE BUS WE LOVED by **Travis Elborough** **Published by Granta Books at £12.**

This new publication is a hardback 190 x 135mm in size, with 204 pages, subtitled 'London's affair with the Routemaster'. Unlike most other Routemaster books it is written by a journalist who lives in London and uses the buses as a means of travelling around the capital. It tells the story of the Routemaster in terms of its social history rather than from an enthusiast's point of view. The author has nevertheless done his homework, as the bibliography at the back of the book shows very well and people 'in the business' have been consulted too. Colin Curtis is one source of information mentioned in an interview.

As a tribute to the Routemaster this excellent book is an interesting read, being written in a style that is both informative and sometimes tongue in cheek. Once started it is hard to put down. Illustrations are in black and white and range from that classic diagram in the Eagle comic of RM1 to Cliff Richard at Chiswick getting in an RT. The dust cover carries that classic shot of RM1 on route 2 when brand new on the front and a view of RM1930's platform from the lower

saloon on the back. The diehard 'anoraks' may find the odd technical error but there are plenty of these in the usual books about buses. This isn't one of these, but a brilliantly written tribute to another British institution killed of by politically 'correct' interference, intent on destroying our heritage.

Routemaster Mania

Dave Jones

Having missed the last Cobham Routemaster event in 2004, I was fairly hopeful of getting to this year's, and with company transport to boot, in the form of RML 2760. Sadly her exertions on the 38 on the preceding Friday left the old girl a bit weepy in the engine department and with some electrical problems that meant the poor tachograph was copping the full benefit of the alternator. So that was that. The heritage Routemasters were nowhere near ready and someone else was down to take RML 2665, so it was back to the ironing and cleaning then. 'Phone rings and an unusually stressed-sounding Steve Fennell (the brains behind the event) tells me that 2665's driver has the flu - what can I do? Put my uniform on and go, of course!

This was to be 2665's last public appearance in corporate Stagecoach livery before annual test and repaint to red. I have never been a fan of re-engined RMLs and having driven 2665 at the WA open day the journey did not fill me with enthusiasm. 35mph flat out! The Scania I once had in my hire fleet (S27, 30 and 31) flew like the wind, so why was this RML so darn slow - answers on a postcard, please. Anyway, the A3 came and went and into the country lanes I plunged, only to find that the landmark pub at the right turn towards Martyr's Green had gone, and so had the steering assistance! On arriving at the Mucky Duck - oops, Black Swan, I reported my arrival and went for a reviving coffee. Fortunately, the duty was not too heavy, with a couple of breaks and some variety of route. I did actually begin to enjoy driving the beast.

A huge variety of RM family vehicles was splendidly fanned out in the field behind the pub, some new to preservation, some having been around since the first tranche of withdrawals a long time ago. At least the withdrawal of so many RMLs has resulted in an additional splash of Lincoln Green amongst the Routemaster ranks. At the museum it was like Harrod's sale, you could hear the cash coming in. I think the Trust did rather well that day.

So, to bring this neatly to the bottom of the page, well done to Steve, his team and all the others concerned for organising a really memorable day.



RMs 6 and 1650, aka SRM 3 lay over at Martyr's Green during the Routemaster event on 30th October. Keep an eye open for the silver lady on the number 9 heritage service.

RMCs reunited. Former East London X15 RMCs 1461 and 1456 catch their breath in Redhill Road
Photos - Paul Morris





A rare line-up of Routmaster variants. RMs 1, 8, FRM1 and RML 2440 act as camera fodder at Cobham, where autumn seems to have arrived on time! Paul Morris

Catch it while you can! Stagecoach liveried RML 2665 pauses in Redhill Road. Now awaiting re-test and re-paint, this was a rare beast. Dave Jones



