

COBHAM BUS MUSEUM MAGAZINE

Issue 52

Autumn 2006

£2



The Journal of the London Bus Preservation Trust Ltd

BUS TRIP TO Isle of Wight Rally & Running Day Sunday 15th October 2006

In an interesting Cobham vehicle
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 take a deposit in advance to book ferry)

for more details or to book contact either

Brian Russell 07796 [redacted] 969 or

Broutemaster@aol.com

Alan Heasman 01932 [redacted] 758

send deposits to

Alan Heasman

[redacted] Southerland Close

Weybridge

KT13 9EN

(Cheques payable to LBPT Ltd)

ANNUAL LUNCH 2007

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

Date: Sunday 21 January 2007

Venue: Silvermere, Inn on the Lake (upstairs)

Time: 12.00 noon, for 12.30 sitting.

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

4 course carvery lunch
with glass of house wine/soft drink included .

Selection of cold meats, seafood & salads
Choice of roast meats, roast potatoes
and fresh root vegetables
Selection of gateaux, cheesecakes & assorted desserts
coffee & mints

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

Money to be paid in full by 8th December 2006, before you spend it on
your Xmas turkey!

Make cheque payable to: LBPT Ltd

Contact Debbie Morris to book

█ Groveside Close, Carshalton, SM5 2EQ or
'Phone 07778 █3778 (Paul will take a message!)

**NOTICE TO ALL MEMBERS PAYING THEIR
ANNUAL MEMBERSHIP SUBSCRIPTION
BY BANK STANDING ORDER**

Members who renew their annual membership subscription by bank standing order have received or will be receiving new SO mandate forms to be made payable to LBPT Ltd. Upon completion, these forms are to be returned to Mr. Steven Hook, the Membership Secretary, who will update his records and then forward the signed mandates to the members' respective banks for action.

Unfortunately there have been a number of instances where banks have failed to cancel members' existing SO mandates, despite receipt of explicit written instructions. That has resulted in a number of members having made duplicate payments into the Trust Ltd bank account.

In order to avoid further duplication, will members please ensure that upon completion of a new standing order mandate payable to LBPT Ltd, they instruct their banks to cancel all existing mandates made payable to the London Bus Preservation Trust or LBPT.

With reference to the bank standing payments that were actioned on 1st July 2006, I list below those members whose banks have made duplicate payments to LBPT Ltd. Will these members please inform me in writing if they (a) wish to receive a refund of the overpayment or (b) have the overpaid sum credited to the Vehicle Restoration Fund or to a specific vehicle restoration project e.g. NS 174. Member's Nos. 118, 238, 353, 492, 593, 602, 697, 707, 855, 1022, 1028, 1158, 1166, 1168.

My apologies for taking up valuable magazine space but it is important to take appropriate action to eradicate the problems detailed above.

Thank you for your co-operation.

Norman Davey.
Financial Controller.

THE LONDON BUS PRESERVATION TRUST LIMITED

Council of Management

Chairman:	Peter Duplock,
Hon. Secretary:	John Bedford,
Museum Operations Trustee:	Richard Hussey,
Commercial Operations Trustee:	Michael Wickham,
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Volunteer Resources Trustee:	David Kinnear,
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Webmaster:	Nick Abbott,
Membership Secretary:	Steve Hook,
Magazine Editor:	David Jones

THE LONDON BUS PRESERVATION TRUST LIMITED

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CONTACTING THE COUNCIL OF MANAGEMENT

If you wish to contact any member of the Council,
please do so care of the museum.

Telephone communications can be made through the museum at weekends.

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A little later in the mag this time, due to contributors vying for pole position!

Back to the PC from a ‘refreshing’ family break at Center Parcs (their spelling, not mine!). I hardly noticed a bus at all during the week! Except, T 67 and T 1080 doing short open-top tours at Cheddar Gorge and a very RF-sounding, but Leyland-powered DMU on the West Somerset Railway. One highlight that stirred the brain cell was a visit to Haynes Motor Museum, set up by the owner and publisher of Haynes workshop manuals. They have an amazing selection of cars, all in running order and once a week they have “action days”. When we visited, there were displays from the Police and Fire Services and demonstrations of a new sport called drifting – does the tyres in very quickly. And they organised two mobile motoring timelines. Significant cars from the collection were driven around the museum track, with an informative commentary and a round of applause for the volunteer drivers. Perhaps the move to Brooklands would be an opportunity to try the same idea with buses. Haynes have their events on a weekly basis, but maybe once or twice a month would be OK for us. It would provide a draw to Mr and Mrs Public to see the buses in motion. The other attraction at Haynes was the chance to ride in a classic car, from a Rolls Royce to an Aston Martin, at £15 per person. Something to think about. I would thoroughly recommend a visit to the museum, which is located on the A359 at Sparkford, just north of Yeovil and signed off the A330.

In this edition we have an update on general matters from Peter Duplock, and news Roger Stagg about the move to Brooklands. Nick Abbott has been busy poking around T357 and trying to clean up after RL 92, whilst Seb has been busy with his petrol pals. Our usual suspects have been busy with their writing-kit, whilst David Boshier makes a contribution with which we would all agree! So, enough of the temptations – read on!

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its Council of Management, or the editor.

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From the cab.....

As I write this update for the Magazine it is mid August and we have had some good news in that planning permission for the new Cobham Bus museum site at Brooklands has been granted. Less welcome is the fact that the potential buyer of the Redhill Road site has had planning permission for the current proposal rejected. Although this was not totally unexpected it is a disappointment and by the time this issue of the Magazine appears we will know if an appeal is to be lodged.

In the meantime, the Council of Management (COM) is considering alternative options. The Trust is contractually tied to the existing buyer for some months ahead but alternative strategies that have been held in reserve are being examined. This will include seeking as much external funding as possible. I hope to be able to give more details in the next issue of the Magazine.

I recognise that in this fast moving world the news aspect of the Magazine almost certainly needs to be supplemented in other ways. The most obvious solution to reach most members is through the Trust web site and Michael Wickham and his team is looking at trialling a members' page. How interactive we are able to make the web site depends on the work involved and the funding required.

Additionally, I am conscious of the fact that a good number of active volunteers are to be found at the museum on Wednesdays and Sundays. David Kinnear and I will also trial some briefing and feedback sessions at the Redhill Road Museum. Typically, these will last for 30-60 minutes and will enable volunteers to raise questions and receive updates on various *Cobham* issues. Look out for details of the dates on the website and the notice board in the Museum. I am not sure, however, that we can ever be as up-to-date as the grapevine!

Cover Photo

RTL 139 passes through Great Dunmow on Blue Triangle's Route 622, rendered in black and white at the suggestion of David Bosher - see later.

Photo Steve Whitelegg

Every organisation like ours can never have enough funds to do all the things it would like to do. Going forward we must develop creative ways of raising much more by way of funds than we have ever done. We have many projects that we would like to complete and many more waiting to be started – we need the funds (and the project managers) to kick-start a number of initiatives.

