

COBHAM

BUS MUSEUM

MAGAZINE



Issue 56

Summer 2007

£2

The Journal of the London Bus Preservation Trust Ltd

BUS TRIP TO Isle of Wight Rally & Running Day Sunday 14th October 2007

In an interesting Cobham vehicle
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Brian Russell 07796 [redacted] 969 or

Broutemaster@[redacted].com

Alan Heasman 01932 [redacted] 758

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Brian Russell

[redacted] Roskell Road

London

SW15 1DS

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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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The views expressed in the “Cobham Bus Magazine” are those of individual contributors. They are not necessarily the views of the London Bus Preservation Trust Ltd, its Council of Management, or the editor.

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Time seems to have flown by since the last issue, I wonder where the summer went, if it ever actually arrived!

Odd circumstances surrounding material intended for this issue has provided an opportunity to print some items that had been on the shelf for while. There are still some waiting, but more are always welcome, as long as there's no hurry to publish! So that is how we come to follow a spotter in 1959, and how LT 1076 is still with us. The past is graphically recalled in an interview with Stanley Luckin about his life with London Transport, more such interviews are always welcome. The latter half of the last century saw a huge number of changes in London's transport regime and there is a need to record these from the "workers" point of view, the buses are the body of the system, but the people are the heart. The younger generation will never experience such a close-knit community.

Elsewhere we have reports on Cobham's clean-up weekend, and the Mercedes event at Brooklands. And we are brought up to date with progress on NS 174. Add a sprinkling of responses to the CR items last time and some ramblings from Colin Read, and there you have it. By the way, information appended about CRs at Reigate last time was my addition, and should have been more clearly marked.

Last, I enjoyed the Bulletin that came with the last mail-shot. The use of on-line media is a step in the right direction with keeping members up-to-date and I'm sure that it will be a useful addition to this magazine.

Front Cover - A fine pair of Leylands, RTL 139 and RML 3 at the Brooklands event in June.

Photo - Peter Starks

Back Cover- Nick Abbott found this rare colour photo on the Recollections website at <http://recollections.fotopic.net/> . The photo was taken after the front end was repaired as the number plate uses transfers. The photo is from the John Heighway Collection and is used with permission.

From the cab.....

I hope that by the time you read this you will have received the notice of the Special General Meeting (SGM) to be held at Brooklands on 15 September. This is, as explained in the last magazine, a rerun of the AGM held in March that did not attract enough attendees (only just!) to make the meeting quorate. So we try again.

I know that annual general type meetings are not always regarded as fun but if you can attend, it will help to make running the Trust as democratic as possible. It also means that as many people as possible can have an exchange of views and question the officers first hand on issues about the Museum.

Looking forward, we hope to be able to publish a timetable for the 2008 AGM later this year so that members can have plenty of notice. Equally, we want to establish a pattern / timetable that can be followed in subsequent years.

You will also have received with the SGM papers the first issue of the Cobham Bulletin. It has taken some time to get this underway and Norman Evans with the help of David Kinnear worked hard to bring this into being. It will help bridge the gap between our excellent magazine and formal meetings so that the membership can be better informed and involved. Communications can never be perfect in an imperfect world but the Bulletin deserves your support as a means of filling in gaps.

On the Brooklands front, there are a number of alternative options we are examining and I hope to be able to answer more questions at the SGM.

The Brooklands Project needs to be put in context. It is part of our means of moving forward, it is not our total goal. Our overall goal is to ensure the care and preservation and thus the long-term future of all our exhibits. In this context, it also means operating our vehicles for the enjoyment of our members and others as long as we are able. Equally, we want to afford the same level of care and use for other exhibits that we may acquire in the years ahead. We have been offered a number of interesting vehicles that would enhance the Museum collection. There are a number of private owners, in particular, that want their vehicles to have a long-term future at Cobham. In turn, we have a duty to make sure that that faith in our ability to care for the vehicles that will have been cherished over many years is not misplaced.

There is a knock on effect in that we will need an increasing number of volunteers to maintain or growing collection. We will have to be realistic about this aspect as we move ahead and we may have to employ specialists from time to time to get things done. As an organisation, we will not be unique in doing this and indeed, we have done this in the past to speed up restorations on exhibits such as STL 2377.

Looking forward, if we have to look towards employing specialists, this will put even greater pressure on funds. In reality, we need to boost substantially our fund raising

activity so that we can maintain our current exhibits to a high standard and also provide the means to speed up the restoration process on exhibits like the NS and the LT that may otherwise take too long to come to fruition.

With this in mind David Kinnear, our volunteer co-ordinator has been looking at the structure of the Council of Management to provide greater focus on the “must do” tasks going forward. The structure of the Council of Management will need to change periodically as our goals, aspirations, and legal requirements change. One of the very significant roles will be for a Director / Trustee to focus entirely on fund raising – a tough job, but one that needs to be done to ensure that we have far greater funds at our disposal in a world where there is great competition for donations, legacies, sponsorship etc.

As ever, I am always pleased to here from members on all matters Cobham!

Peter Duplock, Chair of LBPT

Need to know something / heard a rumour – good or otherwise? Contact me:
peteraduplock@com. Tel: 07730 192

Major items recently before (most ongoing) by the Council of Management (COM) – August 2007.

Items / projects.

- Brooklands Project – ongoing
- SGM to be organised – now agreed as 15th September 2007
- Further acquisitions – review – pressure on storage space at Redhill Road
- Health & Safety – Review by Chris Wheble – further work to be undertaken
- Revised Memorandum & Articles of Association – draft received from Trust legal advisors – currently being considered in detail by CoM. Final versions will need to be submitted to membership for approval.
- Review of the Structure of The Council of Management – Recommendations provided to the CoM by David Kinnear
- Review of member vehicle storage terms

This list is not exhaustive! Further information can be obtained from the appropriate Council Members,
Planned LBPT Council of Management meetings for remainder of 2007 are currently scheduled as follows:

29 September 2007 and 1 December 2007 .

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

We welcome the following new members to the Trust, and I would ask all new members, particularly those who live within a reasonable distance, to consider volunteering to give us a hand occasionally in with the constant workload at the Museum. it can be fun, you know.

1263	Paul Edwards	Yeovil	
1264	Gary Wragg	Winchester	
1265	Mike Warner	Clapham	
1266F	Graham Berry	Crawley	
1267	Rickamond Steel	Bingley, W. Yorks.	
1268	Peter Brown	Lee	
1269	Brian Pearce	Teignmouth	
1270	Graham G Smith	Newbury	
1271F	William Gates	Egham	
1272	C Dudgeon	Guildford	
1273	John Fisher	London SW1	
1274	James Tenniswood	Ruislip	AL
1275F	David & Jennifer Beales	Oxshott	
1276	Cliff Radnidge	Woking	RM928
1277	Alan Crook	Seaford	

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 contact details are on each item.

