

COBHAM BUS MUSEUM MAGAZINE

Issue 51 Summer 2006

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The Journal of the London Bus Preservation Trust Ltd



THE LONDON BUS PRESERVATION TRUST LIMITED

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THE LONDON BUS PRESERVATION TRUST LIMITED

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Telephone communications can be made through the museum at weekends.

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Editorial

No prizes for spotting last issue's "how observant are you" test, the bus on the front cover wasn't 624! Anyway, apologies for that and a few other minor slips. My excuse is that this is an amateur production, put together in spare time (and I hold Tomorrows World responsible for there never being as much as they predicted!)

This issue coincides with the retirement of Barry Arnold, M D of Stagecoach in London and well-known enthusiast and writer. It is thanks to Barry that we come to own RMC 1461, for which we are truly grateful. I am sure that all the members who know Barry will join with me in wishing him a long, healthy and happy retirement. And perhaps a little involvement with the Trust?

You may have noticed that this issue arrived by slightly different means to those in the past. Thanks to Dawn and Roger Stagg, the magazine is now being printed almost "in-house" and distributed direct from the printers, both of which should save some money to be used on other things. There may be some initial teething problems, but I am sure that any that do arise will be swiftly resolved.

And so to this issue. We have some updates from Management, a report on a very successful open day, with some unusual photos from a well known source, who also contributes a fascinating "human interest" item. A final (I promise) look at the end of Routemasters, and some nostalgic recollections from across the Big Pond bring us to a collection of little bits and pieces, topped of with model and book reviews from our regular contributors. Enjoy.

And finally, would the author of the item entitled 'Stratford 59' which was sent last year please remind me who he is, as his name isn't on the main article.

Photos and articles always welcome, please send direct to me by post or e-mail

Either to Epping Close, Romford, RM7 8BH or dsj672@ com

NEXT DEADLINE 11 AUGUST

Cover picture: STL 2377 makes stately progress towards Brighton on this year's HCVS run.

Inside front cover, top: Seb Marshall and two ladies, one blonde, the other called Dennis, heads south, whilst the upper deck passengers collect flies and other air-borne debris and wish the decision had been made to rebuild the NS with a roof!

Bottom,,: an unlikely pair roll into town, RM 1 follows B 340.

All by Peter Starks

With the Rally season in full swing, work intensifies on keeping all the Trust vehicles fit for use. At the HCVS London to Brighton event STL 2377 appeared in wartime regalia and won another award. The Open Day appears to have been the usual success story, even though the weather was less kind than in recent years. A great deal of thanks is due to all the dedicated volunteers that make this major event in Cobham's year and the wider preserved bus world so successful and enjoyable. And as you might expect planning has already started for Open day 2007!

Despite all the planning that goes into Open Day there is always a chance that something unplanned could happen, and this year it did. The sad ending was the damage sustained in a road accident by the Bedford CA Trust Ambulance (Ex Aldenham Works) on the way back to the Museum in Redhill Road. Thankfully, no one was injured but 1492B looks a sorry sight. When the dust settles and the necessary paperwork is completed there will be more (unscheduled) work to return this special vehicle to former glory. This incident serves to remind us of the fragility of some of the Trust's treasured possessions and how easy it is to undo many years of hard work.

On the Open Day the Mayor and Deputy Mayor of Elmbridge, together with their partners, paid a visit and were taken (by STL 2377) to the proposed site at Brooklands and the buzzing Wisley site. Our guests seemed genuinely impressed with our plans and were keen to support us in very practical ways,

The Members' Day in March seemed to have been enjoyed by all those attending and I'm pleased to report that more members have come forward to take on various jobs and roles within the Trust. I'm sure you will see new names cropping up in the pages of future issues of the Magazine. We cannot be complacent and we still need many more members to take on roles. If you feel you want to help please contact our Volunteer Coordinator - David Kinnear.

Less successful was the Saturday reserved for local councillors to visit Redhill Road as part of the Brooklands migration plan. All members of our Trust Council attended the day but, disappointingly, only one local councillor appeared, despite expectations of many more. The lone councillor seemed to enjoy his visit and let us hope some good will come in spreading the word. Coincidentally, some members of the public turned up to see if the Museum was open and we were able to offer almost one-to-one guided tours on the day!

The various hurdles in the Brooklands move continue to be overcome and hardly a week goes by without Roger or Stewart being asked to respond quickly to a point of detail or attend a quickly convened but usually unscheduled meeting. As I have stressed before if you think little is happening on the Brooklands front nothing could be further from the truth. It is simply that the process and protocols takes an inordinate amount of time

As we move through 2006 more detailed planning for Brooklands will start in earnest. The broad plans will have to be turned into detailed plans. We need to keep in mind that the present site at Redhill Road started out as a place where a few farsighted preservationists established a storage and maintenance centre for their buses. Over the years the expansion and development has turned the site into a Museum but with many of the obvious limitations that we know about – particularly public access. On the other hand the Brooklands site will start life as a fully-fledged purpose built museum within a world-renowned heritage site. This will bring many advantages but equally many responsibilities in the way we operate. Many members will have ideas on how things should operate at Brooklands please let us have your views and ideas. When the detailed planning starts we can, hopefully, incorporate as many good ideas as we can. Email me at peteraduplock@btinternet.com or drop a line to the Redhill Road address.

In this issue of the magazine, we have included a list of items that have been, or are continuing to be, dealt with by the Council of Management. It is by no means an exhaustive list, but if any member wishes to have more details on any aspect not covered elsewhere please just ask any of the Council Members.

Items recently considered (most ongoing) by the Council of Management

Brooklands and Redhill Road progress

Event days – home and away

Expansion of fund raising

Implementation of detailed financial controls

Memorandum & Articles of Association – major update required

New Curatorial adviser vacancy

New Volunteer roles

Possible acquisitions / donations

Project updates

Proposal for a Trust vehicle to be entered in 2006 London Lord Mayor's Show

Review of vehicle spaces at Redhill Road – derived income and future policy

Update of acquisitions and disposal policy

This list is not exhaustive! Further information can be obtained from the appropriate Council Members,

Planned LBPT Council of Management meetings for remainder 2006 are currently scheduled as follows:

07 June 2006
04 July 2006
09 August 2006
06 September 2006
07 October 2006
04 November 2006
02 December 2006

These dates are subject to change to meet LBPT business needs and extra meetings may be scheduled for urgent matters.

Cobham to Brooklands

Roger Stagg

Following long, and at times difficult, negotiations with the Environment Agency an agreement was reached with them in respect of the satisfactory nature of our proposed new building at Brooklands. Immediately following that, our application was deposited with Elmbridge Borough Council and this is now registered and running, with an expectation of a decision in the early part of July. Experts decided that it would be beneficial for the application for Redhill Road to follow that for our building which would enable an approval at Brooklands to be attached prior to consideration of the Redhill Road application. The linkage between the two applications will have been made as one of the core factors for going against GreenBelt Policy. It is expected that the Redhill Road application will be heard one month after that for Brooklands. If that application is successful it is almost certain that it would have to be referred to GOSE (the Government Office for the South East) for confirmation, which probably means that it will be the autumn before the political hurdles are cleared.