In this connection am particularly sorry that Stewart Lilly has, for family and personal reasons, been unable to continue as a COM member and Fund Raising Officer. In his short time as a COM member Stewart did a great deal to help with the successful planning application for Brooklands and had started to develop ideas for fundraising on a much larger scale than before. If you feel able to help to take some of these fund raising initiatives forward, please get in touch with Michael Wickham.

As in the last issue of the Magazine I have included a list of the various items being considered / dealt with by the COM. Perhaps the less interesting part of the work is the amount of non-bus related work to be covered (items like an update of the Memorandum and Articles of Association or the Data Protection Act). This is balanced, in part, by the number of potential donations to the Trust of preserved vehicles. Clearly we cannot take all the buses we are offered. It is however very pleasing to acknowledge the confidence that fellow preservationists have in the Trust for them to make these welcome gestures. The COM has established a sub committee to examine a substantive list of specific vehicles or types we would like to add to the collection (funds and space permitting!) and to consider these valuable offers of donated vehicles from fellow preservationists.

And finally, we still need more people to get involved! If you think you can help why not get in touch with the Trust volunteer coordinator David Kinnear.

Peter Duplock
Chairman of LBPT

peteraduplock@ com

Major items recently considered (most ongoing) by the Council of Management – August 2006

Brooklands / Redhill Road – Sub Committee chaired by Roger Stagg to prepare detailed plans for Brooklands and to evaluate alternative options for Redhill Road site.

Memorandum & Articles of Association – Sub Committee chaired by Eric Stobart – further meetings (Trust solicitor involved).

Project updates.

Conclusion of review of vehicle spaces at Redhill Road.

Acquisitions and disposal policy. Sub Committee established - Chaired by Richard Hussey.

Adoption of specific objectives for second half of 2006 – including vehicle maintenance objectives, computer software evaluation, fund raising targets, PR objectives etc.

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:

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.

If you visit the Cobham or British Model Buses websites, or are a member of the EFE collectors club, you may already be aware that an EFE fund raising model, 16407A, of RT 1705, has been produced for the Trust. This model was originally commissioned last October for our April 2006 Open Day, but unfortunately was not available in time, and was duly substituted by the well received model of a TD1 heading for West Croydon in Country livery during the Whitsun Bank holiday in 1935, our TD 153 was dressed with unique adverts for Motor Racing at Brooklands.

On returning from a short vacation two days prior to Cobham's June Nostalgia Day, the delivery of 502 EFE models of RT 1705 was totally unexpected. The option of holding them over until the next Cobham magazine notifying the membership was considered. It was decided to spread the word as best we could to enable funds to speedily flow into the shop's coffers. As at time of writing there is still an adequate stock of the RT 1705 model available priced at £25.00.

If you have some gaps in your collection there are also limited numbers of other recent EFE 'Cobham specials' in stock in addition to the usual standard release models on sale. The following are also priced at £25.00 each. This includes post, packing and first class mail.

23315A -RF 534 in Central livery on route 219A to Cobham Bus Museum

30504A -GS 34 on route 397 to Tring LT Garage

27209B - TD 153 on route to West Croydon. (route 409)

28003B - DF 1682. The Cobham 2006 Open Day model: A Daimler Fleetline in 1933 style General livery on Cobham route 499

Cheques to be made payable to **THE LONDON BUS PRESERVATION TRUST LTD** and sent to: **Alvin F Hale, The Fairway, Farnham, Surrey GU9 9BB.**

Allow 28 days for delivery and should you be planning a vacation please advise when not convenient to mail out the model(s).

At time of writing, the Corgi OOC model of RTW 467, allegedly due for release this month, has still not yet been issued. An order has been placed for a supply of these long awaited models in addition to a selection of some 1:76 scale Trackside models of vans of the 50's & 60's - ideal for 00 gauge model railway layouts. The forthcoming EFE Routemaster range will be available from the Cobham Shop during the latter part of the year and these will include both improved and new toolings.

From the Open Day 2007 Sub-Committee (1/04/07)

Simon Douglas Lane: Open Day Sub Committee Chairman

Just a short note to keep you all up to date! We are still deciding on the theme for the display at Cobham and new suggestions are coming in all the time: we will decide at our October meeting. We did discuss the loo situation at the Museum: if we stay at Cobham then it would be sensible to purchase our own unit (including a disabled facility) which would be more cost effective than hiring in for Open Day/Display Days. As far as Wisley is concerned, we agreed to purchase 20 blue litter bins similar to the ones at Cobham and on the basis that we should not be afflicted with bad weather again, to stick to the 2006 layout with an enhanced entry system up Elm Lane to reduce the queues on the A3. We are aware that we need more revenue protection on the bus service, a sad commentary on the free loaders that infest our society today. Redhill Road MUST have tree lopping carried out before 1st April to avoid damage to bus roofs and we will be discussing the implementation of bus passing bays up Redhill Road where visibility is impaired. The token system must also operate on the basis that vehicles cannot park up at the far end by the A3: you go, you come back!

As far as volunteers are concerned we have to have more Cobham members volunteering and perhaps with the "carrot" of saving £10 people may come forward: the same applies to display days for which the Sub Committee is also now responsible. Please do not be slow in coming forward, and there will be a volunteer card insert in the winter issue of the Newsletter. Model supply for the Shop is also being finalised, and the A5 flyers for our events will now be in glorious colour! Cobham Bus Museum is now advertised we gather on Metrobus vehicles: and finally, if you have an idea for a display day in 2007, please let me know what it is by MID OCTOBER this year: email me on simondouglaslane@tiscali.co.uk with your ideas! One thing to note is that we should avoid Fathers' Day!

Membership Update

Steve Hook

A few of our members who pay their sub. by Standing Order are still finding it difficult to send back promptly the new form, so if there are still some of you who are due to pay by 1st October, and who have not responded, please do so in the next few days, or there will not be time for the banks to process the payment.

We are very pleased indeed to welcome the following new members:

1215	Alan Bowker	Wickham Bishops
1216F	Philip Swallow	Kingston-upon-Thames
1217J	Steven Carr	Newton Abbott
1218	Ewen Pring	St. Albans Timebus Fleet See LOTS Fleetlist 2006
1219	John Cousins	Knebworth
1220	Donald Whiting	Redhill
1221	Christopher Jones	Southampton
1222	Stephen Roberts	Watford
1223	Alan Tomlin	Chingford
1224	Stephen Smith	Hornchurch Service Vehicle 832J (Conv. from STL162)

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@[redacted].com

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

Please ensure your name and address are on each item.

NEXT COPY DATE 10 NOVEMBER

The respective Planning Applications by ourselves and Huf Haus Limited came before the Elmbridge Borough Council Planning Committee on the 17th July. After all the hard work put in on the Brooklands application to satisfy innumerable jobsworths and red tape, the application was approved unanimously. We now have the approval documents together with the usual conditions some of which, although quite petty, are not onerous.

