

# COBHAM BUS MUSEUM MAGAZINE

Issue 53

Winter 2005

£2



The Journal of the London Bus Preservation Trust Ltd

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

I regret to inform all members who pay their annual subscriptions by bank standing order that the problems encountered with several members' banks making duplicate payments in respect of their annual subscriptions have still not been resolved. During 2006 all members' banks have been sent explicit written instructions to the effect that the new standing order mandate payable to LBPT Ltd cancels all previous standing order payments i.e to LBPT. However a considerable number of banks have ignored these instructions resulting in duplicate payments being having been credited to the Trust Ltd's bank account.

IN ORDER TO RECTIFY THESE PROBLEMS WILL ALL MEMBERS PAYING THEIR ANNUAL SUBSCRIPTIONS BY BANK STANDING ORDER PLEASE CONTACT THEIR BANKS TO CHECK IF THEY ARE PAYING MORE THAN ONE ANNUAL STANDING ORDER PAYMENT IN RESPECT OF YOUR MEMBERSHIP SUBSCRIPTION. IF THEY ARE PLEASE INSTRUCT THEM TO CANCEL ANY MANDATE PAYABLE TO LBPT. EACH MEMBER SHOULD NOW HAVE JUST ONE ANNUAL STANDING ORDER MANDATE PAYABLE TO LBPT LTD FOR A MINIMUM PAYMENT OF £20 (£30 FOR FAMILY).

Your co-operation in sorting out this ongoing problem will be appreciated as it is clearly the only option left to stop banks paying your subscription twice.

Finally will members requiring refunds of duplicated payments please contact me in writing or alternatively notify me if they wish the duplicate payment to be treated as a donation to Trust funds.

NORMAN DAVEY  
Finance Controller

### *Front Cover Picture:*

*RM7 rests at Ealing, Haven Green , stand on New Year's Eve 1978 and is captured on film by member Leslie Bishop. I have it on good authority that this bus was considered for "Showbus" status , along with RMs 215 and 254, but was turned down due to a problem with the upper deck interior. Then it carried Body No 50, but after another overhaul now has body 540, with which it recently returned to the rally circuit.*

# 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

Lawrence Close, Crawley, RH 10 7DR or

Phone 01293 678

# THE LONDON BUS PRESERVATION TRUST LIMITED

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### THE LONDON BUS PRESERVATION TRUST LIMITED

COBHAM BUS MUSEUM, REDHILL ROAD, COBHAM, SURREY, KT11 1EF

Registered Office: Unit 8, Pinewood Place, Kingston Road, Ewell, Surrey, KT19 0BZ

Registered Charity No. 1053383

Registered Company No. 1061762

Tel. 01932 868665

Trust web site: <http://www.lbpt.org>

### CONTACTING THE COUNCIL OF MANAGEMENT

If you wish to contact any member of the Council, please do so care of the museum., *not* the registered office.

Telephone communications can be made through the museum at weekends.

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its Council of Management, or the editor.

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Well, that's another year nearly over. And quite a year it's been, too. The Trust's new management have been busy with plans to take the Trust forward to a new era, although the plans for moving to a new site have faltered a little. I am sure that the situation will be resolved to everyone's advantage in the fullness of time.

Time is a commodity that perhaps we do not value enough, the sad loss of Annabel Kinnear at an early age brings this to my mind, plus the fact that I have been involved with preservation for nearly 30 years and am beginning to wonder what is round the corner. I should think about planning ahead to a time when I won't be around, yet Cobham may still be able to benefit afterwards, see page 11. In a similar vein, thought needs to be given to who is going to carry on the good work in the future. Maybe there's an opportunity to forge some links with local schools, both primary and secondary. Maybe, if we become big enough, we could set up an apprenticeship scheme? Just something to ponder on.

This jam-packed issue has plenty to remind us of the long summer we have enjoyed, hope you've all got your anti-freeze in and long socks on if we have to pay for it later! As well as updates on next year's open day - set for All Fools Day(!), the discussions after my gaffe on garage codes is (hopefully) concluded whilst we have good articles on member's adventures with Trust buses - after all that's what it's all about. Colin Read reminds us of what it was like to be a spotter ( and who still isn't?) and Graham Smith recounts close encounters of the Dennis kind. Miniature Buses and Books conclude this issue in customary style.

All that remains for me to do is to wish each and every one of you a darn good Christmas and a Happy, Healthy New Year.

## **TRANSPORT COLLECTORS FAIR**

at the HYTHE CENTRE, THORPE ROAD, STAINES,  
SATURDAY, FEB 10<sup>th</sup> 2007.

For further details see December and January Buses Magazines

Information & stall applications DAVID BOSHER

Tel: 01784 955 or 0775 1062

## From the cab.....

It is mid November and it is that time of the year when we tend to look forward to the seasonal festivities, anticipate what 2007 will bring, and of course look back a little at what has happened in 2006.

2006 has seen a new Council of Management trying to deal with the many issues that face the Trust. Many of these are long-term complex tasks and take up many hours of work each week. It is therefore disappointing, as I write, that despite a great deal of work, we have not concluded a deal on the sale of Redhill Road. The move to Brooklands is dependent upon this. However, this is not all bad news! The existing would-be purchasers are still enthusiastic but have had to review their proposals and, perhaps, more importantly a number of other potential buyers have shown considerable interest in the site. We are mindful of balancing the need to move in a reasonable timescale with extracting the maximum potential and security from the current site. We have recently met with the members of the Brooklands management and they are fully committed and looking forward to having "Cobham" as part of the wider Brooklands family. I will keep members posted via the website in the interim.

Looking back over the year, the interest in our events does not seem to diminish at all and this is reflected in attendances and donations to the Trust. We cannot of course be complacent and, as ever, the event organisers and Committees are hard at work on 2007 plans and events. The themes have been set and the plea for volunteers will be **louder than ever!**

Although our organisation is thought of by the outside world as all about London buses, the reality is that it is all about people. In particular, it is all about our members and their commitment and enthusiasm for the ultimate goals - seeing the Museum exhibits restored, well maintained and of course enjoyed. Sometimes there will be differences of opinion on how we do things and this passion is healthy in our organisation as long as the Cobham end-game is the goal.

As we strive for these goals, we sometimes get a reminder of the value of the fellowship and comradeship that we take for granted. We lose people when it hurts most. Sadly, we lost Annabel Kinnear in 2006. Roger Stagg's thoughts elsewhere in this magazine say it much better than I ever could. Equally, it says a lot about the commitment to Cobham of members David and Patsy Kinnear in that they have continued to support the Trust in so many ways throughout their ordeal.

It is inevitable that we will encounter change and I have to record that three members of the Council of Management have stood down this year for business and / or personal reasons. We hope that Stewart Lilly, Roger Staggs, and Eric Stobart will continue to support us in whatever way they can. They all have made significant contributions to Cobham and hopefully they will be able to take up major roles for the Trust again when circumstances change.

One of the better tasks for me this year was to write to Colin Curtis OBE and invite him to take up the role of Honorary President of the Trust. There cannot be many people involved with London buses that do not know Colin. Often known as Mr Routemaster, because of his involvement in the development of the London icon, Colin is well known as an author, broadcaster and of course enthusiast. The Council of Management will benefit from his experience and overall the Trust can only gain from having an industry figure like Colin representing us wherever he can.

I am equally pleased to announce that Gary Wragg (curator of the hugely successful Milestones Museum in Basingstoke) has agreed to become the Trusts curatorial adviser. This is a hugely important role and we welcome Gary and look forward to receiving his input particularly as we strive for full Museum accreditation. Gary is no stranger to vehicle restoration as the Milestone Museum exhibits testify and at one time Gary owned an RF.

If we had an overall theme for 2007, it would have to be raising the game. We will make substantial progress on the move to Brooklands but equally we do not want to neglect progress on vehicles and exhibit restoration. Like many similar organisations, we need to raise substantially the level of funds whether it is from donations, grants, legacies or simply an increase in membership. The increase in membership is so important – we need more volunteers in all aspects of running Cobham. The work ranges from vehicle maintenance, building maintenance, help with events, administration and the list goes on. If you can help in any way at all please speak to David Kinnear or any member of the Council of Management. Please do it soon and put a note in your diary for Members day – 4<sup>th</sup> March 2007.