NEXT COPY DATE

WEDNESDAY 20 NOVEMBER

Open Day Update 2008

At the time of writing, I am still unable to give you an answer to the vexed question: "Is it Wisley or Longcross for 2008"? The Longcross situation is dependant on the outcome of lease negotiations between Qinetiq and the freeholder, and one meeting has taken place with another one scheduled to "tie up loose ends" in the very near future: I should be able to use the new bulletin to confirm the location as soon as I know it myself and following my recommendations to the Council of Management to accept one site or the other.

Most of this report is to do with changes of personnel on the sub committee: first I apologise to Norman Davey for his promotion to Health and Safety adviser in the last newsletter, and it should of course have been Norman Evans. As you know Ian Robertson is standing down from stallholder organiser after hibernation day after 7 years before the mast and we thank him for all his hard work: his place is taken by Graham Lunn and we welcome him to the committee. Alan Heasman is stepping down as Wisley/Longcross site organiser but will work with his replacement who does exist and again the bulletin will be used to identify him (it is a courtesy to abide by the wishes of the person concerned!). David Kinnear(brave man) is going to assist with the tricky area of volunteering, and in addition to the free entry to Open Day, the committee is considering a range of ideas to attract volunteers to our increasingly large and successful opening to the season: it might be argued that we should not have to dangle so many carrots in front of the membership, but we are far too dependant on outside help when we should really be able, from a membership of over 700 to do most if it ourselves.

Once the site is known and confirmed then we can get down to the detail of making the site as safe and as user friendly as possible: thank you for your patience.

And finally, I end on a sad note: Brian Hine(member 72) and son of Alan lost his wife Beverley to cancer at the age of 35 on the morning of 13th August after her heroic four year battle with the disease: the funeral will of course have taken place by the time the newsletter is published but I ask for your prayers for Brian and Alan who between them in the last five years have endured the loss of Michaela(Brian and Beverley's stillborn baby) and the recent death of Alan's wife and Brian's mum. Beverley's death is yet another blow: words at times like these are redundant. May she rest in peace.

Simon Douglas Lane, Chairman,Open Day Sub Committee.

Friends of Classic London Buses of the Fifties

Cobham maintains friendly and mutually-supportive relations with a number of groups and societies who share our interest in old London buses. One of those is “*Friends of Classic London Buses of the Fifties*”. This group arose in July 2006 out of the *RT/RF Register* which ran successfully for 24 years and was, as its name suggested, largely for owners of RT and RF family buses.

Friends of Classic London Buses of the Fifties have a much wider remit than their predecessor and cover all the classic London buses of the 1950s, including the smaller classes, as well as, in certain circumstances, both older and newer types. The group does not feature Routemasters to any great degree, not because of any bias but because the RM family is so well covered by other associations.

The *Friends* publish up to 10 newsletters a year and these are filled with restoration tips, access to spares, maintenance guidance, changes to legislation, as well as vehicles and spares for sale, news of vehicle disposals, historical articles and exchanges of memory from members. All in all, it’s a very good read, and not just for vehicle-owners.

Membership Secretary of Friends of Classic London Buses of the Fifties is David Thrower, 49, Ackers Road, Stockton Heath, Cheshire WA4 2DZ, email david.throwerwarrington@ntlworld.com

Annual membership rate is £15-00 for UK/Europe, £20 for rest of the world. Email-only membership is £7-50 (worldwide), but broadband is advisable. Please make cheques payable (in sterling) to FRIENDS OF CLASSIC LONDON BUSES OF THE FIFTIES.

Tribute to Ginger John

It is with great sadness that we have to report the passing away of John Messer on Monday, June 11th. Many Cobham members will remember “Ginger John” for his support at the museum. For many years he would arrive with Bill Cottrell and commit himself to the task in hand. Unfortunately, after Bill passed away, his visits to Cobham were few and far between due to lack of transport. He did however more recently, lend his support to the LT Museum Depot at Acton, which was more easily accessible by public transport. John did not enjoy good health, but I know he did try very hard throughout his life to give his all. Shortly after awaking on June 11th he had a fatal heart attack. The funeral took place the following Monday. It is with regret that we were not informed of his passing but I am sure we will have him in our thoughts.

David Bosher

EFE:

The June & July releases of EFE models are currently in stock:

23206 RF 202 NBC Green Line livery on route 726 to Windsor.

32002 RCL 2238 London Country livery on route 370 to Grays.

Orders have been placed for the following models:

27702 STL 1132 London Transport on route 22 to Homerton.

29905 T 581 1946 London Transport 'Green Line' on route 715 to Guildford.

31702 RMC 1495 NBC London Country livery, on route 306 to Borehamwood.

CORGI:

The delayed Corgi OOC model of RTW4 eventually arrived at the end of July, and regardless of the discrepancy between the cream upper deck livery and later style indicators spotted by one of our members, the model has now completely sold out.

The 1:76 scale Trackside models of the London Transport service vehicle set, comprising of a Morris LD, Ford Transit van, Bedford HA van & Ford Anglia van, is now in stock. Also available is the Trackside Royal Mail set of four vehicles: Morris LD, Morris 1000 van, Bedford HA Van & Ford Anglia van. The sets are each priced at £15.50.

It appears that the alleged June 2007 delivery of the Corgi 1:50 scale models of RTL 139 has been delayed. Only a limited number of these have been ordered so please let me know if you wish to have one of these reserved for you.

SUNSTAR:

All 10 of the 1:24 scale replica of RT113 on order from our wholesalers have been

reserved for those members who paid the £50.00 deposit. Hopefully our order will not be cut back by our suppliers. The model is due for release in October 2007, with an approximate £150.00 price tag. In due course I will be contacting the members, after determining optional mailing costs, to request payment of the outstanding balance.

NEW PRODUCTS:

In addition to a new range of 1:76 scale Oxford Diecast vehicles plus a selection of the inappropriately named Base-Toy trucks, we have now received from The Great British Pottery Company the Cruet Sets that were ordered earlier in the year. These Cruet Sets, priced at £8.00, are in the style of a red double-decker half cab and will complement both the large or mini pottery Teapots that have been on sale from the Shop this season.

OLD PRODUCTS !!

The shop still has a reasonable range of previously released London Transport liveried EFE models. Members are entitled to a 10% discount on EFE's standard releases so if you have any gaps in your collection please let me know. There are also available some of the EFE fund raising models. Currently in stock are G103 (2004 Open Day), DF1682 (2006 Open Day), RML 2700 (2007 April Event Day), RF 534, GS 34, RT 1705 & RMC 1461. All are priced at £25.00 each plus £2.00 for post & packing to UK destinations.

THE BULLETIN

If space permits, there will be additional updates regarding the Shop and its bus related products in the forthcoming issues of The Cobham Bulletin.

Volvo comes to Cobham

Michael Wickham

On 13th June, a party of 20 from Volvo Bus in Gothenburg, Sweden visited the Museum. Led by Per Wiberg, Manager of the Complete Vehicle Integration Department, our visitors were collected from Weybridge Station in STL 2377, driven by Tony Lewis, and given a lengthy guided tour of the Museum by Colin Curtis, Peter Duplock and Michael Wickham, assisted by David Kinnear, Chris Wheble, Richard Hussey, Mike Garside and Graham Bartlett. Following tea and sandwiches on the balcony, the party was invited to patronise the Shop, specially opened for the day by Alvin Hale.