The Huf Haus application was put forward by the officers with a recommendation for refusal yet again. To obtain planning permission on Green Belt land the applicant must show “very special reasons” why approval should be given to over-ride Green Belt policy. Many laypersons do not see the difference between Brown Field and Green Belt. Ours is a Brown Field site but within Green Belt and thus no consideration is given to the existing usage. Huf Haus advisors spent considerable time and money in giving detailed evidence of the very special reasons, but the planning officer, for reasons best known to himself, elected to ignore these and not even to make them part of the consultation documents sent out, or of his report to the planning committee. There were no objectors to the Huf Haus scheme and because of this the Huf Haus advisors were not allowed to make representation at the planning meeting and had to remain silent. Not surprisingly, in the absence of the supporting evidence being presented to the planning committee, and with an officer’s report recommending refusal, the application was rejected with only one member in favour. Disappointingly, two members who had verbally pledged their support for the scheme, and an ex Mayor who had been our guest on one occasion and who had indicated considerable enthusiasm, all voted against the Huf Haus proposal.

As at the time of writing, Huf Haus continue to exercise their option on the site but the Trustees feel that it is unlikely that they will proceed with the costs and time delay of an appeal to the Secretary of State. If Huf Haus pull out, the Trustees do have further “irons in the fire” but these will require topping up by way of grants. These actions are currently being pursued by the Trustees.

HAPPY 80TH BIRTHDAY FRED IVEY
TUESDAY, JULY 25th 2006.

The name Fred Ivey has for me always represented some of the most wonderful archive black and white photographs taken of London's Transport heritage. The composition of much of Fred's material took into consideration not only the main subject but the surrounding scene. This included the buildings, other vehicles and street furniture which all contributed tremendously to some very atmospheric and true to life unique views.

Fred has been a staunch London Trolleybus enthusiast and as such was instrumental in saving C2 trolleybus 260 during 1961 as LT decided to replace it with Leyland 1253 when the LT collection was in the care of the British Transport Commission at Clapham. 260 could easily have turned up at Colindale for breaking had it not been for Fred's efforts. Since those early days Fred has been very supportive of the activities of the LTPS at Carlton Coalville.

I am sure all of you will join me in wishing Fred a belated happy 80th birthday with many more to come, whilst thanking him for the wonderful contribution he has made for us and future generations to enjoy.

David Boshier

Following Page: ACROSS THE ROOFTOPS.

Thanks to Alan Cross for providing the accompanying photograph taken by the late Alan Smith (otherwise known as Bearded Smith) about March 1949. It shows a young Fred Ivey mounting the staircase of an open staircase LT awaiting its fate at Cox & Danks at Feltham, with numerous other petrol engined Regents and Renowns.

OOPS!

David has asked me to point out that the garage code for Hanwell was incorrectly ascribed by me as HW, when it should have been HL. As a Trolleybus depot, it did not actually have a code until after becoming a bus garage. The codes were not originally in David's article, but were added by me in response to a member's general request on the subject of garage codes. No-one else spotted the error!

Dave Jones



T357 Investigation

Nick Abbott

T357 has now been a resident in the Museum since 2003, and when it was acquired, there were a few things written about it in the magazine, and some other enthusiast publications, but since then not much more has been heard of it.

A few weeks after it arrived, the engine was got running, some of the panels were removed from the windows, and a small section of the caravan interior was removed - exposing a tantalising glimpse of what lay beneath. Since then no other work has been carried out on it, until June of this year, when a small group of us set out to find out what was hidden under the rest of the caravan interior, with some pleasant results!

The caravan conversion appears to have been nearly finished, but not quite, although the interior had been divided up into two rooms, with a nice archway separating the front living section from the rear bedroom(?) section. There was

Interior of T357, showing the wine rack, full height cupboard and archway to rear room.





Rear room, showing the neat way that the rear windows and emergency exit were panelled over. The emergency exit could still be opened from the outside.

a wine rack, a full height wardrobe and a fitted cupboard with shelves and a door, but apart from that, lights were the only other caravan fittings in place.

Little effort seems to have been spent on removing any of the bus fittings while attaching the wooden battens, which is good in one respect, as the original interior fittings are nearly all still in place, but obviously damaged where the battens have been nailed straight through! Whilst removing one section of wooden panel work, a few pieces of French newspaper fell out, and after examining them fairly closely, we worked out that they were from the beginning of 1970, so the conversion was probably carried out around that time.

In addition to all the windows still being in place (under the panels), all the window capings are still present, along with some of the aluminium trim pieces. A false floor had been built over the original floor, which still had the original green pattern lino, and most of the aluminium trim pieces. A false ceiling was also fixed to the longitudinal wooden battens of the original single skin roof. The original interior chrome vents are also still in place, along with several coats of original cream paint on the ceiling.



Part way through dismantling, showing the large amount of fibreglass that had been used to insulate the rear section, and how the floor was raised over the sunken gangway.

The original rexine is still on most interior bits, although it has been painted over at some point during the bus's working life. The top sections were originally light green, but are now painted dark green, the lower sections are brown rexine, which have also been painted, and the side panels, at first impression, appear to have always been brown, and are basically just the steel stress panels, with no rexine, just paint.

Indentations in the lino show where the seats were originally fitted, with all pictures of 5T4s showing metal framed seats, but the lino shows that both metal and wooden framed seats were fitted (they have different fixings), although it is difficult to tell if the wooden seats were fitted when the bus was converted to peripheral seating during the war. Or perhaps the wooden seats were fitted before the bus went to Germany, we shall probably never know.

With T448 sitting so close to T357 in the Museum, it has been quite interesting to compare the two bodies, as they were built only a few years apart. There are a lot of similarities between the structure of the 5T4 and the 9T9, including the

section that was removed from T357 to insert the offside door, which should prove useful when rebuilding starts.

When the bus was originally discovered, a few areas of the bodywork were carefully rubbed with wet and dry paper, to establish the bus's identity. This also showed that the bus had been through various greens, a grey, a blue and a red colour, although not all over. The roof of the bus has been covered with a layer of felt at some point, and this has preserved several layers of original paint including a nice brown colour.

That's what can be gleaned by looking at the vehicle, but while going through a cupboard at the Museum, a very interesting document has come to light. It's entitled "Specification for 30 seat, single deck omnibus bodies for mounting on existing A.E.C 'Reliance' and 'Regal' chassis" – basically, it seems to be a copy of the original specification document written in November 1934. It covers the body frame construction, electrical components, standard LT components to be used in the construction, and all the drawing numbers relating to all aspects of the body construction. In addition to the original specification, there are also another 18 variations to be applied to the original spec, written over the

Interior view, showing the original colour scheme, including lino, rexine cappings and ceiling, along with the original opening windows, which still work "Kilroy woz ere" was written on the window by Bill Cottrell when the bus arrived back in the UK.



following 6-month period, with the final one dated 23/5/1935 and covering a change to the handrails. The bodies were fitted to the existing chassis, towards the end of 1935.