Finally, best wishes for the festive season and a prosperous and safe 2007.

Peter Duplock - Chairman of LBPT

Need to know something / heard a rumour – good or otherwise? Contact me:  
peterduplock@ com



*As mentioned in Peter Duplock's report, Colin Curtis MBE has accepted the Trust's invitation to become Honorary President. Here Colin gives a speech at the Routemaster event in August, with RML 3 behind. Never pass up an opportunity to chat to Colin, he has, literally, a lifetime's experience to relate and does so with immense enthusiasm and in a "down to earth" manner that belies his achievements. Photo: John Stiles*

## **Major items recently considered (most ongoing) by the Council of Management – November 2006.**

Brooklands / Redhill Road – Sub Committee chaired by Peter Duplock (previously Roger Stagg who remains as a member of the sub- committee) to prepare detailed plans for Brooklands and to evaluate alternative options for Redhill Road site. Work ongoing

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

### **Project updates.**

- Letter issued to members who have vehicles stored at Redhill Road at conclusion of review. Further review in 2007.
- Acquisitions and disposal policy. Sub Committee established - Chaired by Richard Hussey. Some interesting vehicles offered to Cobham.
- Adoption of specific objectives for second half of 2006 – including vehicle maintenance objectives, computer software evaluation, fund raising targets, PR objectives etc. – Ongoing
- Progress on external funding for exhibit restoration
- Appointment of Honorary President
- Appointment of curatorial adviser.

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

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

02 December 2006

Dates for 2007 Council of Management meeting will appear in next Magazine and on the website.

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

## Membership Update

Steve Hook

We have received a few letters from members which were sent to the Museum's registered address. Would all members kindly write to the Redhill Road address.

One or two members have queried why they have not received a membership card. Please note that cards are always sent out with the next magazine after the subscription is paid, or in the case of those who pay by standing order, with the next magazine after a correctly completed standing order form is received. If you would like a membership card earlier, please send a SAE when sending your cheque or SO form.

Welcome to the following new members:

1225	James Strawson	Cranleigh
1226	Neil Smith	Bromley
1227	Alan Eggle ton	Sunbury
1228	David Body	Leighton Buzzard
1229	Cohn Hope	Helensburgh
1230	John Dobbins	London WC1
1231A	Stig Johansson	Savedalen, Sweden
1232	P A Aylin-White	Andover
1233	Andrew Sillance	Banstead
1234	Michael Bates	Ramsgate
1235	Graham Simcox	North Chearn
1236	Roger Allen	Sutton
1237	Paul Cheeseman	Walton-on-Thames RF 326
1238	Michael Selby	Epsom Downs
1239	Ernest Rayner	Crowthorne

### WOULD YOU REMEMBER COBHAM IN YOUR WILL?

If you are making or amending your Will, would you perhaps consider making a bequest to Cobham Bus Museum? As a Registered Charity, the London Bus Preservation Trust pays no tax on such legacies and all monies will go towards restoring and preserving our precious artefacts. General bequests are the most beneficial for the Museum and much preferable to those earmarked for specific projects as these may no longer be relevant at the time of the receipt of the money. If you would like to discuss this matter with us, please contact the Treasurer, Norman Davey, c/o the Museum.

## **Open Day 1st April 2007: Update from the sub committee chairman.**

For ease of reference a bullet point summary:

- Display theme for the Museum almost finalised: watch this space!
- Improved traffic flow into Wisley to avoid queues on the A3
- We await confirmation that Wisley is available to us: managing agents the same but different ownership of the land.
- More revenue protection on the bus services
- Wheelchair users will be allowed in free but their carer would have to pay.
- Volunteer recruiting: starting in this issue, carrying on in the next issue, the Skills Audit is being trawled and the Members Day on 11th March 2007 will also be a "gathering" point!
- Model selection for the shop: also settled, and information will be forthcoming.
- As the sub committee is now responsible for the Display Days, these are as follows:-

17th June 2007: Single Decker Day: 27th August 2007: Buses in service 1950-1959: 28th October 2007: Pre hibernation

Day: organisers being sought to run these days with the infrastructure being provided by the sub committee.

To conclude, we just need confirmation that we have Wisley: alternatives are being looked into but it will not be easy!

A peaceful Christmas and a contented New Year to you all.

Simon Douglas Lane: Open Day Sub Committee Chairman

### **MEMBERS DAY 2007**

**is Sunday 11th March at Cobham Bus Museum.**

Updates on restorations & CBM relocation, talks, opportunities to volunteer, bus rides, Qs & As, free refreshments, meet trustees and project leaders.

Please make a note in your diary.

**ALL MEMBERS WELCOME.**

(why not bring a friend as well?)

**See you there!**

Our favourable sales figures at October's Pre-Hibernation Day reflected the demand for the Corgi RTW 467 , EFE's new Routemasters RM 1 & RM 837, plus our fund raising model of RT 1705. Good results were also obtained from the sales of die-cast models, books and magazines that members have kindly donated to the Trust to generate income.

During the winter months the "Cobham Mobile Shop", in addition to its Mail Order service, will be attending some local model railway exhibitions. Details of the EFE proposed Open Day models will be finalised and visits will be made to the Annual Toy and Spring Fairs in London and Birmingham in search of suitable products to sell during the 2007 season.

Planning is already well underway for The Big One, 1st April, Open Day; the Cobham site will once again be selling the pre-owned range of die-cast models while the Wisley Marquee will have on offer the full range of bus related products including the sought after Cobham Open day models.

As reasonable funds have been generated from the sales of second-hand books and magazines, I am hoping to expand this source of income. Although currently we have copious numbers of magazines still to be sorted, we would welcome any surplus transport related books in good condition. These together with our existing stock could be on sale at our April event - which brings me to a couple of requests for help:

Is anyone prepared to loan the Trust a sturdy wind-proof gazebo to be used for a book stall on Open Day?

Are there any members willing to help manage the proposed book stall for 3 - 4 hours at the Wisley venue on 1st April? (Remember the £10.00 entry fee to the event will be saved by volunteering your services for part of the day).

Please contact me at The Fairway, Farnham, Surrey GU9 9BB if you are able to assist.

## Letters to the Editor

Dear David,

Actually I did notice the HL/HW muddle but didn't comment as I was sure it would be commented on by millions. However, on page 15 of the latest edition it is stated that Hanwell did not have a code prior to bus days; this is not so, all trolley depots were coded before the trolley conversion programme began in the 1950's. Proof, well on page 37 there is a picture of an SA trolley carrying its ID code and Ilford never became a bus garage!!!

Best Wishes,  
Brian Bunker, mem no 674

PS Tree cutter back to STL6 would be my choice for main rebuild priority as you have in that tree cutter a rare beast i.e. an STL6 that never body changed as most did.

Hi David,

Reference Phill Cruise's article "If We Won The Lottery" in magazine 52.

The search for a single entrance country Merlin would be long and difficult as none were made. My good friend (fellow member Chris Sullivan) and I have discussed this over the years and can find no logical explanation as to why all country area Merlins and Swifts were dual door and also why country Merlins did not have the emergency exit in the rear window like central area Merlins.

One type Phill might like to consider is, of course, the Leyland National. With London Country having the largest fleet at 543 examples and London Transport the second largest fleet at 506 examples, perhaps one bus painted NBC green on one side and LT red on the other could be the answer.

It just so happens I own a Merlin (MBA 444) and a Leyland National (LS 444). I have often wondered to whom I would bequeath them on my passing and would like Cobham to have them, but fully appreciate that with the current thinking these vehicles would be an anathema. As I would like another 50 years of life at least, perhaps by 2056 the custodians of the collection then may just look upon them with doe-eyes.