At the conclusion, our visitors expressed hearty thanks and presented the Museum with a book, literature and pictures from the Volvo Museum, after which they were driven back to the station in the STL. The following day, the party visited Brixton bus garage, by kind agreement of Arriva and arranged through the good offices of Colin Curtis.

Not only does Volvo provide a substantial proportion of today's London buses (and, therefore, future preservation prospects!) but the firm is the inheritor of the AEC, Leyland and Guy marques as well as most of the other famous British manufacturers. Now that the first contact has been established with the company, strong endeavours will be made to build on that and establish a relationship leading to co-operation and support for Cobham.

The Volvo party with Colin Curtis in front of RML3 on 13 June
Photo Chris Wheble



Brooklands Mercedes Event 16-17 June

Tony Lewis.

The weather was fine, the bus services were superb and the Shop had a very good day. Bearing in mind that only half a mile away Brooklands Museum and Mercedes-Benz were celebrating 100 years since their track opened on 17.6.1907, our event was a great success.

Very many thanks to all who contributed so much to make our event memorable, and also to the crews of the buses the Trust and our members provided Brooklands for the internal service on both 16 and 17 June.



And a message from the custodian of RML 2504, seen on the right in the lower view:



Hi Peter,
Many thanks for the lovely photos of 'Billie' and her Cobham Bus Museum Friends at the Brooklands Centenary event.

It was nice working with you all!

Best Wishes.

Hurry up. Put your jam sandwiches and bottle of orange in your duffle bag and make sure you've got your notebook and ballpoint pen. It's Saturday, the sun is shining and there's only one thing on our minds this fine June morning. We're going bus-spotting! In case you can't remember, it's 1959, we're 11 years old and the world - or rather East London — is our oyster. Our pockets are checked for about the fourth time to make sure we have the precious Red Rover tickets with us. We've also been to the enquiry booth at the local bus garage to stock up on the latest bus maps — as they're given away free we have quite a collection of both central and country area maps.

Right, we're off. A five-minute walk along a pleasant, tree-lined road brings us to Chingford Mount, the furthest trolleybus terminus in north-east London. There are a choice of routes to choose from, we climb aboard a 699 with the somewhat vague destination of "DOCKS" on the front blind. Naturally we go upstairs, where the aroma of stale cigarette smoke hangs in the air. It doesn't bother us a bit — we've got the front seats and a great view for our forthcoming journey. A few more passengers join us on the top deck. One or two light up, the air quality deteriorating further as they puff away. Minutes later the conductor gives a double ring on the bell and the trolleybus moves quietly away from the turning circle and into the main road with a series of clicks and hisses. An RT on the 38 passes on its long journey to the picturesque terminus of Royal Forest Hotel at the edge of Epping Forest, where the crew will no doubt take advantage of the canteen trailer permanently on site. A group of us sometimes go there at bank holidays for the funfair on Chingford Plain, and we recall how conductors have to stop passing traffic so that drivers can safely reverse their bus into its allotted parking space.

We get across the lights and set off southward under the wires collecting passengers — mostly Saturday shoppers — as we go. Meanwhile, into our notebooks go the numbers of the buses and trolleybuses we see from our lofty vantage point. We're glad of our Red Rovers - no messing about with fares and tickets, just a quick wave of the card and the conductor gives an acknowledging nod. The 699, progressing smoothly and rapidly between stops, makes its stately way past the old tramway offices at Walthamstow depot and along Hoe Street. We stop at the famous High Street, the longest street market in Europe, where many of our passengers get off in search of a bargain.

Continuing down the spine of the north-east suburbs which now takes us through Leyton, we traverse Bakers Arms junction where a Camberwell garaged RTL waits at the lights, bound for Clapham Common on the infamous 35; late running on this route has given rise to much local criticism over the years. Leylands are relatively rare in this part of the capital and we are always pleased to see one. Then we pass the garage at Leyton Green where a notoriously bad-tempered inspector always chases off any spotters who dare to venture too near his domain. Further on by the Central Line station are the huge railway yards of Temple Mills, where diesel shunters move long lines of clanging trucks around the sidings which dominate the landscape between here and Stratford. Someone behind us is holding up a newspaper; glancing backwards I notice on the sports page an article about next year's Olympic Games in Rome. "Here's an idea" I tell you, pointing a finger at the vast area of railway tracks and industrial wasteland to our right, "why don't they hold the Games over there?" The Stratford Olympics - we both chuckle at this ludicrous idea.

Now we've nearly reached our destination and are passing Maryland Point — and yes, there's a red RLH laying over on the 178. The low-deckers have only just been transferred in to Dalston garage to work this new route, running to Clapton Pond through Carpenters Road — a notorious area full of reeking factories whose noxious smells give it a number of less than polite names. The registration number is swiftly entered into our notebooks as a possible "cop".

At last Stratford Broadway appears, the one-way system around the church and it's adjacent tall trees giving it the appearance of a desert island surrounded by a sea of traffic. Our trolleybus bumps over the cobbles in the area reserved for buses and draws to a halt; we tumble down the stairs and out onto the pavement, notebooks at the ready. There are always a number of trolleys in the Broadway awaiting their next trip through the terraced streets of East London to East Ham, Plaistow or North Woolwich, and others pass through every couple of minutes bound for Aldgate, Bow or the mysterious "Docks".

We scribble down the numbers of the buses which constantly pass through. RTs, RTLs, the occasional RLH and of course trolleybuses galore. Now and again we see an RF or RT on the Green Line services - the RTs look very impressive in their plain green livery. After half an hour we spot private hire

RF4 making it's way through on a day excursion, identified immediately by the windows along the roofline. This is followed minutes later by a real prize — 726J of the service fleet, an old STL converted to a tower wagon. It trundles round the corner into West Ham Lane, no doubt returning to its home depot. With a local trolleybus replacement program due at the end of the year, this old veteran will find itself with much work to do.

The morning passes quickly. Every so often we are momentarily distracted from the important task of number spotting. A big Wolseley police car races by towards Bow, it's bell ringing continuously. This part of the capital has more than it's fair share of criminals! Later on a man on an ancient BSA motor-bike tumbles off whilst negotiating a corner. Fortunately, despite no crash helmet he's unhurt apart from a bruised ego. At one point an old chap staggers from the pub just along the road, rather the worse for wear. Singing to himself he lurches off, to the amusement of the bus crews awaiting their next turn of duty.

Eventually the sandwiches are consumed, washed down by swigs of orange drink. Seeing a 669 about to leave, we decide on the spur of the moment to jump aboard and take a trip to North Woolwich, the other end of the route. Once more we take possession of the front seats upstairs. The trolleybus swings slowly round into West Ham Lane and makes its way south, our journey taking us through a drab landscape of terraced houses, factories and bomb sites.