The specification stresses the need for the reliance and regal bodies to be identical, apart from the type of seats fitted, and the wheel arch positions (the reliances had a wheelbase of 16' 4" whereas the regals were 17'). The specification also makes it clear that the aluminium used for the panels must be of 100% British material and manufacture, and on no account should "Parker Kalon" screws be used in the construction! One good paragraph, relating to the drivers visibility, is as follows:

"The visibility is to be such that the driver can see the ground in front of the vehicle as near or nearer than 8' 4" through the glass, and 14' 2" through the wiped portion of the screen. It must be possible to observe a road bridge if 14' 6" in height from a distance of 127' 0" and 45' 0", these distances being through wiped and un-wiped glass, respectively."

There is a list of manufacturers to supply the parts, the original colour was to be Egyptian green, with a white interior ceiling, blue interiors to the blind boxes and orange wheels. There is also a list of the transfers to be fitted.

All this is very interesting, but it may not actually relate to what was delivered – the buses were originally delivered with 26 seats, and not 30 as specified and the paint scheme was two-tone green, not just Egyptian green. More investigation is needed, and the LT Museum has photos of the vehicles when new, and there is also a photo of T355 taken at Weymann before it was delivered, hopefully the LT Museum may also have some of the drawings mentioned in the specification.

Restoration is not scheduled to start until after the current projects have been finished, but if anybody has any info that may help in the eventual process, or fill in any gaps in the vehicle's history, please get in contact. It would be particularly good to locate as many pictures of these buses in service as possible, none have yet been found of T357 once it received the Weymann body. I could also take this opportunity to ask for donations, but as the restoration has yet to start, and is unlikely to in the near future, instead perhaps if people donate money for the other restoration projects currently in progress, the quicker they are done, the quicker we can start on T357!

I would like to give first impressions of my earliest bus rides between our home in Southgate, North London, and the northwestern London Transport Country Area during the mid-forties/early fifties.

My earliest memories of this corner of the vast LPTB empire are based on New Barnet Station: terminus for 6 country routes and 3 central area routes. Station Road, New Barnet, my local observation point, was the final stage of L.T.'s country route 342. Interestingly, off-duty and surplus Green-Line coaches from Hertford (HG) garage occasionally worked the route, and the terminus in station yard, as it was called, was a rare opportunity to view, at close-quarters, the '9T9' & '10T10' classes. On the last journey of the day, '10T10's in particular, would speed along Station Road then up Barnet Hill, overtaking most double deckers, and indeed some trolley buses. On one occasion, I clearly remember, an HG mechanic using a '6Q6' to bring himself and a spare wheel for one of its ailing 'T's in the station yard. After toiling for more than an hour the '6Q6' was not used as the relief vehicle much to the disappointment all bus enthusiasts present, not to mention those poor souls waiting at bus stops en-route for the 'T' that never came. (At this point, I must confess to starting as an intrepid train/locomotive spotter, but converting to buses after a couple of years, thereby avoiding hoards of train spotters plus the smoke and grime).

Nevertheless, whilst bus crews were having a well-deserved cuppa in New Barnet's Station Café, we "spotters" would sometimes gently slide open the door of a Green-Line and relax in their amazingly comfortable seats. Sometimes, we even changed the destination blinds of front-entranced 'STL's on route 303/A to an obscure destination such as MARDLEY HILL or NUP END. Thankfully, conductors would normally wind the blind frantically to its correct setting a.s.a.p. - maybe they were observant "demobbed" tank commanders?

Other punctuations to my otherwise routine suburban life were outings to Whipnade Zoo and Dunstable Downs via St.Albans. My father, who had the habit of boarding the "wrong" bus, accompanied me on the longer journeys, but this was nearly always to my benefit, as you will see. To give one example: after leaving the red 84 (ST) bus near St Albans market en-route for Whipnade on a certain Saturday in the 1940s, father spontaneously boarded a '4Q4' with awesome longitudinal seats for the short ride to SA's garage - 'awesome' because the "locals" could take a good quizzical look head-on at us "townies" who had quite suddenly invaded their country 'Q'. Incidentally the only other bus with longitudinal seats I can remember riding in was one of Enfield's early (Tilling) '1T/1's on route 242 between Waltham Cross and Potters Bar, whose windows refused

to shut during incessant rain, however hard passengers tugged and banged with their bare hands. Experience has shown me it must have been one of those with a warped/sagged body before a “Marshalls of Cambridge” rebuild.

Back in St Albans, the bus station was finally reached on foot - wrong bus again. This bus station was always a welcome sight with lots of activity on a summer Saturday afternoon. Of course, I never resisted a peep into the actual red-bricked garage behind, which always seemed to house one greasy and half-repaired bus. Prompted by the sighting of Luton and/or Dorking’s ‘TF’s, I fondly wished to locate a rare ‘CR’ class of bus, of similar shape in this vicinity, but these little buses, painted red *or* green, were very elusive vehicles.

However, after what seemed an unending wait, and numerous conversations with those knowledgeable, we boarded, in St. Peter’s Street, an ‘ST’ bound for Dunstable. (We had finally learnt that route 313 was only extended to Whipsnade Zoo on Summer Suns/bank holidays).

In Markyate we were passed by two or three of Romford’s ‘D’s heading for or returning from the Zoo. These looked very smart with their Green-Line bullseyes and shiny green panels devoid of adverts. (Incidentally they appeared to give a fair turn of speed, but this may have been just an illusion).

We alighted the 369 Dunstable bus on the old A5 road, in the middle of the Bedfordshire countryside, and proceeded to walk... Thankfully, after approximately one and a half miles we heard the noise of a larger than usual petrol engine. This turned out to be an empty 29 seat Bedford OB utility coach; the driver actually stopped, took pity on us, and gave us a (free?) ride to the Zoo - whatever, father always paid!

Whipsnade Zoo terminus, made from crushed coal cinders in those days, was a good place to view the various L.T. buses exhibiting: ‘TO HIRE A BUS OR COACH: APPLY 55. BROADWAY. LONDON, S.W I. OR ‘PHONE WHITE-HALL 5600’ (one of the most frustrating ‘via points’ to ever appear for the travelling public, if I might say so). There was also a sprinkling of L.T. coaches from inner London, besides other operators’ vehicles parked on the grass.

For me, a visit to this Zoo was never complete without short walks along the Dunstable Downs, and taking a longing look north westwards towards ‘Whipsnade Turn’, situated on L.T. route No.352. Sadly. I never knowingly sighted a bus on this infrequent service from any of our vantage points on the Downs. Maybe our visits never coincided with its Spartan timetable, or I was too young and inexperienced to know what to look for? Subsequently, I have often wondered what it must have been like to live with such an idyllic county bus service as the No.352 from Tring.

One topic that often crops up at Cobham in the canteen during lunch time discussions among the Wednesday ‘crew’ is what would best be described as vehicle acquisition and conservation policy. Not quite in such esoteric tones, however, but more on the lines of why haven’t we got so and so or why is that heap of junk taking up so and so space. Listening recently to one of our executive board listing his long term wants (for the museum?) I decided to put pen to paper (or two fingers to the W/P -did I mean to say that?) and try to stimulate some healthy discussion among the membership to elicit some response.