Regards,  
Keith Wright (Membership no 443)

Across the Rooftops pages 15/16

Thanks for letting us see - in enlarged format - the picture of Fred Ivey mounting the stairs of an open-top LT, previously appearing in London's Suburban Buses' (p.124). I am pleased, thirty years later, to accredit the photograph to Alan Smith rather than to Alan B Cross! I still wonder how the photographer took the picture - by standing on the roof of another bus, perhaps?

Oops! page 15

Trolleybus depots were given codes at around the time of the end of the trams (1950), when the electric road traction responsibility came under the wing of what hitherto had been Central Bus - to become Central Road Services, if I remember correctly. So Hanwell trolleybus depot did indeed receive the code HL, long before becoming a bus garage, which it did predominantly with Routernasters to service the 607 and 655, but also a few RTs for route 97's run-out.

T 357 Investigation page 21

Strange, when Regal and Reliance bodies were almost always single-deck, that an instruction should be included relating to a road bridge height of 14'6"! In any case, seeing a bridge ahead at only 45' away in poor visibility - "un-wiped glass"- would give a braking distance at most of just that — forty five feet! - less than twice the bus length, on a wet surface at, say 20mph, barely a second or two before the inevitable crrrunch if it were a double decker after all .

*Thanks also to Colin Read and Bob Williams for writing in about the garage code and Private blind 'phone number.*

## 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 9 February 2007

I hope you will allow me to comment on Issue No 52., in particular Frank Everett on his trip(s) to the "Furthest North West".

It reminded me of happy Sunday mornings spent at the cross roads of Holywell Hill and London Road, St Albans in the late '40s and early '50s waiting for the 'D's on the 726 plus anything and everything on excursions to the Zoo. I would cycle over there from my Hemel Hempstead home and probably just spend two or three hours before returning for a slightly late lunch.

I'm afraid Frank's memory has played a few tricks on him. He states he journeyed on "a certain Saturday in the 1940s" to Whipsnade. It must have been the Summer as he saw the 726, a pity he didn't check, as he could have got off the 84 and travelled on one from the Milehouse, London Road. The conductor of the 84 would have stamped his card in the clock here.

The nearest CR at that time would have been Tring (TG). It wasn't the 313 which was extended to the Zoo for the Summer but rather the 368 - Sandridge - Whipsnade Zoo from its "re-introduction of pre-war" service on the 29th of May 1946 (Traffic Circular items 7019 and 7035/1946) together with the 726 which at that time is shown as running from Marylebone Station, Harewood Ave to Whipsnade Zoo (Traffic Circular item 7008/1946). In 1948 the 726 is listed as starting from Baker Street when re-introduced for the Easter period and Whitsun for the Summer season. This was the pattern until 1951 when the 368 was extended and the 726 introduced for the Easter weekend of Good Friday, Easter Sunday and Monday, March 23rd, 25th and 26th.(T.C. 1302/1951). This was to be the last time the 368 would appear at the Zoo as for the Whitsun weekend of May 12th, 13th and 14th route 313 - Enfield - St Albans was the one chosen for extension which "provides for the linking of Routes 313 and 368" (T.C. 1383/1951). The 726 - Baker Street - Whipsnade Zoo operated over this weekend and both routes were to settle down to their Summer timetables from the 16th. From January 2nd 1952 the number 368 was used in Grays to replace Eastern National route 82. Each year these routes ceased from the last Sunday in September.

Mention of passing in Markyate also brought back memories of the 15mph speed limit through the village. The local paper every week reported drivers appearing in court for breaking it. The stop Frank alighted the 369 was obviously the Pack Horse, Kensworth.

Now, the Private blind. I will presume others will have corrected him here. The phone number in those days would have been ABBey 1234.

And finally. The 352 did not run from Tring but rather Berkhamsted Station, although it was operated by TG. In 1948 there were five return journeys on Saturdays between there and Dunstable, so he did have a small chance of actually seeing one, even perhaps with CR 17, a 10T10 or a 15T13, all of which there are samples still around, in the case of the CR it will be 16.

All the best Peter Gomm

Permit me once again to draw to your attention another OOPS! (error) which was added to my piece on page 15 of the last edition of the magazine. Can I point out that at no stage did I say that London Trolleybus Depots never actually had a code allocated until after becoming bus garages! The subject of garage/depot codes is indeed an interesting one. As we were on the subject of trolleybus depots, the trolleybus fleet never carried the twin stencil holders until 1950 the first depot to have its trolleybuses fitted as such was Wandsworth in September. Wandsworth was at that time a joint Tram & Trolleybus Depot however; its days operating electric traction were very numbered. Although the trolleybuses at WD were fitted with holders they never carried plates, either the WD or running numbers of the rectangular style. Other trolleybus depots acquired the rectangular depot and running number stencils between the months of October and December 1950. Prior to this, trolleybuses carried a single square black number stencil as a running number, this may well have replaced an earlier enamel version. The introduction of the rectangular twin plates brought them into line with the bus fleet.

A decade later the garage and depot stencils had disappeared off buses and trolleybuses into the duffle bags of many collectors! London Transport decided that it would be cheaper to stencil the codes onto the sides of the fleet. Consequently, trolleybuses also suffered this loss with the result that very few Routemasters carried garage stencils, except those involved with early Trolleybus to bus conversions, and instances of RMs being used on existing bus routes like route 2 worked from (W) Cricklewood or in the case of transfers where the painter had not had the time to paint the code on the vehicle. Despite this, the practice of Routemasters wearing garage stencils can often be found in preservation. This subject is one which could be documented at length and would be of great interest, take for instance the garage code for Plumstead Garage ‘AM’ why on earth should it be AM, logic tells us that perhaps it should be PD. If we look at a map of the area in and around Plumstead, other place names don’t seem to connect with AM. It would seem logical to give Amersham Garage the AM code rather than MA! Interestingly enough, within my collection of archive black and white photographs I have a shot of former Maidstone & District Tilling Stevens B9A KM3866 of 1926 working on LPTB route 353 passing the Queen Victoria statue outside Windsor Castle. The bus worked from Amersham Garage into LPTB ownership surviving until May 1935. Quite apart from the fact that the eminent photographer J F Higham of Laleham captured the vehicle at a moment in time when it looked like the rear part of the roof was carrying a bust of Queen Victoria (who really does not look at all amused) the bus carries an AM stencil! Knowing how difficult it is to turn a stencil round and fit it in the slots, did Amersham in its early days use the letters AM? Whilst in Windsor, perhaps I should also

mention the original code that was allocated to Windsor Garage, which was of course WC! It was changed to WR possibly because passengers were using the vehicles for a use they were not intended!

I have already mentioned the inappropriate use of garage stencils on Routemasters in preservation, most of which never carried them in actual service life. One rather nice touch that did linger was when LT sent its Routemasters overseas for various trade fairs for promoting British products. These vehicles carried a highly polished pair of 'LT' stencils which would have also have been carried on earlier such missions with members of the RT family, this would have included Cobham's RT2775. Equally, we need to be careful that the correct stencil holders are used on earlier vehicles such our own STL441 which has been fitted with a type of stencil holder introduced for the modernised Green Line RF during the mid-1960's. They are actually stamped with an RF part number on the back of the one piece backing plate and the actual slots for the stencils are shaped quite differently to those fitted on any STL the same type went on to appear on Leyland Nationals, shudder the thought! Come on lads, get it right!



*Bouncing over the stone sets past Windsor Castle is the former Maidstone & District Tilling Stevens of 1926 with a Short B31 R body. It carries the AM garage plate when working from Amersham Garage in LPTB ownership on route 353.*

*Photo courtesy of Alan Cross from the J F Higham collection*

Please can I comment on Phill Cruise's article? CBM should show the history and evolution of the motor bus in London for the benefit of Jo and Josephine Public (and for educational reasons) up to 'privatisation'. Buses then became about as interesting as a new fridge. My bus interests are with vehicles from the late 20's and into the 50's. I also became an avid reader of Alan Townsin's articles and books on body and chassis design which helped to widen my interest.