On Open Day the Council of Management entertained the Mayor, Mayoress and Deputy Mayor and Deputy Mayoress of Elmbridge at Redhill Road, Wisley and at Brooklands. All were enthusiastic and supportive of the plans, giving their opinions that it was very much to the benefit of Elmbridge as well as the Charity. Whilst this cannot become any part of an official view in the planning process, there will perhaps be few that would not accept that the support of the Mayor's office will be beneficial to our cause.

02.04.06 Thank You

Alan Heasman

A big “Thank you” to approximately 300 bus owners, the caterers, stall-holders, and the 75-plus volunteers who worked at Wisley without complaint in bad weather conditions to make the day a great success. A special thank you to Roger Stagg Ian Barrett, Ian Robertson, Tony Lewis, and Graham Bartlett, all of whom worked 14 hours a day on Saturday and Sunday.

P.S. Would anyone who still has a yellow hi-vi jacket or marshal’s badge, please return them to the museum to save costs in future.

Membership Update

Steve Hook

Many thanks to all those members who returned their completed Standing Order forms promptly, relating to the renewal period commencing 1st April. I am now dealing with the next period, and those affected should by now have returned their forms. If there is anyone out there who has not done so, please do it NOW.

Welcome to the following new members:

1199	Douglas Carrington	London SW 11	
1200F	Andrew Pearson	Doncaster	RF530
1201	Colin Whitehead	Epsom	
1202	Tony Peters	Croydon	
1203	Julian Bowden	Bromley	
1204	Bruce Swain	Ilford	RTL 453
1205	Graham Brown	Hertford	RML 2747
1206	Michael Worman	Heathfield	
1207	John Packer	Hazlemere, Bucks	
1208	Philip Blair	Winchester	Southdown 279, Portsmouth 115 & 206, Hants & Dorset 1224, 1641, RTL 1323, RML 1582
1209F	Dr Raymond Dickens	Vale of Glamorgan	
1210	Clive Lawrence	Redhiill	
1211	Graham Jones	Ashford, Middx	
1212	Walter Tee	Forest Gate	
1213	Tony Lay	Welling	
1214	George Jacob	Brighton	

OPEN DAY 2006, AND A LOOK FORWARD TO 2007!

First my thanks to the Editor for holding the deadline date so that I could report to you on the review meeting of the Open Day Sub Committee held at the Museum on the evening of 15th May. I will try and be as concise as possible! For the first time in many years we had to contend with bad weather, but we received emails and letters of thanks from many "punters" who realised the difficulties under which we delivered a successful Open Day, with a profit figure of just over £18,000, an increase of some £4000 over 2005. Several problems were identified, especially at Wisley, and the sub committee is already on the case, and we have to plan in 2007 for the possibility of bad weather, and take appropriate measures. To summarise:

- Open Day 2007 will be based at Cobham and Wisley.
- Problems with the lavatory facilities have been raised and resolved.
- The siting of stalls, loos and food outlets at Wisley will be altered to allow for the worst case weather scenario.
- The Volunteer problem will be addressed by the Board of Directors and the Open Day Sub Committee
- The problems of litter will mean that we will have to hire paid contractors: you cannot expect the faithful few after a long day to collect litter over such a wide area.
- The runway is in a poor state of repair, and with abundant weeds and moss, unpleasant and hazardous in wet weather, possibly leaving a bad impression on those who attend. One month before the event in 2007, the sub committee will visit Wisley, and depending on what we see, hire contractors and machinery to make the runway "fit for purpose": as we are the only user on an annual basis, we have to accept the need to prepare the site as best we can within a specified budget.
- The entrance fee of £8.00 produces problems for volunteers, and it is not a good idea for people to be weighed down with change, and eventually two tickets for £15 was the order of the day as the change ran out. As we have identified significant cost implications at Wisley, the admission price for 2007 will be £10.00. This was passed unanimously by the sub committee, and we hope you will understand the reasons for our decision: even at £10.00 the event provides excellent value for money, and I plead guilty to not grasping that particular nettle sooner.

- Revenue protection continues to be needed and we propose that we have inspectors and kerb conductors checking that people are authorised to travel with their TTR's.
- The Bus Service pattern now seems to be working well (the occasional queue but soon dispersed) and we have asked the Board of Directors to look at a system of fuel reimbursement for Open and Display Days as the price of Diesel bursts through the £1 a litre barrier. We want to encourage people to bring their vehicles to make our running days excellent, and again that reflects the decision to increase the entrance fee to a tenner.
- Stalls revenue was slightly up, and there will be small adjustments to our variable pricing policy; we were the first event to introduce flexible stall tariffs, and we keep an eye on what is charged elsewhere.
- The shop takings were down but the profit level was unchanged: the availability of suitable Open Day Models is an area of concern which we will have to sort out for 2007.
- Publicity via the TTR is excellent, but we need to revamp the A5 flyers with colour introduced and also to ask the Board of Directors how they would want the Trust Ltd to distribute our publicity to the general public.

So you can see that after chairing the Sub Committee for 11 years there are always ways to improve and refine the event that is Open Day and opens the rally season every year. Thank you as always for your support, and we will be starting our "hunt the volunteer" operation in autumn 2006! I list the Open Day Sub Committee membership and responsibilities below. Open Day 2007: 1st April!

Simon Douglas Lane: Open Day Sub Committee Chairman

OPEN DAY SUB COMMITTEE FOR 2006/07

Simon Douglas Lane: Chairman: External liaison, police, catering, loos.
Debbie Morris: Revenue Control and Administration: Cobham Volunteers
Steve Fennell: Bus Service
Kevin Hibbs: Publicity
Alan Heaseman: Wisley Site Control and Wisley Volunteers
Ian Robertson: Stalls
Norman Davey: Treasurer
Alvin Hale: Shop
Rod Lucas and Gordon Coleman: Cobham Site Control
Michael Wickham: Liaison with the Board of Directors of the Trust Ltd

Open Day in Pictures

Michael H C Baker sent a number of photos showing the event from a different perspective, from run out to line up, before the visitors began to flood in.

Right: Richard Hussey wishes he'd had another Weetabix!

Below, left: setting out the stalls.

Below, right: time to reflect.

Following page.

Top: the themed line up glints in the morning sun.

Bottom, left: early browsers.

Bottom, right: the race for space - a parking space!







Above, Southdown Leyland RUF 196 brings welcome relief to those travelling to the museum, whilst below, Heritage RM 1933 awaits its next run to Weybridge
Both - Peter Starks





An assortment of designs lined up for inspection at Wisley.

RT1431 doing what it was built for.

Both photos - Peter Starks.