I understand that the Museum has an acquisition policy but I have not seen it, so I will put forward ideas of my own. The title of our organisation is the London Bus Preservation Trust Ltd. It does not make any stipulation as to dates or organisations. We are not the London Transport Bus Preservation Trust, as some members might believe and support. I have heard it said that our vehicle base should be General and LPTB/LTE/LTB only. In other words, not nasty ‘modern’ vehicles like M6. At the opposite end of the scale there are those who believe that solid-tyred NS vehicles have no place with us. Another aspect of collection policy I have heard is that we should compliment not duplicate the LT Museum collection, which seems sensible. Where popular types are concerned there are enough variations to enable both Museums to have the large classes in both collections without an exact duplication. For a vehicle to be included in either Museum, it would seem that the criteria should be that it has ceased its operating life in London. The principle behind both our organizations, as far as buses are concerned, should be the same. If it has operated for a significant time principally in London then it is a London Bus and I include ‘green’ ones in that assumption if we are talking about the Greater London area. So what have we got and what should we be looking in our long term plans to be acquiring? Realistic considerations have to apply. I know that there are people out there who could take our collection of NS bits and within a few years build enough vehicles to replicate Putney Bridge’s run out on the 93, but we have both limited money and skilled personnel.

On the plus side we have DI42, T31 and 504, Q83, ST922, STL2377 G351, TD95, RTL139, GS34, RML3, RMC1461, SMS369 and M6 all in one piece and in various operational states. T448, STL441 and RT2775 are in the process of being rebuilt and T357, STL2093 and LT1059 are in various stages of decomposition. The former having a very good chance of joining the rebuild list. The service vehicle fleet has 702B + canteen, the Ford Thames and the, at present damaged, Bedford ambulance, not to mention the Cinderella RL92. There are other vehicles owned privately which are usually on show to the public and most of these happily have London connections and do not duplicate LT Museum stock.

Having looked at what we have, what might be our long term aims relating to vehicle acquisition? This has to be subject to what might realistically be available, preferably in 'going' order, or if not, in a complete state with all mechanical and body fittings extant. The list should not duplicate Covent Garden/Acton. Here is my suggested list for hopeful discussion and augmentation. The early years are well covered by the LT museum with a fine collection of horse buses and first generation petrols and we have our NS project on the go so I will move on to the thirties.

We have a pretty fair group of buses from the 1930s, which would be enhanced by a CR and an Inter-station cub. A Leyland TD1/2 from those taken over in 1933 would be nice but probably next to impossible to find. Moving on to the 1940s, an RT2 would, I feel, be essential. LTM hasn't got one and they are a very significant vehicle, particularly in the historical context of when they came in to service. We have an 'austerity', but if that STD is still out in the Balkans it should head home! We have a post war RT, which is going back to original condition and an RTL so we must have an RTW. This is another one that I consider to be essential to make up the natural trio. On to the fifties. We do not own an RF, which is the biggest hole in our collection. The bare minimum must be two and I would suggest an unfaclifted Green Line and a crew operated central area variant. Hopefully the green resident will be here for many years too.

The LTM has a standard RM to go with 1 and 2, so lets move on to the sixties for the next one, which might be an RML in original condition to

go with our RMC. A Merlin is probably too similar to our Swift but a single entrance country version would be different. Moving forward further we get to the one vehicle that stirs people up. 'We don't want one of those' was a comment heard at least once over recent years at Cobham. I am referring of course to a DM/S. 'We' don't like them because they replaced RTs and demoted RMs but there were nearly as many as the latter and, like it or not, they were standard London buses. If we had had a new 'guvnor' from say Bournemouth instead of Manchester they might have looked less like a box on wheels though! Our 'Swiftly' carries the banner for the single deckers of the time and deserves a double deck partner. On the single deck front I considered a BL, but LTM have one and they were fairly standard Bristol/ECW vehicles. On to the eighties. We have M6 and LTM have a Titan. To pair with the Metrobus how about a Dart. I can almost hear the gasps of horror and gurgling sounds as the tea and ale go down the wrong way. Now, in the fashion of Marks and Sparks, I am not talking about any ordinary Dart, but the first and most special Dart, the one with the Carlyle body, with a bit of style and nice smooth sides with almost continual glazing.

Moving on to the nineties the only vehicle that we could include from such a recent time would be the refurbished RML, as an alternative to one in original condition. These vehicles have, in my opinion, a significant place within the history of London buses. If you don't know why or have just been released from somewhere then read about it.

Looking back at my list, I have realised that I have missed out the RLH from the list of wants. As it was the only lowbridge bus in both central and country service after about 1953, then it goes without saying that we should have one, and I doubt if there would be any disagreement within the membership. There you are, my own personal views on where we should be going, hopefully provocative enough to stimulate a response from the magazine readership. I can almost hear the committee, sorry management council or whatever, rumbling away now. If I win the lottery/premium bonds I will make a ridiculous offer to buy the STL tree lopper and have the roof and interior put back in, so Cobham wouldn't be able to have that.

Out and About



STeLLa and Dennis enjoy a break at the Seaside! Two “oldies” take in the sun at the HCVS event in May.

RTL 139 and TD 95 re-create a bygone era at Leyton Garage in February.

Photos - John Stiles





Still in February, three likely lads and a bus provide an opportunity for a caption competition! John Broadhurst, Graham Smith and Simon Kaye pose with TD95.

Photo - John Sitles

RMC 1461 takes a good load for a ride at Alton in connection with the Mid-Hants Railway event in July.

Photo-Peter Starks





On 6 August, RTL 139, with Roland Graves, Peter Osborn and Steve Whitelegg aboard, ran a number of journeys on Blue Triangle's Essex Heritage Routes. It is seen above at Epping Station and below, with RTW 75, at Braintree. Photos - Steve Whitelegg



As I write this, the rally season is in full swing, so a few interesting vehicles have been seen and word is reaching my ears about other goings on. Routemaster fever seems to have levelled off now as the number of vehicles available has reduced to a trickle. However, a few continue to change hands, including some of the recently out-of-service ones at extraordinary prices. Anybody taking one of these on has a massive task if they want to restore one to early or original condition, for myself I prefer to see some of the vehicles that came out of service a few years ago.

One such is RM 291, which was beautifully restored by Kevin McGowan. I met him recently at the Nostalgia Day at the Museum and he told me he has recently sold the bus on. I don't know who the new owner is, but hope we continue to see it around and about as a fine representation of the class.

On the RF front, RF370 has found a new owner in the Southampton area. This is a vehicle I remember well as it used to potter round the Harrow area on a daily basis in the late seventies ostensibly as a staff bus in LT livery although much more recently I met the then owner and he told me it was really little more than a toy. By the time I became involved in preservation it had vanished into thin air but more recently it was discovered in Wales in use as living accommodation whilst a house was being built. Since then, I believe it changed hands again and that owner contacted me a few years back to say he wanted to sell it – apparently, although obviously the seats had been taken out, everything had been retained. Then, very recently it was advertised for sale in *Bus & Coach Preservation* magazine, ostensibly in Cornwall but actually still in Wales. And now it has finally found its way into preservation.