The RTW played an important part in the acceptance of eight foot wide buses in London, so it is important for CBM to have all three RT types. A green RLH would show visitors what a lowbridge bus was like (comparing it with drawings of the Bristol Lodekka) and how LT used a non-standard design when it was needed. It would also be an example of a local manufacturer (Weymann of Addlestone). An unmolested Green Line RF is a classic, simple design, never overstated and would be an asset to the museum. A modernised RML would represent this type and the engine changes they underwent, similar to those made to pre-war buses. It would also be an important Class 6 backup vehicle for the 462. The Carlyle Dart would show the important part the midi bus played in bus operating history and record a well designed modern vehicle. Many similar vehicles have been lost in the past because they were considered too modern or utilitarian and therefore worthless. I used to think that the DM/DMS was one of the least attractive rear engine double deckers; but they were a significant London type and compare well with many modern buses (which look downright awful!) Although the Merlin/Swift was a failure (or so we are lead to believe) it was not a bad looking design with an RF look about it; a green one would help with the lack of country area buses at CBM and show an important part of history. If LT had used the better designed Bristol RE instead, would the RT and RF have lasted as long in service to be available to preservationists and would CBM have a Bristol in the collection as a result?

Few service vehicles survive; Leyland Cubs were built in nearby Kingston and the tinkling sound of an Albion Trolleybus tender is just a memory. No lorries converted from ST or T buses, not even a 1958 AEC Mercury pole carrier has survived. So I would not want the STL tree lopper restored as a bus (it could even be used as a tree lopper!)

We never know also what may yet be found built into a summerhouse somewhere (a 5Q5?).

# Out and About



*Left:*

*RTL 139 waits between journeys on the Dorking running day on 3rd September - Peter Starks.*

*Below:  
D142 and RMC also joined in the fun. - Colin Read*



# Out and About



*Apart from the buses at Slough, the Cobham Shop was also on site at Burnham Beeches*  
- Alan Milliner.

*RM 1 heads for Brooklands on Routemaster Day in August*  
- Steve Fennell.



# Out and About



*The Routemaster Day on August Bank Holiday Monday attracted RMLs 898, 899 and 900, above, on the famous banked track, whilst other RM family vehicles were also on display nearby. - Steve Fennell*



# Out and About



*In September D 142 and ST 922 , plus the sales gazebo, visited the open air museum at Amberley. Both buses are shown with the Southdown Omnibus Trust's 1931 all-Leyland . The contrast in styles is interesting.*

*Photos: Michael H C Baker*



It is with great sadness that we record the passing of Annabel Kinnear on 7<sup>th</sup> June 2006, beloved daughter of David and Patsy and an enthusiastic Cobham volunteer.

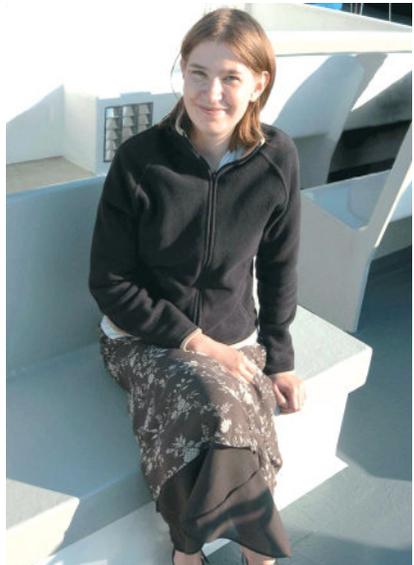
Members will know from Annabel's writings in the magazine, and in particular her recent article "Confessions of a Cab Scraper", that she was deeply involved in our restoration activities and, because of her small physical stature, was especially in demand for works in confined spaces.

Most will not have known that, although only 24 years of age, Annabel was a writer, a broadcaster, an English scholar and had attained a double honours degree at the University of Kent. Her death after six months of suffering with bi-ventricular heart failure, which she bore without complaint and immense courage, came as great shock not just to her family but to all of us who knew her.

Despite her short years, Annabel spent a lot of time with us at Cobham and her memory is firmly implanted into G351, with which she was strongly involved. Her infectious smile and repartee were a weekly treat for so many of us, whilst her hands invariable held some obscure part and a brush of paint stripper. No job was too mundane for her; she was a source of encouragement and a lesson to us all.

The funeral and thanksgiving service took place on Midsummer's day at St Michael's Church, Camberley, attended by nearly 300 friends and family, including a full bus-load of Cobham members and their partners, who joined the cortege from her home to the church in STL2377. There were many moving tributes at the church representing all of the aspects of her short life, during which she had achieved so much.

Annabel was a quite remarkable young woman and her contribution to Cobham was immense. Best known for her G351 work, she was also part of the catering team and our receptionist during the Mayoral visits at Open Days. She will be sorely missed but not forgotten, not just by her family and friends, but by all Cobham members



You know when you've got a Leyland in the cab with you. It reminds you. All the time.

Rolling back those huge doors enough to squeeze RTL139 out from the serried ranks, growling in the early light. August 6, a Blue Triangle vintage bus day and the one on which the Cobham RTL gets to join in. The scenery from the M25 in the early heat could have been Umbria (remember the summer?), apart from the artics hurtling past, viewed at leisure from a steady 37mph. A Stagecoach decker, gaily painted in Aldershot & District colours, hung back to enjoy the view for a while before surging past with a wave. £1.80, cheap for the Tunnel of Adventure (and the same on the way back for the awe-inspiring experience of piloting an RTL over that bridge), leading us into Rainham, RTW75 heading off to its early turn on the other side of the A13.

Efficient Blue Triangle depot, with its treasures tucked away under cover, where we met up with co-pilot for the day Roland Graves. Blinds installed, we were off to Epping out of service. The quickest route, past the old Loughton garage site (and the older Loughton garage site), past the Wake Arms to Epping LT Station. (Where we managed the turning circle – at 58 ft 3 in, the RTL's turning circle is greater than the RT's 57 ft 1 in and there wasn't much to spare).

*Blue Triangle's RT 3435 and RTL 139 stand at Braintree. The RT has featured recently in advertising for M & S, appearing in both left hand drive form and all-over yellow.* Photo Steve Whitelegg



Now running as a 339, we head off into Essex bound for Harlow, via Potter Street, on the old main road. To keep us right, Blue Triangle's guv'nor Roger Wright on the back, Gibson-wielding. Not for long – later in the day he was back in the saddle in RTW75, showing what a Leyland can really do.

A fine Leyland day, the RTL was accompanied in service by not one RTW but two – 75 was joined by 178 in jolly Stevensons yellow (the only bus preserved in Stevensons of Uttoxeter livery and beautifully turned out). Plus an AEC (well, you can't have a proper day out without an AEC), in the form of Blue Triangle's open top RT3435. Very popular it was too, carrying good loads to and from Easton Lodge Halt (Bacon End Banana Depot).

The banana factory was, however, off limits to the RTL, perhaps the excitement of too exotic a blind display wouldn't be good for the old girl. The RTL's wonderful worn real-1960s look was just the business for the 622 between Harlow and Braintree, and the tight timing of the Blue Triangle route kept the momentum up as she dipped and weaved through the Essex B-roads, all the time on the lookout for overhanging branches in these post-tree-lopper days. Hatfield Broad Oak, Great Dunmow ('A Flitch Town', I recall Ian Barrett explaining flitch construction under a bus once), Little Dunmow, Watch House Green, all stirred to the roar of the Leylands.

All too soon (and after only a few cups of tea), it was the last journey back to Harlow and onwards for Epping, with some smart footwork with the blinds encouraging some cross-town passengers to join us (this is, after all, a revenue earning service). A final photocall and we headed out of service back to Rainham and into the dusk.



The RTL was there for the day as a way of saying thank you to Blue Triangle for all the work they have put in assisting Cobham's open days, for which the Trust is truly grateful. The enthusiasts and the paying public who made up the (generally modest) loads for the day seemed to enjoy the experience. And those of us who got to run the RTL in service for a day had much more fun than going to the gym. I have to say that driving our RF in Harrow the following day was like driving a car by comparison. But then it's not a Leyland.