Contrasting attempts at the same idea. FRM 1 takes a breather in Redhill Road, whilst Alexander Dennis' "Sprit of London" shows a more recent attempt at "design".
Top - Peter Starks, bottom - Dave Jones





*Possibly the strangest bus at Wisley was RML 2284, but nonetheless a very cleverly executed conversion.
As the day draws to a close, RT 624 and RM 1933 load up with weary visitors.
Both - Dave Jones*



Jack Lemmer, Veteran Busman

Michael H C Baker

When did you last meet an engineer whose career began the year the NS was introduced? Probably not for a while but if you had had the good luck to be at Cobham on Wednesday, 26th April, 2006 then you would have had just such a privilege. A man who still drives and who will celebrate his 100th birthday on 15th December this year, Jack Lemmer began his career with London General at Camberwell Garage in 1923. His daughter, Tricia Peters, had contacted us and said her father had worked on gas producer buses during World War II and would we like to meet him? It turned out that this was just one small, if important, facet of an illustrious career.

After taking a look at STL2093, a type Jack did much work on, and then T357, Jack climbed nimbly into T31, we settled ourselves on its deep cushions, switched on the tape recorder and listened entranced for the best part of an hour. What follows is just a summary of Jack Lemmer's recollections, the rest will be transcribed and put into the archives which we hope to build up telling both the story both of the London Bus Preservation Group and the wider story of London



buses. If this inspires members to add to these, either from their own experiences or bringing along others who have a story to tell, then we would love to hear from you. Contact either the Editor, Graham Smith or Michael Baker and we will take it from there.

Jack's father was badly wounded in World War I, was confined to a wheelchair, and as Jack said, 'We didn't have a lot of money. I did well at school, at 17 Dad said it was time I went out to work and we enquired about an apprenticeship at

Jack Lemmer and daughter pose with STL2377

Chiswick. However this cost a lot of money so it was suggested I apply to train at Camberwell Garage which I did and was accepted.’ Camberwell was a garage which did extensive maintenance and overhaul work. ‘We all had different specialities, the two ‘boys’ - I was one - were taught to grind valves, someone else worked on carburettors, and so forth.’ There were seven pits and Jack soon became familiar with the K and S types and the NS, which was just entering service. We showed him the NS chassis which is being restored at Cobham something with which he was very familiar, pointing to a particular section of the suspension and asking what it was called, to which none of us had an answer: we do now! Jack was living in the Wandsworth Common area at the time. I asked him how he got to work. ‘If I was on early shift,’ he replied, I got up at five, walked to Clapham Junction, got a tram to the Oval, and walked from there to Camberwell.’

The General employed a number of Trojan vans, built in Croydon, in the 1920s. He recalled several of them coming to grief. ‘They had very narrow tyres, their wheels were exactly the same distance apart as tram tracks and a number of times they got caught in them and the driver couldn’t steer them out.’ Equally hazardous was one incident with sulphuric acid. ‘We used to have to send to Victoria for this for batteries for the bus for their lighting. One day the truck came back and when we went to unload there was nothing there. “Oh, dear” (not the actual words!) the driver said, “ they must have fallen off!.”’

Although there were certainly some characters - ‘there was a bank robbery nearby and I’m sure one of the chaps I worked with knew a good deal about it,’ - Jack met a number of ‘marvellous engineers.’ Over the years he knew and worked with just about every one who played a significant part in the development of the London bus from the NS to the Routemaster, famous names such as G.J. Rackham, Colin Curtis, Alan Townsin etc., and those known only within Chiswick engineering circles such as Eric Ottoway, ‘finest engineer I ever knew,’ Bill Cotton - not he of ‘Wakey, wakey fame - and many more.

At the age of 21 Jack had qualified as a Unit Adjuster (Fitter) and realised his ambition to work at Chiswick. There were still three years to go before the creation of London Transport but this made little difference to the engineers and we got the strong impression listening to Jack talk about his work there in the 1930s that Chiswick simply buzzed with innovative ideas, clever, dedicated men constantly seeking improvements in every aspect of bus design, the chassis, the engine and the bodywork.

By now Jack was courting and would soon marry. ‘We’d only just met. She said, “I think London bus drivers are marvellous.” I replied, “there’s nothing to it, see that thing beside the driver? I invented that.” She must have thought, “We’ve got a right one here.” Anyhow I found where she was staying with her mother in Millwall and drove up there the next day in a bus.’

Jack was much involved with the STL, which as members will know was a constantly evolving design throughout the 1930s. One of the projects concerned STL760 which in June 1937 was fitted with a fully automatic gearbox designed by the Miller Company based in, of all places, the Outer Hebrides! Which was quite a long way from Merton, the garage from which STL760 worked. A week after entering service Jack Lemmer went down to Merton to see how STL760 was faring. ‘We’ve got a complaint,’ said one of the drivers. ‘What’s that?’ asked Jack. ‘We don’t know what to do with our left legs!’ Although after some 18,000 miles STL760 eventually reverted to standard STL transmission the experiment paid dividends when the Routemaster was being planned. Jack was delighted at the end of our interview to be taken for a quick spin in STL2377.

On the outbreak of war Jack Lemmer was called up and given a commission in REME (Royal Electrical and Mechanical Engineers). However after a week he was summoned by Sir Harold Hartley, a Minister in Neville Chamberlain’s government who said. ‘I want you to come out of the army and work on using producer gas for London buses.’ Jack said his wife was rather disappointed as ‘she liked me in uniform.’ So Jack went back to Chiswick and was in charge for the rest of the war of the gas producer programme. We made sure we showed Jack T357, the bus repatriated from France which actually used this system, regularly passing Cobham Museum during the war years.

Jack said that one of the biggest headaches was filtration and the fact that engine life was reduced by 10%. He designed a water filter which solved the problem and, as members will know, a number of STs and Ts were converted to tow gas trailers. There were all sorts of problems, not least that if the gas, which was produced by burning anthracite, was running low the trailer tended to emit flames which in wartime conditions was highly undesirable. We asked Jack about the difficulty of gas producer buses ascending hills and he said that if the driver was experienced and handled his vehicle carefully then it could be done, but on the whole gas producer buses were restricted to flat routes. On one occasion a trailer was inadvertently unhooked at the top of Hanger Hill, ran all the way back down before coming to grief at the bottom. ‘I won’t tell you who was responsible for that,’ said Jack nor would he reveal the authors of another

incident. A bus towing a trailer was reported abandoned outside an air raid shelter although there was no air raid in progress. On investigating in his company car, a Ford V8 Pilot, it was found the only occupants of the shelter were the driver and his conductress! Very much an emergency, wartime stopgap measure the programme had been abandoned by 1945 and Jack went on to work on aspects of the RT and the embryo Routemaster design before moving on from London Transport in 1946.

It was a real privilege to meet a man who has had such a fascinating career and who still has such zest for living. Jack Lemmer's parting words were 'I've been very lucky in life.' He and his family were clearly fascinated by Cobham and our vehicles so many of which brought back memories for Jack and they have promised to visit us again.

Proposed Group of Friends of Cobham Bus Museum

The Council of Management would like to encourage the formation of a "Group of Friends of Cobham Bus Museum" from the existing membership of LBPT Ltd. No additional subscription would be involved; the purpose of the Group would be to bring together like-minded people who would like to raise funds for the Museum's restoration projects and future acquisitions. Our inspiration and example are the highly successful *Friends of London's Transport Museum*.