Soon we pass Canning Town and cross the Barking Road where new Routemaster buses will be operating by Christmas. We both agree they'll never last half as long as the RTs. In Silvertown Way, we suddenly see to our amazement the bows of huge merchant ships rising above the rooftops on our left, apparently moored in the back yards of the Victorian houses! Dozens of dock cranes brood over the area like giant meccano sets. The whole landscape is unlike any other we know and has a slightly surreal look to it. As a bonus, the final stretch of the route runs alongside the North Woolwich — Palace Gates railway line for some distance, and a smoke-belching tank engine passes northwards hauling a grubby set of maroon articulated coaches.

We finally reach the terminus right by the river where we jump off the 669 and lean over the embankment wall to take in the sights and sounds (and

smells!) of the Thames with it's many tugs, barges and a variety of other craft. There is for the adventurous the winding iron stairway leading down into the bowels of the earth to the footpath under the Thames to Woolwich. However, as London cab drivers would say, we won't be going south of the river at this hour of the day.

Once we've had our fill of nautical matters and finished the last of our rations in the form of chocolate bars, it's time to retrace our steps. By way of a change from trolleybus travel, we hop on an RT on route 101, one of the most frequent services in the capital owing to the huge number of dock workers needing transport to and from the Royal Docks. The 101 slowly traverses the huge swing bridge spanning the Albert Dock basin; we both glance along the length of this vast sheet of water with it's complement of cargo ships and you reckon the quayside is even long enough for a large aircraft to take off or land. Moving on, our RT takes us through busy East Ham to the Romford Road, where we change buses and experience the throaty growl of an RTL on the 25 taking us the short distance back to Stratford.

We arrive back at the Broadway in the late afternoon. Further time is spent here during which we are lucky enough to spot a rather down-at-heel "pre-war" RT with rear roof box, now relegated to trainer duties; and another service vehicle - 760F, a small Ford van in the familiar green livery, this one used for carrying posters and other advertising material.

All too soon it's time to go and we cross over to the stops outside the big department store of Boardmans. Waiting there whilst a few passengers get on is a 661 trolleybus routed through Leytonstone to the Bakers Arms, where we can change. We only just about scramble onto the rear platform as the conductor presses the bell and the trolleybus accelerates away as only these vehicles can, but as 11 year-olds we aren't too bothered about the risk of falling off. In Leytonstone we briefly get held up at some road resurfacing works and pass a steamroller clanking back and forth, the smell of hot tar filling our nostrils. After this hold-up we continue along tree-lined Whipps Cross Road, past the old flooded gravel pits called Hollow Ponds where rowing boats can be hired by the hour. We finally arrive home tired and ready for a hot meal, but with more important work to do first. Out come the Ian Allen ABC's and the task of underlining our "copped" numbers begins. A rewarding day has come to an end!

Letters to the Editor

From David Boshier

Ref page 18 photograph of RT113 at Loncross.

Oh dear! We really should not refer to the first production RTs as pre-war RTs the first deliveries were RTs 15/16/19 & 20 which were delivered on December 28th 1939, nearly 4 months after Neville Chamberlain announced that we were at war with Germany on September 4th. This misconception may well evolve from the certain publications whose authors persist in this expression. One author was even known to refer to them as 1940-built 'pre-war'! With out doubt.

Ref page 19 photographs of TD95 with LEV917 at Longcross.

Whilst it was good to see LEV91 7 and TD95 together the caption on this photograph is also quite inaccurate. Both vehicles have most certainly been together since leaving the ownership of the owners of LEV917 in May 1968. Having acquired TD95 in December 1963 from LT the bus undertook five continental and eastern European trips visiting many locations behind the iron curtain. In May 1968, TD95 passed to myself, Peter Jones and Graham Hurrell, with others also having an involvement. It was in 1978 that the bus became part of the Cobham collection.

Ref page 31 the letter from David Munday relating to the CR's

Yes indeed, it was good to see the CR16 at Longcross, I was however sorry to learn of the subsequent engine failure which occurred a little later when returning from its MoT. I would add that it is quite interesting to note that both the surviving examples i.e. CR14 and 16 were finally allocated to (EG) East Grinstead Garage with CR14 being the only example to exchange bodies in that case with CR6 in August 1947. I need also to correct the information and dates that David has given and perhaps add some other detail:

CR7	withdrawn	(AK) Streatham May 1949. Sold: L W Vass, Ampthill, Beds. Jan 1952
CR14		(EG) East Grinstead Nov 1953. Passed to LT museum (RG) Reigate. Mar 1954
CR17		(TG) Tring Aug 1953. Sold: W North, Sherburn in Elmet, Leeds. Dec 1953
CR22		(AH) Nunhead May 1949. Sold: LW Vass, Ampthill, Beds. Nov 1951

CR26 (AK) Streatham May 1949. Sold: L W Vass, Ampthill,
 Beds. May 1 1952
 CR29 (F) Putney Bridge May 1949. Sold: LW Vass, Ampthill,
 Beds. Nov 1951
 CR30 (RD) Hornchurch May 1949. Sold: L W Vass, Ampthill,
 Beds. May 1952
 CR34 (AF) Chelverton Rd. Pulney June 1949. Sold: Birds. Strat-
 ford on Avon. Dec 1954

I should also mention the last mentioned, CR34 did have a short afterlife as a tea room at the premises of E Nuttall at Colnbrook from March 1955 but only survived into mid-1956. I rather think that Nuttall were contractors who might also have run some STLs.

The Editor's footnote refers to B43/B340/S742 and NS1995 on the Oldreigate.com



website. This is obviously the storage of London Transport Collection plus the British Legion's B43 before it was transferred to the Imperial War Museum at Lambeth and before the LT owned vehicles were transferred to the Museum of

British Transport at the former (CA) Clapham Garage which was controlled by the old British Transport Commission. I enclose two photographs one of which shows the same line-up at Reigate plus another taken by one P J Marshall showing Q55, T219 and tramcar 1025. Another shot is enclosed of a very tatty K424 obviously on an outing from Reigate Garage being followed by a nice British Railways square nose Bedford/Scammell with a well sheeted load! Can anyone identify the location, could it be Reigate?



CRs IN STORE AT REIGATE AND SLOUGH FROM 1949 **From Norman Davey, with info supplied by Brian Bunker**

In reply to David Lester's letter in CBM 55 I also remember visiting Reigate garage in 1950 and being amazed to see a large number of CR's stored there. Members may recall that a few years ago David Kinnear and I compiled a CBM article on the history of the CR class, our memories of rare sightings of these elusive buses and finally of our visit to Malcolm Skevington who was then in the process of restoring CR 16 which made its debut appearance at Longcross in April. In the preparation of the CR article member Brian Bunker kindly sent me with a complete history of the CR vehicle allocations and with his permission I am able to supply details of the CRs stored at RG from the summer of 1949 until most of them were sold in the early 50's. The salient facts of CR storage are: -

(1) Between May and July 1949 46 of the remaining 47 CRs were withdrawn from operational service and placed into store. 23 went to Reigate (RG) and 23 to the

non-operational garage of Slough (Langley Road)-code SL. The missing numbers are CR 1-the prototype scrapped by LT in February 1949, CR 18 which was destroyed by enemy action at Peckham, Bull Yard in September 1940 and CR 28 which was on long term loan to CAV Ltd at Acton.