I recently heard that RF351 was destroyed by fire at a preservation site in Lancashire, which was apparently caused by explosion of a battery on a horsebox parked nearby. This vehicle has been in preservation for many years, although not recently active, and our commiserations must go to the owner. This was one of the late OMO conversions, often known as “Uxbridge RFs” with different cab door fittings and the single, tall, window panes in the entrance doors. This unfortunate incident is perhaps a reminder to us all to take every precaution we can against fire during this particularly hot summer - although not bus related I recently had to call the fire brigade to a back garden fire near home in a terraced street where nobody seemed to be at home. Presumably it just self-ignited with the sun shining through a broken bottle or similar.



Claire Green's BL49 has received a coat of paint and now looks very fine indeed. By the time you read this it will almost certainly be active at rallies and running days. (Photo by Claire)

RF 530 is now with a new owner in Doncaster for continued preservation.

RF495 has joined RT3316 and 4599 at Bolebrook Castle, Hartfield, Sussex. I understand these vehicles operate some kind of service on behalf of the castle. RT4599 is a strange conversion with outside staircase, reminiscent of much older vehicles, whilst RT3316 is in conventional condition. My guess is that RF495 will be used at times of lighter traffic when a conductor is not justified.

Dave Wilkinson has added another vehicle to his collection by the acquisition of RT542. This vehicle has been stored in Kent for well over twenty years, possibly thirty, and no doubt will be a major restoration project. Judging by the quality Dave's other vehicles (RT 2083 and RF269) I should imagine it will look absolutely resplendent when it appears at rallies.

Tim Stubbs' RTW 178 has recently been certified to PSV standards and is, I understand, currently working for Blue Triangle. For those not familiar with this vehicle (it has been preserved in Staffordshire for many years) it is slightly different from the typical preserved RTWs by wearing the bright

yellow livery of Stevensons of Uttoxeter who it operated for in post-London life.

GS 13 has returned to “true” preservation and is now preserved by Peter Cartwright who also has green RML 2440. It is now to be seen at rallies and running days - I first espied it at Hemel Hempstead in June. I refer to “true” preservation as it had previously been in commercial use, including regular appearances on the Surrey Hills Sunday services for which the funding abruptly dropped a few years back.

Earlier in the year, Alan Moore (of RT113) visited a rally at Noordwijk Aan Zee in the Netherlands, on the look-out for British buses there but only two were present. One was a Bristol Lodekka and the other was ex-London DMS 1111, in use by a local firm as an open-top promotional vehicle. However, in his travels, Alan also managed to track down RM2124 operating with Freetime Promotions and RM757 and RM1149 which are owned by Mart Leek who I understand to be a keen collector of British vehicles.



From time to time I get asked about an intriguing line-up of (mostly) British vehicles which can be seen in Canada from the road on Route 4 near the crossing with Route



19 near Qualicum Beach, Vancouver Island- see previous page. The site is often described as a “bus graveyard” or “a field full of buses” but it is actually regarded as a museum by the owner, Paul Tremblay. Amongst the vehicles are at least three buses of London parentage - RT 2021, RT 3886 and RTL 506. The others seem to be an oddly high representation of St Helens, West Bridgford and West Yorkshire Leyland PD3s and AECs. Many of the vehicles are in visibly poor condition, appearing to have been untouched since they came out of service in Canada and some have broken windows and other damage, which can’t be helping their longevity.

Finally, a quick plug for December. Any vehicle owners wishing to join us for the annual Christmas Lights Tour in 16th December this year should please contact me for details.

Many thanks to all contributors, including Robert Sissons and Rob Hum for the accompanying photographs from Canada.

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

**London Transport Vehicle Histories. RT Class, Part One.
RT 1 - RT 951 Compiled by Lawrie Bowles, John A S Hambley and
Alan (007) Bond. Published by Transport Interests at £13.**

At last, the first in what will be a long series of volumes that track the history of the RT class. A potted history of the class with many explanations relating to LT body, chassis, CU numbers and various sub classifications introduces the history of bonnet numbers RT1 to 951. Those of you with memories of special vehicles and owners of RT type buses will find the information useful. Transport historians will be fascinated with the details of body, chassis and identity changes over the lifetime of a bonnet number/ registration number combination. The only problem, though, is that to get the full picture it will be necessary to purchase the whole set, which by my calculation should cover about five volumes in total. Real students of LT will be waiting impatiently for the other four to be published and I am sure that former members of the RT RF Register will have them ordered already. Incidentally 007 gives his interpretation of why LT used the class letters RT and I tend to agree.

**Model Bus Construction Using Plastic, Tony Kaye. Published by the
Model Bus Federation**

In the preface to this re-issue of an MBF publication from 1976, Ian Chidlaw informs us of the background to its appearance. New photographs apart, this interesting and useful little book retains certain references and prices that are very much out of date. The information for bus modellers, however, is still very relevant today. Many of the popular resin kits are mastered using the methods featured in this booklet, so if there isn't a kit of the vehicle you want, or it is rather pricey, you can build it from scratch yourself. Since 1976 more firms supplying transfers and 'bits' have entered the market so it is even easier in the 21st century. Not available in the shops, the book was presented free to MBF members but if you are a bus modeller, it is highly recommended and it may be worth getting in touch with the Model Bus Federation at www.model-bus-federation.org.uk to enquire as to availability.

Bygone London, Kevin McCormack. Published by Ian Allan at £14.99

A new departure by Mr. McCormack and Ian Allan ? No, not really. Think of the 'Heyday of....' series and this is very much from the same stable. The front of the hardcover, landscape aspect book features an RTL an RT and three FX3 taxis. Bygone London follows on from 'Streets of London' published in 2001 and has pictures of trams, trolleybuses and buses from the fifties, sixties and seventies, all in glorious colour. Where it differs, and in my opinion is improved, is the inclusion of aircraft, trains and ships. More unusually, an electric milk float and two horse drawn brewery drays are included. Sadly one of these is a Young's dray, the owning brewery of which is shortly due to go the way of the trolleybuses, trams, RTs and every other good thing pictured in the eighty pages. This is an excellent treat for nostalgia fans with a wide interest in the transport scene in London of thirty to fifty years back. It is just so sad that it is all destroyed, so I will just have to cheer myself up with a few pints of Young's until that goes too!

London Transport Garages, Ken Glazier. Published by Capital Transport at £25.