Suggested activities of our Friends include the collection of items donated for raising funds by means of auction or sales stands at events, running nostalgic bus tours, recruiting corporate members and organising other fundraising events such as dinners, talks etc. The Group would be encouraged to develop further ideas. Initially, we are looking for a Chairman and Treasurer to get the Group started. If you are interested in helping to establish the Friends Group, please contact Michael Wickham on 01883 723313 or at mpf.wickham@btinternet.com

Following page:

Not many advertisers these days would proclaim so loudly that their product is more expensive. This advert illustrates the kind of equipment that Jack Lemmer was involved with. What would the HSE make of them now, and what would Mr Dyson make of the "cyclonic dust extractor"?

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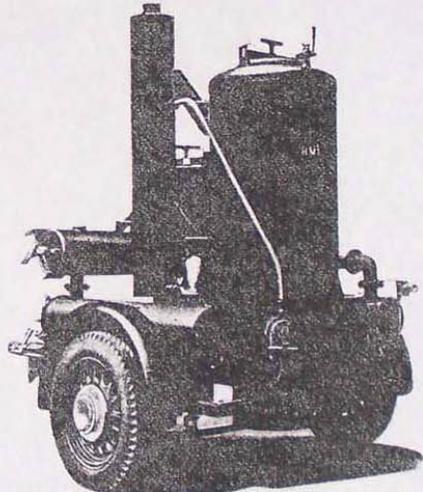
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WORKS:—

169-171, Marrow Road, London, W.2.

Telephone: PADdington 0022 (twelve lines).

So, a lot of hours have been put in since the last time we spoke and progress is definitely being made!

D142

I can happily report that the Dennis is back on the road and that all the hard work has paid off. The back axle transplant has been a success, along with numerous other tasks, such as the rear shackle pins, brakes, prop shaft, front and rear wheel bearings, timing and carburetion issues, seized steering joints and the repainting of the wheels.

Most of the work was done for Open Day, allowing her to put in an appearance over at Wisley, the remainder was carried out in the following weeks in preparation for the HCVS London to Brighton Run. She took this day in her stride and performed faultlessly on the 130mile round trip, with a greatly improved ride and driving experience that was definitely noticed by both crew and passengers.

There are a handful of jobs that still need to be undertaken, but these shall be carried out after the rally season, allowing her to remain active for the rest of the summer.

Thanks are due to Richard Hussey, Nick Abbot, Colin Prince, Graham Bartlett and Alan Heaseman for all their help.

NS 174

Again the NS has taken a back seat, with focus of late being directed towards the Dennis.

Having said that, as promised, she was on display on Open Day with myself by her side, greeting and collecting on her behalf (£150). Being honest this did involve a rather late one the night before (11.30pm) with Richard Hussey and Kevin McGowan.

The rear wheel bearings had to be stripped, cleaned, reassembled, pressed back together and then fitted into the wheels to get her mobile.

We also had the first trial fitting of the fuel tank/seat assembly. This really did look impressive and instantly helped visions of the finished bus become more tangible. We have member Derek Robey of ADR Engineering to thank for this. Derek and his team have done a super job rebuilding the remains of the assembly salvaging as many original components as possible. It has now gone back to his workshop for alterations and further enhancement.

Unfortunately that's it this time round. A bit brief I know, but progress has been made and hopefully I'll be able to spend more time in the next quarter moving the NS forward.

As always thanks to all those out there who have donated and keep donating towards the restoration, every little bit helps, so dig deep and give as much as you can!

Appeal for Donations of Items to Raise Funds

Do you have any items of bus ephemera which you would be prepared to donate to Cobham Bus Museum to raise funds for our restoration projects?

We are proposing to run an auction later this year (possibly to coincide with the Pre-Hibernation Day at the Museum) and auction items are needed! What we are looking for are bus-related things like timetables, tickets, ticket machines, enamel signs and plates, destination blinds, route maps, badges and uniforms, books and magazines, etc. If the items are London Transport-related, so much the better although provincial ephemera can also be considered.

Please bear in mind that the idea is to raise lots of money for the Museum so donated items need to be of some value and we would rather not have to act as a means of disposal for junk! Essentially, this means that items need to be relatively old, say 1970s or earlier, although this need not always be the case. We would be happy to advise you if you are not sure of the value of your potential gifts. If you think you can help, please call Michael Wickham on 01883 313 or email him on mpf.wickham@com

The Trustees hope that they can count on your support. Thank you in anticipation.

ROUTEMASTERS - Gone but not forgotten, as viewed from the cab of an RT. By David Boshier

Thursday, December 8th 2005 was for me the day when I said goodbye to the last “real” London Transport bus. The day was to be spent in traversing route 159 soaking up the atmosphere and the hysteria generated by thousands of enthusiasts and Londoners who were about to say goodbye to a tradition. A tradition, which could be compared with the red telephone kiosk, the red post box, the black London taxi. With it, another important tradition, the bus conductor, who was about to be consigned to the history books. Unlike the demise of the RT in 1979 or the London Trolleybus in 1962 or, come to that, the London Tram in 1952, the media played quite a major part in bringing the demise of the Routemaster to the notice of the average man in the street. Whilst many of us observed with interest, one could not help but laugh at the large number of mistakes made on television; for instance the regular screening of RTs re-branded as Routemasters! Devil next!

For me, my first regular experience of the Routemaster came after November 8th 1960 when Hanwell Trolleybus depot lost routes 607 and 655 to be replaced by RMs in the 400 and 500 number series. As a 12-year-old lad, I made regular trips to Hillingdon Hospital with my mother. Ever since being very young, this was a regular trip from Northolt when we took the 140 route down to the Grapes on the Uxbridge Road. Invariably, the bus would have been an RT from Harrow Weald garage (HD) or Edgware garage (EW), it might in later years, have even been my favourite Harrow Weald resident, non-other than RT153, HLW 140, the lowest numbered RT3 still in LT ownership, but with that very appropriate registration number. We would then wait at the 607 stop, which was outside a large red brick Victorian institution (known as the naughty boys’ home), nowadays, the site is occupied by a retail park. Most of the trolleybuses at Hanwell (HW) were of the Leyland F1 variety, although from time to time a Q1 would appear, the F1s were well suited to the Uxbridge Road and were extremely powerful, many of these trips showed how fast the F1s could hurtle down this often quite empty dual-carriageway. We travelled down the Uxbridge Road as far as Hillingdon Church and walked down a leafy Bishopsholt Lane to the hospital. We stopped at a field on the way to offer some carrots to a friendly horse, who was always pleased to see us. Needless to say, the trolleybuses were popular with passengers, including my mother. My interest in London Transport was really quite new; my first Ian Allan ABC showed a Routemaster on the front cover. Whilst I was aware that the days of the trolleybus were numbered, it really did come as something of a blow when we made that next trip to Hillingdon Hospital. We arrived at our usual stop at the

Grapes to a scene that looked somewhat barren, whilst the traction poles remained with the familiar cubed style of street lighting still attached, they were devoid of the overhead wiring. Before very long a gleaming new Routemaster arrived, sporting the route number 207. I well remember my mother commenting on the uncomfortable bouncing ride which we endured down to Hillingdon Church, her comments relating to the interior colour scheme were not at all kind, whilst the exterior was described as lacking something. I have to say that a London trolleybus did have a certain warmth and welcome about its interior which was most certainly lacking with the RM interior, reflecting a new trend in 1960's design which was somewhat colder and brash. Its exterior lacked the curvature of the trolleybus and also that of the RT family. But perhaps the Routemaster was right for its time, and thought of today by some non-enthusiast types as being somewhat RETRO! It could be described as "slab" sided but nevertheless, functional without being pleasing to the eye. I suppose when all is said and done, the remains of the Routemaster fleet we said goodbye to last December were, if anything, mutilated and a far cry from the original product which was produced by AEC and Park Royal Vehicles, with a little help from Leyland Motors, during the late fifties and sixties. Almost a decade of production to produce less than 3000 buses. Perhaps one should ask the question, how come we once were able to produce a fleet of nearly 7000 vehicles of the RT family in about the same period?