*A Leyland purrs through Watch House Green. Steve Whitelegg*

As members may know, the cobhambuseum@aol.com email address was introduced back in 2001 during my time as Publicity Officer. I have been the recipient of its messages ever since.

A vast majority of the 3,000 or so messages received in that time have been from the general public and have covered a great variety of subjects. I've tried to answer them all, either by replying with standard responses, e.g. with details of companies hiring out vintage buses for weddings etc; or by undertaking some research and/or suggesting other organisations the enquirer may like to contact; or, as is the case with technical questions, by referring it to other members who have rather more technical knowledge than I have. In truth, there must be very few of our members who possess *less* technical knowledge than me!

From time to time, I've received some very interesting enquiries. One such was in June last year. It came from Sydney, Australia from someone researching their family history. Having used a search engine, they had found our website. The email read:

“Hi,

Re: D142, this bus sold to WH Cook, Independent operator, do you have any more information on WH Cook? I think this may be my great-grandfather, I am returning to the UK in August and would like to find out if there is a link, as would love to be able to show my kids!

Thanks for your help,

Kind regards

Louise Burke”

My reply expressed interest in learning that her (possible) ancestor was the original owner of the Museum's D142. I said I'd tried to find out more from talking with Museum colleagues and researching from my own collection of books but, regrettably, without much success. All I'd been able to find was his full name, William Henry Cook, which I expect she knew already and that his company, Dominion Omnibus Company, had begun operating buses (they had a maximum of two) in April 1925. The company had been registered as a limited company on 13<sup>th</sup> April 1926, had come under the control of the London General Omnibus Company on 20<sup>th</sup> May 1926 and been absorbed by the LGOC on 1<sup>st</sup> January 1928.



*The man himself, taken "when he was about 58 years old and typically he was wearing a hat and pinstriped suit, holding the car door and smiling."*

*Photo - Courtesy of Caroline Cook*

In wishing her good luck with the researching, I suggested the Omnibus Society in the UK as a likely more fruitful source for historical information about London buses and gave their website/email details. Also, I mentioned that we had an event day at Cobham on August Bank Holiday Monday in case she wished to come along during her visit to the UK.

In thanking me for taking the time to answer, Louise said that, unfortunately, she and her children were only in the UK from 2<sup>nd</sup> to 17<sup>th</sup> August or otherwise they would have been very interested to come and have a look. She said her mother was "very excited to hear about the bus".

At that stage in the correspondence, I had no idea which part of the UK they would be visiting. Just in case they were anywhere near to Surrey and would like to see D142, my reply gave my home telephone number and mentioned the Wednesday group of members at the Bus Museum, saying that we'd be delighted to see them. It transpired that Louise's parents lived in Oxfordshire and they would all "love to come and visit the bus on the Wednesday August 10<sup>th</sup> if possible".

I alerted the Wednesday "faithful" and the scene was set for a rather special day. Despite being a Committee member at that time, it came as a surprise to me to learn that having used D142 in mid-July for its annual task of transporting the Mayor & Mayoress of Woking from the Museum to open the nearby Parish Day at Byfleet, the 80 year old was now in dock, axle- and wheel-less, receiving loving attention to improve its mechanical health. Oh, dear, a sidelined non-runner then for our important visitors! Fortunately, my appeal on bended knee to those who rule the petrols' sickbay brought forth the assurance that Dennis's

axles and wheels would be refitted to enable him to be pushed out and displayed in the Museum, even if he was still unroadworthy. Thank you, chaps!

Wednesday 10<sup>th</sup> August was a beautifully sunny day and it was my pleasure to welcome Louise, her two children -Patrick and Georgia, and her parents - John and Caroline, to Cobham. They were delighted to see and climb aboard their ancestor's bus and to marvel that it had survived from those far-off days. Various members were on hand to assist with the visit and to explain the problems encountered with trying to keep such national treasures working (by which I'm referring to the vehicles, of course, and not to Trust members).

William Cook was Caroline's grandfather and, by an amazing coincidence, she married John, whose surname, also, was Cook. Caroline had many memories of her grandfather whom she described in a subsequent letter to me, as "a man of many talents – a fine musician and, also, who won Kodak prizes for his photography amongst other things". He was born in 1882 and died on Christmas Day 1975, aged 93.

*"Three generations of the Cook Family are seen here with D142, originally owned and operated by William Henry Cook, their great-great-/great-/grandfather, in 1925."  
Photo - Graham Smith*



Caroline told me that William had owned a limousine and black cab company for many years and she presumes that he had concentrated on this after his bus company had been acquired by the LGOC. The business operated under the name of W H Cook & Sons, from premises at Huntsworth Mews, close to Marylebone Station. Do any members recall this company or, perhaps, have any further information I could pass on to the family?

A trip to Weybridge Station and back on STL2377 (thanks to Peter Goodfellow for driving) provided yet another highlight to the family's day at Cobham. They were delighted by the day and Caroline gave a very generous donation to the Museum. I passed her cheque to our Treasurer with the request that it be used solely towards the continuing restoration of D142 which I know will be honoured.

Final photographs were taken, copies of Cobham's Guide Book and other items of publicity were presented to them and the Cook family departed after what had been an extremely memorable time for them and indeed, also, for those of us fortunate to have been at the Museum that day. In writing to thank her for her generosity I sent photographs to Caroline and, also, by email to Louise in Australia. I am sure Louise won't mind if I repeat her subsequent reply to me:

"You beat me to it! I have been meaning to email you and thank you for such a splendid day. Every time Patrick, Georgia and I were asked about the best thing in the UK, we all said - apart from seeing the family? - our day trip to Cobham Bus Museum! It was so very kind of you and the boys to take so much time from your day to show us around. I was blown away by the wonderful condition "Dennis" was in, I think it will be another 2-3 years before we're back in the UK, but we will be sure to come and find you all!

Very best wishes to you and your team of dedicated helpers, Louise".

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Footnote from GS: The Internet's search engines have a lot to answer for! Recently I had an email from a Mr Philip Dodson who lives in the USA. Apparently, his English ancestors were part of Christopher Dodson Limited, builders of bus bodies in the 1920s and based, I think, in Willesden. He had been searching for restored Dodson body vehicles to see on a future visit to England. He said he enjoyed our website and was delighted to discover and see photographs of an operational Dodson-bodied vehicle. So, in due course, we can expect a visit from another person with historic links to D142. Let's make sure its wheels are on!

## By Routemaster Coach to the Isle of Wight Autumn Running Day David Kinnear

Cobham enthusiasts and friends from surrounding vintage Austin Seven clubs were quick to sign-up for Alan Heasman's theIsle of Wight Bus Museum Rally trip to Newport on 15th October for an interesting day out, a chance to meet pals 'across the water', and the promise of vintage bus and car rides when we got there. In what seemed like deepest night, fifty-two of us including Alan, recovering from a recent nasty accident, bravely accompanied by his wounded leg, assembled at Cobham Bus Museum.

Brian Russell's departure roll-call completed, we left in RM coach-style shortly after 0730hrs. We set off down the A3, RMC1461 in fine fettle, humming along at a steady 40-ish, but with such a full load, puffing a bit on long climbs over the Hampshire Downs. Dawn melted into a beautiful autumn day, with those on the upper deck enjoying grandstand views over hills and estuary as we approached Portsmouth and the Solent. In the distance the spectacular Spinnaker Tower, pointed skywards, an accusative finger against

*All aboard - passengers join RMC 1461 for its voyage to the Isle of Wight.*



council overspending.

The Isle of Wight being ‘abroad’, organiser Alan had booked us on St Clare, a ferry with clearance for full height double deckers. In the embarkation lane, we were soon joined by a handsome Leyland PD2 open topper in maroon and cream Portsmouth Corporation livery. Much vintage bus happy chatter ensued, clicking of cameras and whirring camcorders. This was cut short by the arrival of our ferry and Tony Lewis, driving, picking his way down the steep ramp, skilfully avoiding scraping the rear platform. With RMC1461 safely stowed, we all went up top on this impressive modern ferry to enjoy a crossing across the sparkling water where a myriad ships large and small, including a fine 3-masted sail trainer, tacked to and fro across our course. In 25 minutes we were unloaded at Fishbourne and on the way through the narrow streets to Newport where we parked on the Museum’s Quay next to the Medina River at around 11.45.