(2) In March 1950 CR 28 was put into store at RG having been returned from CAV. In April 1950 CR 5 was transferred from storage at SL into store at RG. In August 1951 all bar five of the CRs stored at Slough were transferred into Reigate pending imminent sale. August 1951 was the date that David visited Reigate garage so he was fortunate enough to have seen nearly all of the CR class in store there. By my reckoning there could have been as many as 42 of the Cubs in RG for a period of a few weeks from August 1951 before a handful were put back into service and many others were sold.

(3) In September and October five recently overhauled CRs were surprisingly brought out of store and put back into operational service in the Country Area at Epping (EP), East Grinstead (EG), Tring (TG) and later on at Leatherhead (LH). These were CR's 4,10,13,14, and 43. A further addition saw CR 17 brought out of store in June 1952 and allocated to Tring. All six saw active service until GS replacement in late 1953 when they were once again returned into store.

(4) The majority of the CR's remaining in store (including CR 16) were sold between September 1951 and May 1952 to dealer F. W. Vass of Amptill, Beds. Three (11, 28 and 37) were scrapped in November 51. The remainder were gradually sold between 1953 and 1955 to dealers Birds, Norths, or Cohens with the exception of CR 14 which was selected by LT for preservation and was transferred into the Preserved Fleet in March 1954.

Timetable of CR's Stored at Reigate From 1949

May to July 1949	CR's 2, 4, 6, 9, 10, 11, 13, 14, 15, 16, 17, 19, 21, 27, 33, 34, 37, 39, 40, 41, 42, 43, 48	Total 23
March 1950	CR 28-returned from CAV	1
April 1950	CR 5 -transferred from Slough (SL)	1
August 1951	CRs 7, 8, 12, 20, 22, 23, 24, 25, 26, 29, 30, 31, 32, 35, 38, 45, 46,-transferred from Slough (SL)	7
Total number of CRs stored at Reigate at some period between 1949 and eventual disposal was		42

Note: CRs 3, 36, 44, 47 and 49 were never at Reigate. They were stored at Slough (Langley Road) from 1949 until August 1951 when they were transferred to short-term storage at Staines (ST) pending sale.

My evident failure to include the last page of the episode, which appeared in issue 54, resulted in my ramblings being slightly curtailed! Not to worry: it is included below.

I seem to have made a habit of visiting planned museum sites in their very early days (when there was relatively little to see), with visits to Carlton Colville (now the EATMS) near Lowestoft (see earlier issue) in 1966; Sandtoft trolleybus museum in 1969 and to Beamish and the Black Country Museum in the mid-1970s, of which the latter two establishments I have not been to since. I hope to re-visit the BCM shortly.

January 1966 saw a repeat LOTS visit to Red Rovers of Aylesbury, where there was always something of interest, bus-wise, with so many former London vehicles. I recall some years earlier being totally confused seeing what were clearly London RTs in passenger service in a non-London livery but carrying the name of a London all-day bus ticket on the side! Red Rover's Craven RT1519, RTW124 and RT1668 were duly sampled and we took a trip to Wendover to view STL187I, then in a rather sorry state. Regrettably this very fine and unique vehicle went for scrap, later that year I believe.

L.T.'s last RTWs were withdrawn from passenger service the following May, no. 467 into Brixton being, of course, the last survivor. A syndicate of LOTS members was formed to preserve that vehicle, of which I became a member, promptly becoming Group Treasurer! The bus having been duly purchased, members of The RTW467 Group (we were twelve in number) collected the vehicle from Shepherds Bush garage in March 1967 (hence the photo in CBM magazine 54) and it was duly MOT'd and taken to its new home in southwest London. Much of my time now was taken on helping to restore the bus and looking after the funds.

Maidstone's last trolleybuses ran that April, this being the first of several last days that I was to do over the next few

RTW414 approaching Purley 1965/6

Colin Read





*LOTS' RT 1431
and five of Wim-
bledon Coaches'
Metro-Cammell
bodied RTLs,
591, 746, 733,
765 and 659.
19 December
1967*

Colin Read

years. I travelled down, I recall, via Sevenoaks and M & D route 9 (an Atlantean), taking most of the morning to do so. I managed several rides over the whole system (which was very compact) and had arranged a lift home from a local enthusiast.

The RTW, and RTI431 (by now restored to proper LT livery), visited the HCVC Brighton Rally on 7 May 67, along with various other former London vehicles including T792 and Wimbledon Coaches' RTL659. RT54 (Smith's of Reading) and ex-RTL1050 were also noted that day. Another LOTS trip on 14 May saw RTW467 making its debut in covering some of her old haunts including routes 95 and 57A to Selsdon.

Then followed a motoring holiday with my parents to Spain, where I managed to sample the former London QI s in San Sebastian and Zaragoza, the Metro and Fiat trams in Madrid as well as trams in Granada and Alicante.

Bournemouth was duly visited on a sunny Sunday in July 67 and the opportunity was taken to pose RT1431 alongside certain trolleybuses. RTL1323, preserved in Green Line livery was also present.

Other LOTS-organised trips at this time saw the attendance of former Wilts & Dorset Bristol K6B FAM6, owned by the late Mick Palmer, a vehicle which sadly no longer appears to be still with us and preserved Auxiliary Breakdown Tender 833J (with the chassis of STL159).

My first visit to Crich Tramway Museum came shortly afterwards, when LOTS took the Craven up for a weekend, completing the journey in around six hours. We

slept overnight on the bus and on the Sunday managed to see Silver Service's (Darley Dale) AEC Q type. The return trip via Derby gave me my one and only view of the trolley-bus system but sadly we were unable to stop for photographs. That August saw me venturing as far as Reading to sample and photograph the remaining trolleybus routes, a system I was to re-visit several times before complete closure in November 1968.

Another excellent LOTS trip took place that September to visit some East Anglian independent operators, including Premiers of Chrishall (north Essex), with several 1RF1s and Whippet Coaches somewhere near Cambridge, with its RLH. My diary also includes mention of the LOTS Rally held on 1 October 67 mentioned earlier time by David Boshier.

Five years and five months to the day after London's trolleybus system had closed. London no. 260 was operated over the Reading system. RTW467 was posed alongside for photographs at certain termini.

By this time, the London Bus Preservation Group had been formed and the RTW group duly joined. I recall that such syndicates, although swelling the Group's numbers, resulted in only one subscription, so it was decided that we would have to join individually! We met, I recall, over various pubs in central London.

A transport exhibition was held the following November in Streatham, four buses, RTI431, G351, T792 and TD87 (whatever happened to that?) being parked outside the halt. Thus began a forty-year association with the organisers, the Norbury & South London Transport Club, with which I was to hold various committee posts over the years.