In this atmospheric shot, already mentioned in the text, RT2056 displays some original authentic features of a new RT of the period. These include the lack of mud flaps at the rear, a straight-through tailpipe and the application of Chiswick cream to only the top and sides of the driver's step. Fred Ivey



John Hertings RT2177 looks very much at home whilst taking a breather at West Hampstead, West End Green which was the northern terminus of the 159. David Harsant



Our plan of action was to depart from that westerly location just after the rush-hour and head into London via the A4 through to Knightsbridge, Hyde Park Corner and then north-bound into Park Lane. Graham Green took the wheel as far as this point and I took over for the juicy bit halfway up Park Lane. The plan then was to head up to West Hampstead, West End Green (the old northern terminus of the 159). Having traversed Marble

Arch to a deluge of cameras we turned down Oxford Street and did a left into Portman St and Gloucester Place up towards West End Green via St John's Wood Road passing Lords Cricket Ground turning into Grove End Road and the infamous Abbey Road. Then the final lap into West End Lane pulling up at the stop just past West Hampstead tube to pick up Peter Jones. We then continued onto the stand at West End Green where we all alighted into a very good quality and friendly bread and cake shop for some welcome late breakfast. Despite the fact that being at this location we were away from the current 159 route, the RT was causing quite a lot of local interest with all manner of questions being asked.

Time now to commence the southbound trip to THORNTON HEATH Clock Tower utilising the route as operated during the 1960s. Needless to say, we were not about to encounter the masses of Routemaster fans until we got back on to the current 159 route. Our progress into the West End was slow, especially along Wigmore Street and into Cavendish Square. Turning right into Regent Street and across the Oxford Street junction we were besieged by a barrage of cameras, having rejoined the current 159 route. Passing down Whitehall wearing our very appropriate "to and from WHITEHALL" slip board over the bonnet, we could not help noticing one Tony Blair exiting Downing Street in something of a hurry. Being an RT on the 159, it seemed proper to cross the

Thames via Lambeth Bridge rather than Westminster Bridge, rejoining the route by turning right into Kennington Road. Before long we were passing the chaos outside Brixton garage (BN) together with a large crowd brandishing cameras. The last time I went in Brixton Garage was the last night of the RTWs in LT service. Not really a place to stop today, so we pulled up for a breather just down past the garage, again attracting some interested locals who remember the RTs on the 159. I suppose really, one could say that the 159 route was more associated with the RT rather than the RM. Resuming our journey, it wasn't long before RT2177 sporting its temporary but authentic AK plates was passing STREATHAM GARAGE. We continued further to THORNTON HEATH Clock Tower where another welcome stop was made courtesy of the local Tesco.

The return journey was to be undertaken to MARBLE ARCH on the current 159 route crossing Westminster Bridge. This wasn't before being hijacked by Julian Bowden and colleague just south of Brixton, in addition catching out of the corner of my eye the indefatigable Fred Ivey capturing the RT on camera. Not exactly the first time Fred had taken a photograph of an RT on the 159, the accompanying photograph of RT2056 was taken in Streatham High Road in January 1951. The bus was one of 15 (RT2043 to 2057) allocated new to AK in



that month with consecutive numbers, this example obviously was one of those to which Aldenham did not have the time to fit advertising. Whilst the buildings in the shot may well have survived, the stores are long departed, at that time George Pratt was selling school uniforms and the ladies were looking at what was on offer in the January sale at Russell & Bromley. The tram tracks and the stone sets, whilst still in use, would soon be gone.

Saunders bodied RT4573 has just crossed the Oxford Street junction in Regent Street heading for Piccadilly some 40 years earlier. It would not be long before the body was overhauled for the last time.

David Boshier

MARBLE ARCH was reached with dusk coming down, a short break and a chat with Roger Wright and Paul Almeroth of Blue Triangle aboard RCL2260. We were homeward bound down the Bayswater Road with Chris Reid at the wheel and the KL heaters on the RT working overtime. On reflection, a good day had by all and always a pleasure to drive an RT around town. And on top of that the Routemaster consigned to the history books.

Routemasters (Dartmasters, more accurately, perhaps!) work on in London, as shown in Michael H C Baker's shot from ST 922 on 8 December last. I wonder what celebrations will take place when they too finally bow out?



Recollections of my childhood days in England Mike Bond - Texas

I decided recently that, before my brain distorts history too badly, I would document my recollections of the various transport encounters I had, during the first 15 years of my life. So here goes!!

My first recollection of showing interest in buses was at the age of about 5 years (1943). We lived in Headstone Lane, and I recall seeing a half-cab, T-type bus, running past the station, on route 221. It made such a wonderful noise, probably now diagnosed as a gearbox whine!!

That little bus would take us to Pinner, I believe, and there I saw STD-types parked on the apron of a pub, on route 183, another wonderful noise from those double-deck buses.

Next move was to Tubbs Road, in Harlesden, just one street away from Willesden Junction station. I have several odd memories from that stay.

1. The route 660 trolleybuses would come along the bottom of the road, and the route 666 trolleys would pass along the top of the road. They would keep the same route from Stonebndge Park(?), until they reached the Harlesden “Clock”, then one would break off south, and the other would take off north. Swift and extremely quiet, I found them to be intimidating, but fascinating at the same time.

2. The buses on Route 12 would park at the next street over from Tubbs Road, and even at my young age, probably 7 years old by that time (1945), I would take my little notebook, and walk down to where they parked, copping numbers and chatting up the crew! ! I doubt if that would be a good idea today!! They were ST-types I think.

3. There was a “High” and “Low” level railway at Willesden Junction station, and I never did know why. Later I was told that the high level was where the Metropolitan line trains stopped, bound for exotic places like Rickmansworth and Chesham!! Out in the country, I was told.

4. We used to take the train to Watford Junction, either a Bakerloo, or the Euston - Watford trains. I was almost out of the window, as we passed Stonebndge Park (SE) garage. So many buses, trolleybuses, and no way to cop ‘em!!

Next move was to Kingswood, near Watford, in 1946, where my love affair with buses really caught on!

The 345 and/or 346 would serve our estate, parking at the end of Moss Road. If I just crossed the North Orbital Road from the Briar Road bus stop, I could see if there was a bus parked at Moss Road. If not, I would sprint through the bridle path, to the Hare at Leavesden, to catch the 306 into Watford. My preference was for the 306 anyway, as they ran STLs, which made sweeter noises than the STs on the Kingswood run! ! What can I say, I was a young boy!!