Every so often a book is published that I review and note that it is one that will become a 'standard work and all students of LT should buy it.' This is one such book. We have had books about LT garages before but this is the first to give the complete history of both central and country area garages from 1933 to 1969 and relevant details from the period before and after these dates. As the title defines the breadth of the study, tram and trolleybus depots are only included as and when (if) they became part of the bus operating department. The format of the book is classic Capital Transport style with hard covers and a dust jacket, glossy 'quality' paper with sharp well defined images, and to top it all, it has been produced in Harrow. Well done for supporting the local printers, lads. The first chapter deals with the garages inherited by the LPTB in 1933, most of which came from the General/East Surrey. A motley collection of buildings, many of which were literally sheds, came from a wide range of sources. Subsequent chapters tell the story of new and rebuilt garages, wartime losses, postwar planning and replacement, converted tram and trolleybus depots, developments in the 'new towns' and plans that came to nothing. As usual with this kind of book, there are various appendices, including garages from the independents, a brief synopsis of all Central Garages from 1933 to 1940, those converted from tram or trolleybus depots and new build 1939 to 1962 and two with similar information on the Country Area. Further appendices include information on route re-allocations after new garage building, changing mone-

tary values, Elmers End bombing, and garages listed for the operation of buses using producer gas. The postscript shows a photo of Riverside, Hammersmith, garage, the facade of which still exists today, incorporated in ‘Smollenskys’ restaurant. Sadly, when the old garage was demolished, the developers skipped most of what was left of the original manor house that LGOC hadn’t thrown away in 1913! There are 192 pages filled with a mind boggling amount of information and Ken Glazier is to be congratulated on producing a thoroughly researched standard work. Yes, it’s got lots of nice photos too.

Garage Sweeper RL92

Nick Abbott

While compiling the information for the Museum’s website, the only vehicle I couldn’t find satisfactory information about, was the sweeper. Does anyone know anything relating to its acquisition and arrival at the Museum, did it come direct, and if so, which garage did it come from?

Doubt about its identity has also been raised in an article recently posted on the internet, with the chassis number, and manufacture date shown on the makers plate being different to those noted on RL92, while still in service, in the 1970s! After a bit of searching in the stores at the Museum, I eventually found a front panel and bonnet from RL92, with the correct makers plate indicating a manufacture date of 1951, rather than 1935 shown on the currently fitted plate. Unfortunately, the number of the engine currently fitted to the sweeper, doesn’t match the number on the plate. The chassis number on the plate currently fitted to the sweeper, possibly relates to RL5, whose bonnet I also found in the stores at the Museum. There was also another front panel, without any identification



in the stores – so which one is it, does anyone remember who restored it, and whether it should really be RL5? Any information gratefully received.

SHOWBUS DUXFORD 24TH SEPTEMBER

Websites are becoming increasingly more popular for displaying and promoting new products. It is like bringing the shop in to your home. There is news of two such websites in this article, one of them newly launched, where you can view and order your models on-line with ease. The second has been updated for you to preview advanced news on new models

PRICE INCREASE

Announced in May on Gareth Jones's website, the reason for the price increase of 25% by Sunstar on the latest Routemaster and Bedford OB models. The price of Zinc, a major part of the alloy used in die-cast models, has trebled since January 2005 and Sunstar cannot continue to absorb that price increase and continue to maintain a high standard. It remains to be seen if other manufacturers will have to follow suit.

SUNSTAR 1/24 scale Routemaster release dates

September-H2910 Routemaster Red Original sightseeing tour, cutaway top
December-H2911 Routemaster gold 50th Anniversary of London Transport

ORIGINAL CLASSICS 1/24 Scale Bedford OB

Due for release in September, the Southdown version, fleet no.71 registration JCD371, with the British Rail fleet no.132w registration no.FWO615 version planned for release in November. Display cases are now available for the Bedford OB at £47.00

8FT WIDE TROLLEYBUS 4mm scale

If you thought the RTW was the first eight-foot wide bus used in London then you would be mistaken. For the latest offering from the Little Bus Company is the 8ft wide SA1/SA2 Trolleybus destined for Durban South Africa.

Due to heavy shipping losses in the early part of WW2, further deliveries were curtailed until the end of hostilities.





London Transport voiced its concern that the bombing could cause serious disruption with further trolleybus deliveries and as such an agreement was reached whereby the buses destined for South Africa could be diverted for service in London.

A number of different features, make this model stand out from the conventional LT design of trolleybuses:

a reinforced section of the roof to support the pole assembly gave the roof a cleaner look compared to the normal heavy bracing found on LT buses. It had an squarer appearance brought about by the extra six inches width; it also had a front exit sliding door, sealed in London service, similar in design to the Bournemouth Sunbeams, although only one staircase was fitted in the SA class.

I think you will agree that the LT livery suited these buses, whereupon the broad cream band was extended around the front panel due to the shallower front windscreens, only just allowing room for the trolley symbol on the front panel; sidelights initially fitted in the cream band on vehicles 1722-1730 were plated over on later models and moved down by LT near the headlights.

Unlike London Trolleys, no batteries were fitted for moving after de-poling, and as such towing hooks were fitted in the lower front panel.

Compared to LT buses, the interior decoration was rather drab, with dark varnished wood finished off with brown rexine side panels, the metal framed seats were finished in brown grained leather, the cream ceilings were painted down to the beading jut above the window line.

These buses were placed in service again in the Barking and Ilford area. The Metropolitan Police and the Ministry of war concurred in their use, subject to being run only on selected routes.

Subject to the glazing and transfers being ready this model will be on sale at Showbus and includes destination screens, fleetname, and trolleybus roundels. Price £40.00.

Information from the London Trolleybus vol.1 by Ken Blacker.

Photos courtesy of the LBC.

Tony's website will be more active in future with regular updates, he has been posting photographs on his (coming soon) page showing the masters of new projected models. This means some new kits for pre-ordering may appear before the newsletter, for those with access to the internet it presents no problem, to inform others the kit list will be updated more frequently, so to avoid disappointment check with Tony to receive his updates. (Look out for him at Duxford. if you can get past me!!)

Tony Asquith who runs the Little Bus Company has moved, and gone back to his roots or should I say "routes" his new address and telephone number is L.B.C. Haworth Close, Halifax, West Yorkshire, HX1 2NN, tel:

01422 301600

E-mail tony@lbc.com

website www.lbc.com

DIE-CAST NEWS

Released in May, ES301 Britbus Scania Omnidekka in London Sovereign livery featured on route 13 to Aldwych.

RM903 Alexandra Belfast Olympian, London United featured on route 267 to Hammersmith.

MRL-05 MCW Metrorider long East London Hoppa.

N6215 Scania Metropolitan MD219 displayed on route 12 to Shepherds Bush with top deck white windows. (KJD219P was MD19 of 164 built-Ed)

The word is out that Britbus are considering a model of the AEC Merlin the 36ft long large version of the SMS, although no official announcement has been made yet.

CORGI O, O, C.

A surprise to everyone is the release of the RTW in Barton livery and not LT as planned. With no news as yet when it is to be released.

CARD TUBE STOCK in 4mm scale

From street Level Models, a new series of card kits for enthusiasts who wish to model London's underground scene. Dating from 1929 to 1959

Kits include engineering vehicles as well as the surface and underground stock.

All models are pre-printed and can be enhanced by adding your own glazing.

Motorised bogies can be added if you wish, from the metro models range.

Assembly is by an easy step-by-step guide, and like there building kits come in a stout card package to prevent damage in the post.

Models are available from Metro Models at 58 Digswell Rise, Welwyn Garden City, Hertfordshire, AL8 7P. Tel, 07814-546772.