Southern Motorways' former GS 75 at Emsworth. 21 July 1968

Colin Read



Odd entries in my diary at this time included the resignation of Jim Callaghan as Chancellor following devaluation of the pound (to 17/6), the first successful heart transplant the following week and, interestingly, a proposal for a London Transport bus museum at the December LBPG meeting!

January 1968 saw LOTS funds increase by the then astronomical sum of £100 for a film job using the Craven RT. The film, I recall was *Salt and Pepper* with Sammy Davis Jnr and Peter Lawford. It did not receive a good write up!

Restoration work (a total repaint and cosmetic improvements) on the RTW continued and the vehicle had a long day out at the seaside (Bournemouth) in April, when open-top trolleybus 202 was touring the system. May, of course, saw the big one, the HCVC Brighton rally with RTW467 resplendent in her new paintwork and with a couple of side adverts I had acquired from the insurance company for whom I worked. G351, FRM 1 and sundry other Routemasters and London buses were also in attendance.

June 1968 saw me on a family motoring holiday to Czechoslovakia and Austria, where I sampled trams in Prague (only weeks before the Soviets invaded), Vienna and Innsbruck with its first trolleybus system.

Tony Hancock died in Australia, trolleybus 260 toured Bournemouth and the RTW visited as well. A splendid LOTS trip shortly afterwards on a fine summer Sunday used TD95 and T792 over many of Kingston garage's single-deck routes. This was my first and remarkably only ride on a 15T13, only two ever being seen during my spotting days. Portsmouth was still operating its superb open-top Leyland TD4s on the Southsea-Hayling Ferry service and some rides were taken



TD 95 with a makeshift door at Belmont.

30 June 1968

Colin Read



Reading Corporation trolleybus No 138 (BUT 9611T/Park Royal), near depot, 5 October 1967.

during yet another LOTS trip in the Craven RT to Emsworth (Southern Motorways' GSS) and on to Pompey. We also called into Alan Cross's premises at Midhurst, where we were able to inspect his Inter-Station Cub, C111.

The RTW having been fitted with a new gearbox was off on its travels again, this time to Hamburg via Bremerhaven for a film job. I did not accompany the bus on this mammoth and eventful trip.

TD95 journeyed north to Crich Tramway Museum in August 68 on the occasion of the first Grand Transport Extravaganza, organised I recall by one Prince Marshall. This was a thoroughly enjoyable event and coincided with the presentation of Prague tram 180, with a speech by George Brown, MP for the area. We slept the first night on the bus and left at midnight on the Bank Holiday Monday, stopping for a snooze at Leicester Forest services on the M1.

The Reading trolleybus system closed the following November, the event again being attended by RTW467. I recall a very long and cold wait at the Tilehurst terminus for the last one in, which resulted in me catching bronchitis! Five trolleybus systems now remained, all of which I would visit within the next four years.

Just four weeks later, London's last RTLs would be withdrawn from service, no 543 being the last one, on the 176 (Willesden-Lewisham). Several of the RTW group were present and I recall that on the return leg, one member of the party presented a four-section Gibson ticket to the inspector, which was duly checked and returned. A matter of the eye seeing what it expects to see, as the ticket had been issued in Athens! The gentleman in question did hold a valid ticket, I hasten to add!

FAM 6, ex-Wilts & Dorset lowbridge Bristol K6B/ECW at Brighton, 1968.

Colin Read



Having secured a bed for the night, I joined the rest of the party the following day, when we hired 543 for a tour over some of the earliest RTL routes, in the Plumstead and Woolwich areas. We took the opportunity to traverse the Woolwich Free Ferry, (the first time I'd seen a bus using it) and travelled up to Barking garage, where RM 1 was parked up. Little did we realise that some eleven years later we'd be returning to BK to see the end of their AEC cousins. I left the trip here although the bus continued to tour parts of north London.

In the next episode I try my hand at bus driving and see some more former London trolleybuses in Spain.

Southend Corporation Leyland PD3/Massey at Southend Victoria Station, about 1966.

Colin Read



I have had a life-long interest in buses, particularly London Transport, having grown up in the country area served by Dunton Green Garage.

My first vehicle was GS 13, which I owned mainly during the time that I was living in North London. After moving back to Kent, I sold the GS and acquired ex East Kent JA 8706, a Dennis Lancet II, which provided many years enjoyment during its re-assembly and subsequent use.

But I really wanted another London bus and in the mid-80s an advert appeared in the HCVS magazine for LT 1076, situated on farmland somewhere in Buckinghamshire. Off I went for an initial look. The farmer on whose land it resided (or subsided) told me all he knew, which was that an elderly lady from the Shepherd Bush area had bought it and had it driven to the field in the early 50s. As a young lad he had seen it arrive. This lady then converted the interior to a basic form of living space and used it at weekends, etc. It was parked on more or less level ground at the top of a field that sloped off to about a 1 in 3 incline. This would have given spectacular views over a typical Chiltern valley. Over the years the bushes had grown up around it and the bus had settled into the ground, but on first inspection, it seemed remarkably intact.

A deal was struck with the farmer and I became the third owner of LT 1076. Many hours were then spent in freeing the vegetation and getting it into a state where it could be moved. Both front wheels were free, but the left hand rear pair had suffered from a build-up of soil and leaves and were completely solid. In the end the drums had to be smashed to pieces to free them from the brake linings; there was absolutely no other way of getting them to turn. Some serviceable tyres were fitted and at least the bus could be moved, but before this could be contemplated, the body would have to have some attention.

Bear in mind that this was one of the scooters that missed the programme of rebodying by Marshall's of Cambridge, so it still had its original petrol engine and Chiswick-built body. This was of wood and metal composite construction where thin strips of steel are inserted into the wooden pillars for strength. This is fine for the expected life of a bus body, but of course, over the years the steel rusts and destroys the wood. Therefore the body was very weak, but sufficient strength was re-introduced by criss-crossing lengths of 4 x 2 internally until it was felt that the body would survive intact for the 80 mile journey back to Kent.

All the preparation work must have taken over a year before it was ready to be moved, but eventually the big day came. Some local farmers were roped in to assist

with getting the bus out of the field and two tractors were used, one at the front and one at the back, bearing in mind that the only way out to a roadway took us mighty close to the steep slope. This was successfully achieved and the bus was once again on hard standing.

One of the most helpful people in the bus world, namely Ward Jones from Cryers Hill, brought her back to my premises in Kent and some time elapsed whilst I considered a plan of action. In the meantime my circumstances changed and it was obvious that I would not be able to contemplate the extensive restoration required. LT 1076 then passed to the LT Museum and the rest, as they say, is history. The financial and physical resources required were way in excess of the means of a private individual and I am very pleased that the museum has shown the dedication and commitment to the task with the outstanding results that many of you have seen.

I am proud of the part I played in saving this interesting vehicle and relieved that I don't have to put 80 gallons of petrol in the tanks!

The finished article at Brighton last year.