The big day came when the RTs started replacing the old STs on both 345 and 346 run. All shiny and new, with no advertising, they were magnificent vehicles, quiet, smooth, and with “funny” gearboxes. I used to sit right behind the driver, whenever possible, to watch him drive. He’d select a gear on the steering column, with his right hand, then nothing would happen until he pressed the clutch (that’s how I saw it, anyway.) Very strange, I thought, my dad has to press the clutch and change gear on his car, all at the same time!! Also odd to me was that occasionally, a red metal arm would pop out from above the driver. I’m sure you find this all amusing, but to me it was fascinating. Another scary time, whilst he’d be doing a good speed, he’d select first gear!!! Nothing happened again until he wanted to pull away from the next bus stop! Several years later, a relative visited our home, and he had a Lanchester!! Guess what, he changed gear the same way as the bus driver!!

Seems to me that the first of our RTs allocated to WA (Watford High St.) was RT597, and they delivered consecutive numbers up to RT604. I also fondly remember the Craven RTs. They were much maligned by those “in the know”, as being inferior to the Park Royal, or Weymann-bodied versions. I have always been a champion for the underdog, and I loved ‘em. Window winder mechanisms were in a different place, and had different, slower gearing inside, as I remember. That was just the start! Again, I think the first of those was RT1402.

On Sundays, after Sunday school, we used to go down to Watford High Street garage, where there were large numbers of buses parked on the gravel opposite the long driveway into the garage proper. That’s where we copped huge quantities of bus numbers, although I’m sure we weren’t supposed to be wandering around there. I took quite a few photos of those buses, with my dad’s Brownie box camera. Unfortunately, they all got lost in the many moves we have made since then!!

Another “wandering” venue was Aldenham Bus Works, a long bike ride along the Watford By-Pass, from our house. Can you imagine doing that now, like we did at about 11 or 12 years of age?? Anyway, we’d take sandwiches and a drink, and spend the day hoping for some activity. Some of the more experienced kids had binoculars, but we were ethical in those days, if we couldn’t actually see the plate, it didn’t count!!

The wandering came from adventurous types — you know who you were — who would sneak down the rough terrain at the far end, and stealthily find their way into the shop itself. Once or twice I ventured down the rough terrain, but could never summon the courage to sprint across the concrete to the shop. Believe me, I wanted to, as the brave ones came back with lots of numbers. Back at Watford, things were changing big time!! A new garage at Garston (GR) was under construction, and it would mean the closure, we were told, of the Leavesden Road (WT) depot. I liked the cosy atmosphere of the Leavesden Road garage, where one could just stand at the door, and read most of the bus numbers from right there. But it was an awkward shape, and buses would have to take a big swing to get into the front entrance. There was a side entrance, but I didn’t see it used very much.

Buses on the Chesham route would park on the side road, ST lowbridge buses, with only one row of seats upstairs. When you got to the top of the staircase, you walked along the end of the seat rows and had to excuse yourself to get to any of the nearside seats. I think it was route 336. Later on, these were replaced with RLH buses, not as attractive as the old STs, in my opinion.

There was also a bus, on route 305(?), which went to Windsor, but it didn’t run very often, so it was quite a rarity. I recall that they were front-entrance STL buses, or at least sometimes they were. Q types would park there too, on the 318 route, I think. Neat buses, and for years I couldn’t figure out where the engine was.

Then there was Watford Junction Station where Red and Green mingled!! The red-livened 142 and 158 routes parked on the apron of the Red Lion, (was it?), just up Station Road from the station building. The 301, 302 and a single-decker route 322, with posh new Mann-Egerton bodied Ts, would park in Woodford Road, on the other flank of the station. The 301 route, with STs, intrigued me, as there was a time when the towed a large cylinder at the back — I never did know what that was all about.

Back to Garston garage , where I got my first glimpse of Weymann STLs. On the 321 route mostly, they used that garage as their base apparently. I worked as a lad of 15 (1952) at the grocery shop close to the garage, so I had plenty of chances to view the comings and goings in that posh new building.

One day, my dad had to go up to Victoria Station to meet someone, and offered to take me with him. Well, that offer didn't need repeating, as here was my chance to see the incredible bus collection, passing through the station fore-court. Icing on the cake was the chance to stand on Ecclestone Bridge, and cop buses I'd only seen in the ABC. The highlights of that trip were seeing Inter-Station Cs, and Greenline TFs. I even got to see a CR on that trip though where, I have no idea. We did go down to the embankment, and my dad took me on a tram along the riverside. He also agreed to take me to Blackwall tunnel, to see the STLs with rounded roofs, to cope with the rounded sides inside the tunnel.

The last of my recollections was a rather sad one. I had saved up, and took the 142 to Edgware one day, to see different buses running in the Stag Lane area. I must have been overly enthused about something, left my "valuable" note books and ABC "bibles" on the window ledge of the pub on the south side, and ran across to the other side, for some unknown reason. Soon I realized that I'd left my stuff, and returned quickly, only to find it all gone!!

I was mortified, all my records, vanished. I still rue that mistake, and hope that whoever took my stuff, feels bad to this day!!

I emigrated to Canada in 1967, shortly before the break-up of LTE, so I missed all the pain of that traumatic issue.

Now, when I see these photos of "old" RT, RTL and RTW buses, I have to revise my definition of "old". For me, "old" was the early Bluebird STs, the old LTs and STLs, and the variations of Tilling buses, with three windows at the front, upper deck.

I left around the time when the Routemaster was the latest pride and joy of LIE. I do believe that rear-engined Atlanteans were making their first appearance, though I cannot recall having actually seen one.

Please feel free to criticise my recollections. As I said, a lot of water has passed beneath the bridge since those days.

At the time of writing this column, I have just returned from a Running Day and Rally near Stoke-on-Trent and I have come away quite impressed. Running Days have multiplied in number in recent years, and around London we are blessed with an extremely generous selection to choose from. The vast majority concentrate almost 100% on the Running Day itself (quite enough for any organiser to contend with!) but this event was supported by a huge rally with 120 plus display vehicles. It was held inside the Wedgwood factory, so an added bonus was the cafeteria serving extremely good food on Wedgwood china!

Stoke-on-Trent would be, of course, a long trip for those living in the area of the museum but I know that membership is spread across the country and I would recommend it to anybody within reach. We, of course, have a head start with our vehicles located north of Milton Keynes but from there it took less than three hours by RF.

Obviously the main vehicle representation there was from Midlands operators and, being organised by the Potteries Omnibus Preservation Society, there was a huge representation of PMT vehicles of various ages. London Transport was not missed, though, and I suspect there are few rallies anywhere in the country this year where the ubiquitous Routemaster isn't to be found. There were several here - RM467, and RMLs2452, 2515 and 2518 were preserved exam-

RF 453 at the Stoke Running Day, with V1 parked behind.