We joined four other Routemasters, and as expected in Southern Vectis territory, many Bristols - LDs MWs, REs, well-known K5G open topper DDL50, plus many others from further afield - Dennis Lolines, Bedford OBs, SBs, AEC Reliances and our co-sailor, the Leyland PD2. In all, over 20 vintage buses and coaches ran in service including the familiar shape of Bill Ackroyd’s RT1702 with himself at the wheel. Classic bus routes had been splendidly well organ-

*Some of the varied buses gathered at the Newport site - Bristol 4 - Leyland 1!  
Photo: Peter Youles*



ised to run all over the island, including Service 3 joining up with the Haven Street Steam railway for those intent on a full day's orgy of nostalgia. Of interest to London fans was GS84, tucked away further up the quay, last of the class, now under restoration on the Island.

As promised many classic cars were displayed, including a row of vintage Austin Sevens, 12, and 16s, some of whom gave ride to members of our party - a big 'thank-you' to Mike Hutton and Nigel Offer of Isle of Wight Austins who organised it - CBM reciprocated by giving their members a ride in RMC 1461, much to their delight. Meanwhile the less energetic of us sauntered across to the "Bargeman's Rest" on the opposite bank of the river to sample the extensive menu, fine ales and vigorous jazz band. Well-known CBM scribe, Phill Cruise, whom I passed sitting outside with a contented smile on his face, deftly summed it all up: "Loads of old buses and boats, a good pint in a nice pub, a pleasant lunch, a live jazz band, the view over the river and sunshine. What more could you want? Perfect!"

And so it was. All good things come to an end - at 5 p.m. we said our 'goodbyes', gathered our passengers and headed RMC1461 to the ferry. On the other side, the homeward journey was uneventful until we hit the A3 where there had been a serious crash blocking both carriageways. A complex detour down dark and leafy Surrey lanes led us to the hamlet of Ash where we were halted at the level crossing. It provided the final surprise in a fascinating day: one of Sir Richard's futuristic Virgin high speed trains suddenly hove into view. Brightly lit and crammed with people, it hissed slowly across the road, disappearing into the darkness as quickly as it had appeared. What could it have been doing going cross-country in the middle of nowhere? Weird!

On behalf of everybody who went, I'd like to thank our organisers, Alan Heasman and Brian Russell for a great day out - Kevin Hibbs, our Publicity Officer for his helpful announcements - and not forgetting Richard Hussey and his team whose hard work made sure RMC1461 was in tip-top order. And course our skilled drivers, Tony Lewis and his relief, John Shirley for getting us there safely and back.

*p.s. Next year it's on Sunday, 21st October (2007).*

*Put the date in your diary now - it's going to be popular!*

It all started way back in 1959 when I was given a birthday present of a WH Smith book token, probably for 7/6d (37½p if you prefer). A trip into Croydon one Saturday to look for something on which to spend my new-found wealth. After some browsing, I decide on a book of word games and a little red and green booklet, price 2/6d, with a bus on its cover. Unlike the word game book, the 16th edition of the Ian Allan London Transport ABC is still very much with me. Come to think of it, it's probably my oldest possession bought new. How sad is that? I was not to know it then but I'd taken my first tentative steps into becoming a lifelong bus enthusiast, albeit with later diversions into trams and railways.

I found the ABC quite fascinating. I was quite familiar with the buses I would come to know as RTs on local routes 119 and 194 and RFs on the 227 and Green Line 725, but beyond that I knew nothing. Here were RTLs, RTWs, and odd-looking RLHs, GSs, Ts and TDs and, of course, trolleybuses. In addition there were Central and Country garages, all of which carried code letters and also Service Vehicles all out there for the taking. Joy of joys!

It was not just the different types of bus that appealed; it was the lists inside together with registration numbers that I found quite fascinating. In fact, I can remember as a child being fascinated with lists and was for ever producing them, whether it be my collection of Dinky Toys or fireworks for Bonfire Night or, much later, my record collection and those in the Hit Parade. But I'm digressing.

Enter one brother, nine years my senior and shortly to be called-up for National Service. One day he presented me with a bundle of dilapidated and well-thumbed bus-spotters booklets from an earlier generation. Now this was serious material and I was well and truly hooked. In addition to the types I was getting familiar with, here were STLs, STs, STDs, Qs, TFs, LTCs and the Utility types, all of which I realised must have been long-withdrawn.

Day one of my bus-spotting excursions took me no further than the local High Street. Having 'copped' a couple of 'EDs' and a 'TB', it dawned on me that I should be noting the numbers on the bonnets or cab sides! Later on I became more adventurous, reaching Croydon and Bromley. The former produced red and green RTs, Green Line RFs and the occasional RTL, and trolleybuses at West Croydon whilst Bromley additionally produced RLHs on the 410.

Excursions by car or 725 Green Line, over to Windsor to visit granny, who lived between there and Staines, saw me noting everything I saw, including trolleybuses at Tolworth and Hampton Court (the local 654s had gone by then) those wonderful Mann-Egerton bodied TDs at Kingston or Staines and, on extremely rare

occasions, an RFW coach with its distinguished red lettering. Now Windsor was unique in my eyes in having a royal castle within the London area and more importantly, a remarkable collection of buses and coaches. Country Area and Green Line vehicles abounded, of course, but in addition there were Thames Valley buses out to Maidenhead, brown and cream single-deckers of the independent Imperial (A Moore & Sons) who ran out to Dedworth and strangest of all, an occasional red RT on the 81s extended from Slough, which looked totally out of place but would not have got a second glance if seen in Central London. A lucky find one Sunday in Windsor was Green Line CRL4 either on the 704 or 718.

Weekend visits to my grandmother would usually see me escaping for a couple of hours on a Sunday afternoon, either into Windsor or Staines for RTs and TDs even though, sadly, I never ventured a ride on one of the latter.

Readers may recall reading some time ago (Spring 1999 Magazine to be precise) my ramblings on day trips around London with my brother, who in the late 50s drove a pickles delivery van. What eye-openers these were! We visited areas I had never seen before, especially the east-end with trolleybuses everywhere, including the bizarre South African examples which I only ever saw the once, RLHs in red livery (which I never realised existed), RTWs, Service Vehicles and, of course, RTs and RTLs galore.

In 1962 I seemed to have discovered Red Rover tickets, my first such excursion using one appears to have been on 30 July (school having broken up - I was then 14) when I travelled via Sutton, Kingston, and Hampton Court - remember Ian Allan's long-forgotten former premises? - to London Airport to look at the aircraft, something one cannot do now following the closure of the viewing area for security reasons.

27 August that year saw me venturing out as far as Harrow Weald (more red RLHs) and on to Aldenham, where I clearly remember peering through the fence and seeing a brand-new RMC (1473) being put through its paces along the test track in front of the works. Many 'cops' were obtained that day.

By now I had also discovered Ian Allan ABCs for the South East and South Central areas and there was no stopping me! A motor trip to Beaulieu in August added a number of Aldershot & District and Hants & Dorset vehicles to the collection as well.

At the time I had three quite strategically placed elderly relations: the aforementioned grandmother near Windsor; her sister who lived in the Southend area and an aunt at New Cross. Southend was interesting although the trolleybuses - which

I vaguely seem to remember - had long since departed. There was the world's longest pleasure pier with its then electric railway in its heyday and unusual, to my eyes, Massey-bodied Daimlers, AECs and Leylands. There was also the absolutely fascinating Emmett Guinness mechanical clock which, as I discovered by chance many years later, came from the 1951 Festival of Britain site at Battersea Park.

Visits to the New Cross aunt produced RTs and RTLs galore and what was even better, she lived only five minutes from NX garage. Once I recall spotting one of the green RTLs, by then demoted to non-passenger work. Quite a cop.