Nick Abbott



I very much enjoyed reading the piece in CBM55 by Alan Purssey on Bus Stops.

For a period in 1968-69 during a twenty-five year stint of service with the former London Transport Executive, whilst working in the Central Buses Traffic Office I found myself drafted to help on the section concerned with the maintenance of central area bus stops. The work of the section also included looking after several thousand shelters and arranging/maintaining terminal refreshment facilities for crews. Alan's article reminded me of historical facts about which I had long since forgotten.

In those days, of course, we had no computers and the whole record was maintained using a huge Roneodex card system – one for each and every stop, and there were some 18,000 of them! Each stop carried its own unique number. I recall that we still had stop numbers 8 and 11 at, I think, Park Lane, Hyde Park Corner signifying that they must have been two of the earliest fixed points, and numbers went as high as 32XXX

As can be imagined this was a busy section, never a dull moment with the constant daily round of repairs and maintenance, broken timetable glasses, accident damaged posts and flags, constant changes to routes and services requiring amended route information. This meant a steady stream of orders, having to be placed daily with the Works & Building Department for replacement stop posts, flags, and 'e' plates, those small heavy enamelled plates with route numbers on for bus stops some of which seem today to be such sought after collectors items. Even then it was known that the annual cost of these was horrendous, and I'll never understand why it took so long to phase them out in favour of a cheaper alternative.

From time to time recommendations came from the operating department divisional offices about changes to stops from request to compulsory (or vice versa, usually at the request of the TGWU) or perhaps a re-siting which might involve consultations with the police and/or traffic commissioners and would in any case first be surveyed or inspected by a committee of senior management personnel.

Unfortunately I was in at the deep end of all this in the late summer of 1968. There had been at last a breakthrough in negotiations with the TGWU, which had enabled the much vaunted re-shaping plan to be got under way. The first satellite scheme, which came to be known as 'the Wood Green scheme' had been put into effect.

That, in quite early analysis, this was very much seen as not overly successful was due, I believe, to controversial and unfamiliar systems not tried and tested sufficiently. The hearts and minds of the travelling public were definitely not won over, much as a result of poorly thought out service changes geared to what seemed like an obsession with cost reduction through maximum schedule efficiency, rather than what might have been best for the passenger. Then, of course, there were unreliable vehicles. I've often thought since that the Merlin, and to a lesser extent the later Swift must have been the worst buses ever to carry the proud AEC badge.

When I arrived I went straight onto a hectic schedule, as plans were afoot, despite aforesaid problems, to repeat the exercise in the Ealing area of west London and more similar schemes after that. Once again scores of bus stops, and not a few shelters, needed to be re-sited in double-quick time because positions ideal for the rear-entrance double deckers of routes 55, 97 and 211 were often not so for the 36ft long front entrance single-deckers that would grace(!) the E1, E2 and E3 (enter traffic commissioners and police again). Often council lighting standards were used as stops and this involved more negotiations. Literally hundreds of new 'e' plates were required (produced by a private firm of metal founders who sometimes had difficulty in meeting all the demand).

The Works & Building Department which had to see to all this had some time to prepare and stockpile its needs for the first stage, which had a few false starts but the second stage did not seem to go as well in this respect. There were, I recall, very limited resources for casting new stop posts – they could only manage two or three at a time of the double timetable case type. These were moulded of a material called terrazzo concrete and each took, I believe, up to four days to set hard!

I can well remember working late into the evenings at a deserted 55 Broadway trying to make sense of all the necessary changes and ensuring that the Roneodex record cards and equally importantly the large-scale 25 inches to the mile O/S maps which recorded the position of every stopping place were updated accurately.

It should be remembered that there was soon underway a like set of changes taking effect all over the Country Area too. Thankfully the Country Bus & Coach Department had their own people based at Reigate to take that on board

Despite all this there were some lighter moments. We once had to retrieve two of the temporary 'dolly' stops from the Thames when they had been thrown over Westminster bridge by drunken revellers. True to form they landed upright on the

riverbed and the round flags were visible for a few days above the waterline in certain tide conditions! I recall too the time that someone skilfully painted pink footprints top to bottom on a stop post. These were hastily removed though today the mischief would no doubt have a petition raised to save it as a work of art!

Then There was the unique case of the Totteridge Manor Association who were, at this time anyway, able to insist that stops in Totteridge Lane for route 251 were fixed onto special (and very expensive) solid teak posts. I spoke more than once to the irate association secretary about maintenance issues here. I also got a shock one day after a set of service amendments was completed and introduced and we found that, due to peculiarities of a particular schedule and a one-way traffic scheme, buses on a service going both ways were passing the same point and serving the same stop! (memory fades but I think it was the 168 or 168a in Swinton Street). Quite how we overcame this is lost to memory too.

Then it was shelters. This was early days in the era of advertising types and many extra ones were appearing on a shared cost basis with advertising contractors.

Some well-meaning individual once painted one of the old tubular ‘q’ style ones lime green and a householder, unhappy at the siting of a modern glazed one which was erected outside his house set about it with an axe! A smart row of standard enclosed glazed ones was to be erected at Kensington. For the busy stops served by routes 9, 73 and 52. LT’s standard was for these to have dark red skirt panels but Kensington & Chelsea borough petitioned unsuccessfully to have these changed to blue (no prizes for guessing why-as the humourist Michael Flanders (‘Transport of Delight’) wrote for one of his other recitations “the council there is strictly non-political – it’s all conservative!)

All in all this was not an easy time and I was glad eventually to move back to traffic work at a divisional office. A couple of years later I got a job helping to administer the sad task of closing the BTC museum at Clapham, and the search for a new site for its historical collections. Over the next fifteen years I was heavily involved with the design, setting up, day to day running and eventual closing of the Syon Park exhibition, then a lot of even more hair-pulling similar work for Covent Garden and a management involvement there till 1987.

I suppose there’s a few tales I could tell about all that, but they’re another story!

We inhabit an age where not only do vintage PSVs live on long into retirement but so also do those who worked with them or admired them as enthusiasts. If you want to know how to reach the age of 94 and retain your enthusiasm and humour, to be able to charm the birds out of the trees and above all exhibit a grace most of us can only envy then you should have been at Cobham on 17th June, to meet Stanley Luckin, and hear his story. Stanley now lives at St Ives in Cambridge. To celebrate his 90th birthday he visited the Covent Garden Museum. He was overheard explaining some of the exhibits to his grandson and the staff were so fascinated that he was given a guided tour and a member came down to his home to interview him. So it seemed a good idea to celebrate his 94th by bringing him to Cobham for the Father's Day event. Thus Alan Purssey, and Alan's daughter and son-in-law drove him down so that he could have a look around and recount something of his career for the LBPT archives. 'When I was being shown around Covent Garden I climbed up on to one of the horse buses and there were these two young ladies sitting there so I said "Good afternoon" and then realized there were dummies!'