1 kit £3.00; 2-3 kits £6.00; 4-6 kits £10.00 post & packing included.

EFE

Have announced to the dealers the models and model numbers chosen for the new castings

- 31501 - RM837 Registration WLT 837 Route 253 Warren St. Stn. LT
- 31601 - RM1 Registration SLT 56. Route2 Golders Grn. Stn. LT
- 31901 - RML2686 Registration SMK686S Route 207 Uxbridge Stn. LT
- 31902 - RML2572 Registration JJD572D Route 159 Streatham Arriva last day.
- 32001 - RCL2252 Registration CIV252C Route723a Tilbury ferry Greenline
- 31701 - RMC1506 Registration 506CLT Route 719 Victoria Greenline LT
- 31801 - RMA9 Registration NMY646E Route 175 Romford Ford Main Works
- 32101 - RMF1254 Registration 254CLT BEA no details yet
Dates of release to be advised on all models

RADLEY MODELS

A timber and rail carrier is available from August in kit form or RTR.

The crane unit with truck and brake van are now ready RTR. £50.00

More new models planned for later this year are the Cravens unit and the weed killer train planned for release before Acton in the New Year.

As well as train stock they also stock a selection of underground video's plus 4mm scale line- side vehicles

For convenience customers can now view and order online on there new website and view all the items they stock. They are still updating the site.

By clicking on the photo's you can magnify the images to view the intricate detailing that they have put into their models. www.radleymodels.co.uk or if you prefer you can still order by phone 01425 479377 or e-mail radspg13@aol.com

MBC NEWS

Graham informs me that he is releasing two models of London Transport service vehicles. One will be in white metal; this model does not lend itself to resin, you will see why when it's announced. Transfers for these will be available plus two or three bus models in the near future.

There will be a new updated catalogue listing new transfers plus advanced news of projected models.

Catalogue £1.50, please send remittance in postage stamps. Or for advanced news of models only send a S.A.E.

He has also stocked a range of bus paints, tools, and adhesives to aid the modeller.

CHERRY PAINTS

C164 LT Bus Red, C165 LT Chiswick Cream, C167 LT Light Grey (semi mat)
C168 LT Lincoln Green, C169 LT Trim Light Green, C170 London Country Green,

C171 NBC White, C172 NBC Green, C173 NBC Red, C174 Tilling Red,
C175 Tilling Green, C176 Tilling Cream, C194 Royal Blue, C232 BET Red,
C233 bet crimson, C235 Southdown Dark Green, C236 Southdown Light Green,
C237 Southdown Cream, C238 Green Line Dark Green, C239 Green Line Light Green,
C253 Maidstone and District Green, C254 Maidstone and District Cream,
C255 Aldershot and District Dark Green, C256 Aldershot and District Light Green,

C257 East Kent Crimson, C258 East Kent Cream, C259 BMMO Midland Red,
Paints are £1.80 per 14ml tin

Useful tools for resin models are also stocked

Swan Morton no4 scalpel large £2.99

Curved blade for above no.23 pack of five 0.65 ideal for cleaning up resin models.

Straight blade for above no.26 pack of five 0.65

Unbranded small scalpel no.3 £2.55

Curved blade for above no.10 pack of five 0.65

Straight blade for above no.11 pack of five 0.65

Superglue: This is the thick version in a generous 20mg dispenser, bonds in seconds without running all over the place. £5.15

Other tools: 6" stainless steel rule £1.25 Eclipse Sheffield steel scriber £1.75

For these items postage is 75p per order or free for orders over £12.00

MBC Perranuthnoe, Penzance, TR20 9NR. 01736 982.

Hiya folks! Less of me this time around, I thought I'd just show you what's been going on instead!

There is of course a motivation behind this, which is to try and entice you all to hopefully dig deeper into your pockets and donate some more money towards the project! Not that you've been shy in this respect, (the NS has had the best response from any of our appeals, I'm reliably informed!) but there's a long way to go and a large amount of money needed to complete the restoration.

Now if just donating some money into a vast project doesn't appeal, how about possibly purchasing an actual item? The list is endless from the small:

Brass Magneto drive coupling	£40
Magneto	£130
A piston (4 Avail.)	£157

To the more expensive:

Radiator tubes & gills	£995
A new solid tyre wheel (4 Avail.)	£808

If you can please contact Norman Davey (via the museum) and see what is available at the NS Restoration Shop!!

If of course the NS is not your cup of tea, there are numerous other projects that desperately need your help financially to aid completion! RT 2775, STL 441, T448.

As the majority of you well know, owning/running/restoring buses is an expensive old game and Cobham really does need everyone's help in bringing the collection to life again. Who wouldn't want to see the Scooter & the French T restored? It really isn't so much a question of time but money! Ahhh food for thought.....

Anyway enough, until next time here's some photos of the progress with NS 174:



Top left: the chain gearbox and fabric coupling.

Top right: a newly tired wheel.

Centre left: the front bulkhead in "before" condition.

Bottom: the "London General" inscription inside the bulkhead.





Top: original sign above the rear platform.

Centre: view of engine showing valve followers and magneto bay.

Bottom: view of Hele Shaw clutch & rear of engine

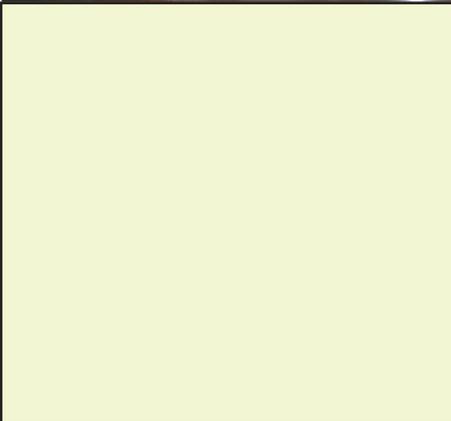


Top: the re-rimmed steering wheel.



*Centre: old and new pistons.
£157 will buy you one!*

*Bottom: the newly acquired
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Vehicle Restoration Update

Richard Hussey

Following the amalgamation of the unincorporated Charity (The Trust) and The London Bus Preservation Trust Limited in December 2005, I was appointed Director responsible for Operations and Museum artefacts.

This involves several areas of management including co-ordination of vehicle restoration and development of an effective programme of vehicle maintenance, within the museum financial resources and volunteer workforce.

Current projects and project leaders are as follows:

NS 174 S. Marshall

T 357 N. Abbott

STL 441 R. Stagg

T 448 R. Lucas / A. Milliner

RT 2775 R. Hussey

M 6 K. McGowan / P. Morris

Both S. Marshall and N. Abbott have reported their project progress in this magazine issue. If any member would like to join a particular restoration team, this will be appreciated. Please contact either the respective project managers or myself.

In signing off, the illustrations below are of work carried out in 2006 by museum volunteers.

D142: Front wheel after preparation and repainting



RT 2775: Lower deck floor replaced with new flooring and now awaiting the fitting of floor slats.



SMS 369: Engine coolant header tank repaired and pressure tested before fitting.



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