For around five years from c1956 my mother and the Southend aunt purchased a caravan based on a secluded site (long since built over) just west of Bognor Regis and we spent many happy summer holidays there in the late 50s. Best of all, of course, were the Southdown buses on the doorstep, the JCD registered Leyland PD2/ls being my all-time favourite. Even after all these years, I remember the routes we used for local journeys, namely the 50 and 50A Elmer Sands to Pagham or the very long 60 service to Petersfield via Midhurst. There was a very fine but seemingly little-photographed bus station-cum-garage in Bognor (now a supermarket) where these fine and seemingly massive buses (at least to a small boy) used to reverse onto their respective stands. Happy days.

However, back to London. Another excellent outing took place on 31 October 1962, to Hertford, to try out the new RMCs on the 715s, this time paying fares as I went. Perhaps my paper round and first year's Christmas boxes had swelled my meagre coffers! At Hertford I was lucky enough to spot two of the experimental RW type (AEC Reliance/Willowbrook) on route 331 and to travel on one to Ware. Some GSs were also in evidence and back in London a couple of withdrawn TDs (nos 126 and 128) parked up close to The Zoo. I kept a note of the fares incurred that day and remarkably, the total, including the train home from Cannon Street was less than £1.00 and these at the adult rate!

It's one of those silly things but I recall at the time it was my ambition to have spotted and therefore underlined a complete block of bus numbers as listed in the Ian Allan ABCs, which I was now purchasing regularly. It seems that I did so with (Green Line) RFs 168 to 225: a solid block of 58 green underlinings in BBF12 (issue 21). Come to that the next column was only missing one (RF235). Visits to Aldenham in subsequent years proved just what a colossal waste of time spotting was, at least with the vehicles that were body-changed on overhaul!

More ramblings to follow.

## Out and About Some More



*First and East London Buses jointly arranged a number of guest buses to run on routes 9 and 15 on 17th September. Cobham's RMC 1461 returned to its old haunts, whilst RML 2760 went further west than usual.*

*Photos: John G Lidstone*



## Out and About Some More



Over 9th & 10th September, four London Trolleybuses were gathered at Carlton Colville, the first time ever. 1250 ran for the first time since 1961, having been in various LT Musums since withdrawal. Photos: John Stiles



## Out and About Some More



*October saw the warm weather continue, so “Hibernation Day” seemed an odd title. Above, RM 3 and RT 3491 await their next run to Brooklands, where an assortment of vehicles was on display. Photos: Paul Morris*



## Bits and Peices

**“3RT3 Diamond Anniversary Potters Bar 20<sup>th</sup> May 2007.**

**Jim Andress**

Yes, the date for this major event is 20<sup>th</sup> May 2007, any other dates you may have heard are incorrect.

Much work has already been done and a wide range of relevant vehicles have been arranged for display and for operation on the free services.

Subject to all necessary approvals being obtained, there will be a large display and stalls area adjacent to Potters Bar Railway Station and numerous free bus services operated as far as possible by vehicles in service during the 1940s/50s running over a network of routes utilising parts of the routes operated in the area by Central and Country Divisions of London Transport when the 3RT3s entered service in May 1947.

Any owners of vehicles of the right age, who have not already indicated their interest in taking part, are invited to do so by contacting Jim Andress at, jim.andress@t.com as soon as possible please.”

### **Squirrel Preservation**

Suppliers of past & present London Transport vehicle spares for STL, RT, RLH,RF, RM Metrobus, Titan, LS

All interior and exterior transfers,  
RF springs, engine, panels, diff, doors, beading  
RT steering column, front axle, fuel tank, bellcord.

Vehicle for sale London Transport Service Vehicle AEC Mercury Pole Carrier used in the 1960s to help dismantle the trolleybus system. Dry stored for past 9 years, from what is known it is the only one of its type left. For more info and serious enquirers only tel 07949 516399 after 7pm. Reason for sale is lack of time. Please no time wasters.

See us at most rallies or write to Simon or Kevin Austin,  
Harcourt Avenue, Sidcup, DA15 9LN, fax 020 2672.  
E-mail: busybuses1@.co.uk

**3-4 March 2007 Acton open weekend,  
London's Transport in Miniature**

**EFE** announced at Showbus that they are working on new tooling for a low bridge RLH.

On display was a full size pattern of a 1/24 scale Metrobus model that they plan for release in early summer of 2007.

The newly re-worked Routemaster models were on view, and now that these have been completed, work has started on re-working the RT range. Including the missing RT2 version.

**CORGI RT/RTL**

Corgi are producing a new casting, RT in 1/50 scale around May, to be followed by the RTL in June 2007

**BRITBUS**

This has got to be one for John Bedford, a Regent III Ipswich Corporation, not modelled on his excellent example based at Cobham but on the example held at the Ipswich transport museum.

The Merlin, by Britbus, released in October is depicted running on Red Arrow route 500

**CREATIVE MASTER NORTHCORD**

The Alexander Dennis Enviro 400 should be released this month in the London General livery.

New product ranges announced from C.M.N.L. is ukbus plus which will feature replicas of bus shelters, bus stops, and road-side ticket machines in 1/76 scale, and will be sold alongside their bus range. News from Gareth Jones' website.

**LT GARAGE FRONTS**

Produced by John Howe and Clive Greedus whose Kingsway subway was the working layout in the EFE marquee at Duxford this year

The garage kits are designed in a slightly compressed form, from stout card to fit on a 8"inch shelf. These kits are frontage only, and form

realistic settings for displaying your model bus collection. All require use of a sharp craft knife and straight edge with glue to make a suitable diorama. Coloured felt tip pens are useful for touching up the edges after assembly.

Their first model based on the Kingston bus station with a width of 16" inch was an instant hit, and other models have quickly followed.

Peckham Garage (PM) a typical LT building of the 50's with two bull's-eyes and towers (21" inch width.)

Amersham (MA) it includes two bus shelters: an original 1930's Holden design and a later simple wood design. (18-inch width.)

Fulwell (FW) a full (35" inches width) on this former Trolleybus garage with four bays. A clever design on the front doors allows them to be posed in an open or closed Position.

Bexleyheath (BX) another former trolleybus depot with four bays, again (35" inch width.) And lastly Barking (BK) home of the last RT (27"inch width.)

## **NEW KITS**

Windsor bus station approximately 20" inches wide

Romford North Street with its imposing office frontage is 35" inches wide, now available.

**TUBE STATION** Leslie Green Style frontage. (Goodge St. and Russell Sq.) The kit contains parts that can be assembled into two or three smaller stations or combined into one larger station. The kit includes 3shop fronts, interior walls, ticket machines, ticket counters, lift doors, and station names signs. Coming soon are Putney (Chelverton Road) and Putney Bridge available, as two in one as the frontages are small.

Each kit is £12 including p&p except Fulwell £14.00 including p&p

J Howe, 36 Whitehall Road, Grays, Essex, RM17 5NX.

## **SAI /SA2 TROLLEYBUS KIT**

The model comes in the LBC format of three major parts for the body plus the wheel and pole assembly's. The detailed instructions also include a potted history of the class.

This model represents the post war version with the front exit doors plated over, which enabled extra seating.

To protect the passengers from the Natal sunshine the upper windows were tinted and Tony has cleverly replicated this feature in this model. Although looking like half-drop windows they were in fact a single frame, the two-pieces of glass were separated in the centre by a chrome strip and the whole window assembly moved down to half way. The glazing sheet includes the front and upper window surrounds in silver to replicate the chrome edges and can be modelled in the open or closed position of your choice.

The windscreens once again are fitted from the outside for added realism. This model is a must for London trolleybus collectors and comes highly recommended at £40.00 complete with transfers for routes 691,693,and 695.

## **PROVINCIAL RESIN MODELS**

The Little Bus Company are now the largest producer of high quality resin models and Tony Asquith as well as being an accomplished master maker himself has brought together several of the top master makers from around the world to produce more new models for 2007.