John Hinson



ples at various stages of restoration whilst RM1305 and RML2327 represented the seemingly insatiable appetite for wedding bus hire, from Midland Classic and RML Travel respectively. But also to be seen was a gem - GS26 looking very smart. According to its owners, it was making its first rally appearance in ten years, and very smart it looked too. Our own RF453 was the sole representative of the RF class, but not an RT was to be seen. One other interesting vehicle caught my eye (in more ways than one) - parked behind our RF was a Volvo double-decker in a ghastly shade of pink. It was registered A101 SUU and a look through the window revealed a pile of (unfitted) LT-style seats. Now I'm not up on modern vehicles like that, but if I'm not mistaken this is V1. The front blind display showed "RML Travel, Classic London Buses" so we can perhaps hope that it will return to original condition soon, alongside RML2327 with the Burslem-based company of that name.

Other bus gossip to reach me includes RF202 (and possibly RTL358) being now with a Newquay owner for commercial operation, whilst DM1052 has been sold out of preservation to Blue Triangle although I'm sure it will be well

A long way from home, RML 2452, with GS 26 next to it, at the Stoke Running Day
John Hinson



looked-after there. SMA3, which was earmarked for preservation, has been sold for scrap but SMA13 has come out of hibernation and is with Mike Mann on Teesside for preservation. RV1 (GJG 750D) is now preserved in Brighton.

RT4686 was put up for sale a couple of months back - I understand it is a Saunders example although the roof-box was removed in an earlier life. Its condition is not spectacular, having been last used (many years ago) as a caravan, but I should imagine the price would reflect that. It may be worth contacting Brian Simmons to see if it is still available - I don't have his contact information at my fingertips but if of interest feel welcome to contact me and I'll try and find it.

I doubt many members have escaped the news of RT8's return to the country from the USA. I know a lot of negotiation was necessary and a few things happened on its trip back that would have put most off, but full credit to the Ensign Bus Museum for their perseverance. There is still, of course, a long road ahead before it will be back on the road.

Other activities abroad include T51 and RML 2353 both now in Australia, but surely the most obscure destination for a Routemaster is the Falkland Islands where RML 2593 is now to be found on tourist operations.

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

Letter to the Editor

Watford-Mostly Green (Issue 50)

I'm afraid Frank Everett's memory isn't quite correct. He mentions the mid '40s when Watford had the two garages at Leavesden Road and High Street. It is highly unlikely that he saw the "low-bridge STs on the Windsor routes....." At Watford there was only one route to/from Windsor and that was the 335 (the 353 was Berkhamsted to Windsor). What he almost certainly saw were the STs and the "On Loan" Bristol K on the 336 to Chesham Nashleigh Arms. This was, until the electrification of the Met to Amersham, a low bridge route because of a bridge on the approach, road and rail, to Amersham.

Peter Gomm Secretary RT/RF Register

Further Beyond the Gates! Photos from Frank Everett



Red RT3081 caught napping in rural Somerset at the 1980 Bath & West Show, Shepton Mallet - A 'far cry' from its former London Haunts.



A 'long chalk' from its previous stamping ground between Luton & Uxbridge, "provincial" STL 2692, in company with a Birmingham Daimler, takes a well deserved rest after the 1976 Bournemouth to Bath Historical Vehicle Rally. *photo by F.H.A. Everett.*

Even Further Beyond the Gates!

Dave Jones

Some of you may recall that John Hinson mentioned a green RT parked in Ottawa, Canada. As my sister-in-law lives there I asked if she could track down the bus and send a picture. Sadly it had gone, but her partner found it by chance at Twin Elm Rugby Park, in the SW outskirts of Ottawa. It is used as a bar and barbeque stall, when the weather is better!

On a similar bus-hunt, she found RM424 in a graveyard for machinery at Goldie Mohr, heavy and agricultural equipment suppliers, Moodie Drive, Richmond.



TRIMLINE self adhesive coach lining

One of the more difficult stages in completing a model is duplicating the intricate lining found on early London Buses, typically around the roof and mid height band. Transfer linings are very delicate and need careful handling. Fellow member and modeller Roger Shaw kindly sent me some samples of Trimline.

It's made from ultra thin, self-coloured hi-tech film, it is permanently adhesive when applied to a clean surface and rubbed down. It is resistant to peeling and creeping. Can readily deform around complex curves and corners without lifting or shrinking.

Each pack contains 2 ½ metres and comes in 8 different widths, making it ideal for the majority of scale models. 0.5, 0.8, 1.3, 2.1, 3.3, 5.0, 7.0 and 10mm. Colours suitable for London models are red, green, white, and black. Ideal for lining model buses, Roger has used it on his models and I have to agree the examples he showed me look very good indeed. Available from most model aircraft stockists.

Two years ago I featured a model from Graham Lockyer's card built collection. This time models featured are from one of our own members. Roger Shaw you must admit that this line up of his hand built Amersham buses from his growing collection looks most impressive in a setting outside his model of Amersham bus garage.



DEDICATED SMS

Back in early 2003 the London branch of the Model Bus Federation commissioned a model of MD34 from Britbus, funded from a legacy left to them from Peter and Leah Burrows. Peter was a supporter of Cobham as well as the M.B.F and a keen collector.

The model has been produced exclusively for the M.B.F. and is a limited edition of 500. The model chosen is SMS 228 Reg. EGN 228J on route 227 to Chislehurst

Available only to members of the M.B.F. through their shop.

EFE ROUTEMASTERS.

E.F.E. Announced last year the re-tooling of their current Routemaster range to a higher level of detail and to add three new models to complete the Routemaster family.

A special series of eight models will be presented in customised boxes and released as separate items over a period of approximately six months in the latter half of this year.

Models to be featured are

Routemaster prototype RM1	RMA airport coach
Standard RM	RML
RMC coach	RCL longer coach
RMF longer front entrance	

And to complete the series, a model of one of the RML's on the last service day working.

They will not necessary be released in this order.

XF3

Released in March, a London Transport fleetline, one of eight bought by LT to run vehicle comparison trials. This vehicle, registered CUV 56C, is depicted on route 424 to Horley.

1/24 SCALE DMS

As previously mentioned, each successive model will feature a new garage, a new vehicle and the routes worked from that garage. These will be made in smaller quantities, maybe 300 pieces. 99102 will feature Norbiton Garage and routes 131 weekdays, 131 Sunday, 213, 213a and 285, to be followed with garages like Barking, Catford, Holloway, Corydon, Walthamstow, and many more.

L.B.C.

The Little Bus Company, LTL1 scooter and the 5Q5 have now sold out and are not being re-run.

However due to demand a further run of the LT2 Marshall rebuild is in hand. The RLH will also be run again in the autumn. Tony Asquith is taking orders for both models.

ALVIN'S FUND RAISING SPECIALS

The two fund raising models commissioned by the trust from E.F.E for the open day this year. TD 153 in 1935 country livery during the Whitsun bank holiday sporting adverts for motor racing at Brooklands.

The special was DMS 1682 one of four DMSs dressed in 1933 London General livery to celebrate, LT's Golden Jubilee in 1983. DMS 1682 new to LT in 1974 was renumbered DF 1682 with London sightseeing adverts.

LONDON BUS REPAINTS AND TRANSFERS.