## **BEDFORD OWB/UTILITY DUPLÉ** 4mm scale

From a master built by Tony Swift of NSW Australia.

Faced with war requirements and pressure to replace war damaged vehicles, the ministry of supply authorised the construction of utility buses, the only single decker available was the Bedford OB chassis which, as the OWB, differed from the pre-war OB in respect of the military style head and side lights and the lack of chrome trim. Built from 1942-1945 over 3.000 were built with Duplé- designed anguler shape bodies.

Included in this kit are a metal radiator, steering wheel gear lever and handbrake, plus printed screen and glazing.

Price £30.00 check for availability.

### **AEC Regal III /Leyland TS7 Burlingham body** 4mm scale

The body had a straight waist rail, vertical pillars and sliding window ventilators. The front entrance version of which this model is based upon had a porch type entrance with the emergency exit on the offside.

This model version is available on two chassis plus two styles of destination boxes.

BURL 1H Leland Tiger TS7 high destination box

BUR 1L as above with low destination box

BURL 3H AEC Regal111 with high destination box

BURL 3L as above with low destination box.

(Check for availability.)

### **DENNIS LANCET 3**

A popular sight in the 1950's along the Kent coast with their rear entrance Park Royal bodies, were the Dennis Lancet's these were the standard post-war single deck coaches for East Kent who ordered 72 they started to enter service in 1947 and the last was delivered in 1949



(PRE-ORDER) to be released in 2007 Photo courtesy of L.B.C.

L.B.C. MODELS Ltd Appleyard, Haworth Close, Halifax, HX1 2NN.

Tel 01422 600 E-Mail little bus company www. s.com

### **MBC NEWS**

The model Bus Company's new 20-page catalogue is now available together with a colour supplement, highlighting their latest items, including London area fleet names (post deregulation) BET, Tilling, +NBC sets. Please note, for decals, all orders over £8.00 are post free orders under £8.00 –please add 40p to cover post and packing.

London Buses Around Kent Roy Hobbs  
Published by Ian Allan at £14.99

Following on from the volume covering Surrey comes this hardback book of colour photographs of London buses in Kent. The 80 pages in colour are mostly full page and have informative captions that add up to an interesting read. The photographs which cover the period from the early 1960s to 2005 are all of excellent quality and feature vehicles from RTs to DAFs. Most are from the era when 'classic' buses ruled the roost and the photographs are introduced by four pages of background information on services within the area.

ColourScene Snapshot- Aldenham and Chiswick. N.J.Eadon-Clarke  
DTS Publishing hardback at £16.95 25x17cm.

This interesting book has 95 pages with mainly two pictures to each page. It is split into two sections, one featuring Aldenham and the other Chiswick Works, each of which has a short written introduction. All the illustrations are in colour and were taken at Aldenham in 1972, 1977 an open day in 1979 and another in 1983; and at Chiswick in 1973, 1976 and the famous open days of 1983 and '84. The vehicles featured include all those to be expected and the illustrations of Aldenham show all the various overhaul processes taking place. The Chiswick section has views of the skid patch, including the rides in 1983 and various trainers and vehicles on display at the open days. This book is one that all serious students of LT must have and should be very popular.

South London Tramways 1933-52 Robert J Harley  
Published by Middleton Press at £14.95.

Part of the 'Tramways Classics' series, this book follows an earlier one that deals with the pre LPTB era. Readers will be familiar with the format and in this book there are 120 pages. Prefacing the photographs are an introduction, acknowledgements, a geographical setting and a historical background. Interspersed with the photographs are maps and illustrations of tickets. The monochrome photos are a mix of full and half page, each with very informative captions, most of the pictures seeing publication for the first time. For those who are not tram enthusiasts the interest will be in views of a London, much of which is still recognisable today, and in equal measure gone forever. The buses play a subordinate role right up to the end of the book when the RT reigns supreme. Worth looking out for.

London Bus Recollections - The complete 'chit chats' of Alan Cross. Soft back, published by The Omnibus Society at £14.98

There cannot be anyone within the classic bus fraternity who has not heard of Alan Cross and few who have not purchased photos from his stall at various rallies and transport fairs before he 'retired' in 1999. The A4 size book with 180 pages recently published by the respected Omnibus Society contains over seventy previously unpublished photographs, but the main interest is in the text. Those who have purchased Alan's photographs will have received with them a free 'news sheet' which became 'Olde Alan's Chit-Chat'. This included all kinds of information obtained as a young bus spotter in the early 1940s onwards to more recent times. An adequate description of the contents of this often-fascinating book would take longer than I have space for. If you've got some of the chit-chat letters you will know what to expect, if not seek out the book and find out!

London Trolleybuses, a class album. Hugh Taylor  
Published by Capital Transport at £18.95.

A play on words titles this book, which is correct in both senses. It is a hard back volume of a strange size.(26x23 cm—almost square) There are 120 pages, of mostly illustrations, all of which are in full colour. The captions are of the usual high standard to be found in Capital's books. Like Ronseal, the title says it all and each chapter deals with a class of trolley from A to Q, with the prototypes and experimentals last. I wonder if this is the first London Trolleybus book to cover all the classes illustrated in colour? I think so. Capital are one of the publishers of transport subjects whose books are always of a very high quality. The photographs are superb, especially when you think that during the trolleybus era most people used black and white film. A list of the credits includes the author, Fred Ivey, David Bradley, Terry Rusell, Don Thompson and John Laker to mention a few (with apologies to the people I have left out). This is a wonderful book that you won't want to put down and will refer to over again. It has back views of the vehicles which will be loved by modellers too. Buy it, you will not be disappointed.

Shades of Green and Red, by Rod Lucas.  
Published by Capital Transport. 'A5' 134 pages. £12.95.

Rod Lucas as many will already know is Cobham's Audio-Visual expert, responsible for such things as background music at open days and videos and DVDs. Those who are fortunate to be in the canteen when he is around know that he can tell an interesting story or two. An electronics engineer by profession and a bus preservationist, his working life has included two periods with London Country as a bus driver and a management role at Chiswick works and with BEL. This book details his time 'on' and supporting the buses. Rod's wife suggested that he keep a record of the daily events that occurred to send off to the people who were making 'On The Buses'. That didn't happen but fortunately those experiences have now appeared in print, thanks to Capital Transport. The text is illustrated with relevant colour photographs many taken by the author. Those who know Rod will have expectations of this book that will not be shattered and those who don't will be very pleasantly surprised. This is no dry tome of recollections of a bus driver, but a story of real experiences that you could not make up, rather like some of the events that happen regularly in real life in the 21st century. The story starts in 1973 with Rod's introduction to bus driving at Leatherhead and ends with the closure of B.E.L. at Willesden in 1993. In between you will find an interesting, often hilarious, account of the day-to-day highlights of Rod's working career with London Country, London Buses and Bus Engineering Ltd. I could not put the book down till I had finished it, apart from necessary breaks and had to wipe away copious tears of mirth as I was reading. There is sufficient 'bus spotting' content to appeal to anyone with a sense of humour bypass, but this thankfully is secondary to the main content, which paints a superb picture of Rod's working life and the often larger than life people who he recreates so sharply in print. This is a book that will appeal to partners as much as ourselves and many thanks to Gill for her foresight back in the 70s.

*Back Cover: In keeping with the wintry theme of the front cover, I turned up this photo of RM 362 waiting at Golders Green "sidecourt", on 14 January 1982, having wended its way along the North Circular Road from Chingford. The front "ultimate" blind appears to be the side blind from a Metrobus\*, although the type was not scheduled on the route until September of that year. RM 362 was scrapped in 1986. - Dave Jones  
\* a somewhat rash statement in view of my knowledge of garage codes!*



TAKE THE ROAD TO LONDON  
NEW LONDON KING SIZE



FARES  
FAIR

10" 20"  
30" 40"

102

Muswell Hill  
Palmer's Green  
Edmonton  
Chingford Mount

102 CHINGFUKU SIN

FARES  
FAIR



102

RM 362

NLT 362