Will be launching a new range to celebrate the demise of the Routemaster workings in London.

ADS159 Last day adverts in blue for front back sides and rear £2.50

B521 route 9 the two Heritage routes £1.25 per set

B520 route 15:

ADS13 Heritage adverts for back and sides in blue, landmark £1.50 per set.

B2217 route 159 blind carried for official last RM run £1.25 per set

YB159 last day blinds for RMLs £1.25

New adverts for the front and rear of buses featuring recent London stage shows.

FA145 Bombay Dreams. FA146 Chitty Chitty Bang Bang FA147 Saturday Night Fever. 60p a set.

ADS12 Adverts set for the first SRM3 Heathrow Express, Adverts for both front and rear and both sides plus fleet numbers. £3.95

RTW BLINDS £1.25 per set

B501 route 15 Ladbroke Grove East Ham.

B500 route 31 Camden Town Chelsea.

B502 route 95 Cannon st. Tooting.

B504 route 109 Purley Westminster.

B503 route 144 Ilford stn Turnpike lane.

METRO MODELS. Hand built 1926 stock

They are using the prototype to make adjustments to their drawings. This will enable them to rectify incorrect features and accuracy compared to the original. The drawings will be amended and a further test car produced before production can proceed. Sets will be painted in a colour of your choice: all over red; red with cream windows; British Rail blue, or British Rail blue/grey as they appeared on the I.O.W.. They can be purchased non-motorised if preferred.

They now stock a new range of 00 scale card kits from Street Level Models range with an underground theme, ideal for model railway layouts or dioramas. Included is station tiling, canopies, buildings and a power signal cabin based on a Holden design.

Designed to be easily assembled using the simplest tools and are carefully

Packed in purposely-backed card A4 envelopes to protect them in the post.

More models are to follow with tube and surface stock trains. You can view these models and the prototype 1926 stock on their web site at www.metromodels.net

SECOND BEDFORD OB in 1/24 scale

Only once before, when a remarkable model came along, have I digressed from London buses. The lavish detail found in this model warrants that inclusion. This time from Original Classics, who specialise in producing larger scale die cast models. Their first was the Dennis F8 fire engine in 1/18 scale. Their second model is the Bedford OB coach finished in Royal Blue livery.

This unique model includes working lights both front rear and an illuminated interior. Among the other superb features in this model are, sliding roof, sliding entrance door, 27 patterned seats with ash trays in the seat backs, detailed dash board, individual window winders, overhead baggage rails, seat footrest, and steerable front wheels.

Each models comes with a numbered certificate and a battery for the lights.

A selection of photographs on their website showed various views of the exquisite interior details.

Other models are planned including a Southdown version.

Originalclassics.co.uk or Tel 0870 3690

Original Classics Ltd freepost

Southampton.SO16

7UA.

**ROUTEMASTER *Requiem*. Matthew Wharmby & Geoff Rixon.
Published by Ian Allan at £16.99.**

A route-by-route pictorial ride through those last Routemaster days of 2003 to 2005 brings back all those bittersweet memories. A4 hardback, quality paper and full colour illustrations are the order of the day. Each chapter is prefaced with a brief account of each route during its Routemaster days and then their demise. The bulk of the pages being filled with two or three colour pictures apiece, plus informative captions. There is a forward, an introduction and an epilogue. See if you can spot yourself or your bus in the pictures, mine's on page six going back to the garage. Everyone will get this book so it's probably a waste to review it but just in case there is someone who hasn't seen it, don't miss out!

LONDON'S LAST ROUTEMASTERS - A Review of the Final Years-David Stewart. Published by Capital Transport at £16.95.

The latest (last?) in Capital Transport's Routemaster series takes us to the beginning of, and ultimately the very end, of front line service for these vehicles. Glossy hardback and in the usual Capital transport house style, when you see the name of David Stewart too you know this is the real McCoy! The 119 pages tell the story year by year from 2003 up to that fateful day in December 2005 and the crowd outside Telford Avenue. Chapter headings include 'Routemasters After Dark', 'The Routemaster 50 event', 'Piccadilly-the last stronghold', 'Last Day Guests' and 'Great Routemaster Journeys'. There are plenty of last day shots with guest vehicles including Cobham's own. (See yourselves there, chaps?) The photographs are pin sharp and the text by David Stewart, Andrew Morgan and James Whiting tells the story as it was. Oh yes, there are even a few sly digs at Ken too. What more could you want? Between them, this book and Ian Allan's Routemaster Requiem will answer the questions from later generations about what all the fuss was for.

CLASSIC BUS YEARBOOK - 12 Edited by Gavin Booth. Published by Ian Allan at £14.99

Readers of Classic Bus will almost certainly buy this as a matter of course, but there is plenty here for the London enthusiast. No prizes for guessing what! Yes, a chapter entitled 'The Year of The Routemaster' by none other than Geoff

Rixon. There's also a chapter on Derby Day, with London interest and a sort of brief history of bus preservation, with some of our buses in it. But the one feature that must clinch your interest is the chapter on London's Utility Guys by none other than the Rev. John Lines and starring G351. There are plenty of other interesting items including a trip through Southern England in 1962 and Robert E Jowett on his collection of model buses and model women!

All good stuff and welcome on the (slowly collapsing) shelf.

BUS TRIP TO

**Isle of Wight Rally and Running Day
Sunday 15th October 2006**

Departs C. B .M. 07:45 Return 21:00 approx.

Price £22-00

includes ferry, admission to rally and fuel.

**£10-00 deposit secures seat
(we have to deposit in advance to book ferry)**

for more details or to book contact either

Brian Russell 07796 969 or

Broutemaster@aol.com

Alan Heasman 01932 758

send deposits to

Alan Heasman

■ Southerland Close

Weybridge

KT13 9EN

(Cheques payable to LBPT Ltd)

On 9th March 2006 we took about 60 children from CBM to Brooklands Museum in ST922 and STL2377. The party were in 1940's clothes to give them an insight into wartime conditions. Thanks to Roger and Dawn Stagg for driving and conducting respectively.



On 19th March 2006 a party of about 100 Friends of Brooklands Museum were conveyed from Silvermere Golf Club to Brooklands and back in RTL 139 and RMC 1461. Thanks to Alan Heasman for assisting.



Further Snippets - or Out and About

A C Nemarsh

On Easter Sunday, three Cobham buses set out for the Far East - of London, that is, to attend the Hackney Running Day. TD 95, RTL 139 and SMS 369 ran journeys in and around the local area, and out as far as Leyton and Chingford. Much of the activity was centred on Stagecoach's Waterden Road garage.

The photos below, from Kevin Cooper, show the Trust vehicles between duties.





On 8th December last, Messrs Smith and Stagg enjoyed a day on route 159 with ST 922. Former Victoria (GM) showbus, RM 85, runs off Westminster Bridge.

Back Cover: a final look at ST 922 on route 159 All Michael H C Baker





CHARING + 159

DAILY SKETCH
BEST PICTURES

OXFORD CIRCUS
KENNINGTON
STREATHAM HILL
THORNTON HTH

DAILY SKETCH
BEST PICTURES

GJ 2098

1922