Born before World War 1, he started as an engineering apprentice with East Surrey at its Reigate works in 1928. He worked on all manner of vehicles and mechanical equipment, but particularly engines, qualifying on an NS five years later. The afternoon he passed out to celebrate he took his 500cc motor cycle with a friend on the pillion to London. 'On the way back I pulled up behind a bus, I was in second gear, a lorry cut across in front of me, I crashed, broke my leg, I was in hospital for three months. It was there I met my wife, Phylis, she was a nurse, we were married for 62 years. While I was in hospital - I was off work for seven months - I got a letter from the LGOC saying I would be transferred to Chiswick. After the accident I bought a car, a six cylinder, twelve horse power Morris sports car. I did 14,000 miles in nine months, going to see my bride in Kettering; I wasn't married then. We married in 1936. Her father was a regimental sergeant major in the Irish Guards. He bought a coal business.





My wife loved the horse and ever since then we've kept horses, we loved showing them.'

Stanley worked in all the engineering departments, 'chiefly on engines. Eventually came the chance to upgrade and concentrate on crankcases.' I asked Stanley if

London Transport were good employers and he said they were. Did conditions change when the LGOC was absorbed by London Transport? 'No, nothing really changed at all. The only person I didn't get on with was the foreman in the crankcase section, I don't know why.' In the 1930s petrol engines were giving way to diesel ones, or oilers as they were then known. Stanley found diesels much dirtier to work on, 'You were always covered in oil at the end of the day.' Not that this bothered our hero, 'I loved every minute of my job.' We went over to look at Q83 which, fortuitously, bore a Reigate destination, so out came the cameras. I asked if the position of the Q engine, amidships, beneath the floor, was more difficult to work on than those in half cabs buses but Stan explained that at Chiswick the engine shop dealt solely with engines which had already been removed from the buses so accessibility was not an issue. Whilst working at Chiswick Stanley and his wife and family lived at Twickenham, Stanley traveling to work by trolleybus.

During the war, when much of Chiswick went over to military contracts Stan worked first of all on the Churchill tank flame throwers. 'I had many a cup of tea out of that stuff. Bit smoky but it was hot and warm! Then I worked on the fuselage of Halifax bombers. One particular Sunday I was working and I asked the foreman if I could use the guillotine, it was a six foot long guillotine, to cut out the template of part of the nose cone and he said "Yes, alright." Just at that moment someone called me, I turned, and my finger went under the guillotine.' Stanley held up a very deformed but still obviously functional finger. 'For some reason or other' the shop steward wouldn't take up Stanley's case and shortly after that he

was sent back to the bus section. Then in 1943 he got his call-up papers and served, naturally enough, in REME (Royal Electrical and Mechanical Engineers). In the late Spring of 1944 he had a job driving down to Dover where he saw the invasion fleet being prepared and shortly after he himself sailed over to France, moving from there to Belgium. In Antwerp he and three others had the afternoon off and decided to go to the pictures. Stanley and two of them changed their minds at the last moment but 'the Corporal went. When we got back to camp we found the cinema had suffered a direct hit from a V2 and they were all killed.'

We showed Stanley the newly restored STL 441 and that triggered another reminiscence which confirmed our suspicion that Stanley had been a bit of a lad in his time. He had earlier recounted an expedition in his apprentice days from Reigate on an open topper. 'The open toppers used to come into the workshops. I tried to get off with a girl on an open topper but I think she had a boyfriend. Anyway I went for the ride to West Croydon. Later I bought two seats from an open topper from the obsolete stores at Chiswick, I gave one to the lady next door.' I asked if buses were ever dismantled at Chiswick but Stanley said he didn't think so. 'I don't think they had a place there where they could break them up, they were always sent off somewhere.'

On another occasion a group of Stanley's fellow workers hired an STL and took it down to Brighton. 'The lads persuaded me to dress up as a woman, nylon stockings, high heels, the lot. Anyhow we got to Madame Tussauds and one of them said, "Do you know that lady is a chap?" and they let me in free of charge'. Whilst Stanley was holding in thrall with his stories we were walking around, looking at the buses. We stopped beside TD95 and RF486. Stanley didn't have much to do with the Rfs, for they came in after he had transferred from engine work. Did Stanley have any preference for Leyland or AEC engines? 'No, they were equally efficient.'

With the opening of Aldenham in 1949 Stanley, who was now living at Tring, transferred there as a wheelwright and helped with the completion of the works, which had originally been planned as an Underground depot, but the war intervened and the Tube never reached it. Staff buses brought the workers from all over London and the Home Counties. These were originally STLs, later RTLs and by the time Stanley retired in 1978, Routemasters. At Aldenham as a wheelwright Stanley worked on every sort of machine. 'Lathes, sometimes 40ft up on the cranes which moved the bus bodies around. Then another day we might be in a hole in the ground, working on the drains'. Stanley was at Aldenham when the Cliff Richard film Summer Holiday was being shot. 'I saw him but of course I had my work to do.' He then made a remark for which a number of middle aged ladies will probably never forgive him. 'I can't remember whether I shook hands with



him or not.’ Fancy not remembering whether or not you had shaken hands with Cliff Richard! Incidentally there is an RT, No.4363 since you ask, preserved in the transport museum in Oslo and apparently it got there because a young Norwegian was so knocked out by Summer Holiday that he bought the bus to take his girl friend around Europe, they eventually married, but then divorced and, having no

further use for the RT, presented it to the museum. At the end of his time at Aldenham Stanley was earning £95 a week. ‘If we did overtime, working on a conveyor all over the Easter weekend for instance, we would take home £150.’

Stanley has decided that now that his eyesight is not so good - he gave up driving in 1997 just after he had bought a brand new Vauxhall Victor – and physically he is not quite as active as he once was he is going to move into sheltered accommodation, near his present home at St.Ives. He has a daughter at St. Ives and another, a schoolteacher, in Derby. ‘They’ve both been very good to me.’ ‘All my grandchildren and great-grandchildren live at St. Ives.’ ‘How many do you have?’ ‘About eighteen.’ We both couldn’t help laughing at the ‘about.’

We could not, of course, conclude Stanley’s visit without a ride in a bus with which he would have been familiar and so, although the theme of the event was the single decker, STL2377 had been placed in position by Tony Lewis in Redhill Road for a 20 minute trip to Cobham village and back. ‘Gosh, the sound brings back memories.’

Stanley has already made plans for celebrating his 100th birthday and no doubt another visit to Cobham, or wherever we are by then, will feature.

I have been asked by Stan to thank those involved through your magazine.

In particular Michael for his interview and a special thank you to Tony Lewis who gave him a warm welcome on his arrival and organised a trip for him on STL 2377 for a memorable day, he remarked that he felt like a V.I.P.

Alan Purssey.

ROUTEMASTER Retrospective, Mathew Wharmby and Geoff Rixon.
Published by Ian Allan at £16.99.

Just when you thought that the last of the Routemaster books had been published along comes another. This is the third in the series, that also features RM Requiem and Jubilee and almost fits between them, as the years covered are 1980 to 1998.

The same size and style as the previous books, the withdrawal of RMs from outer London routes is detailed in chronological order. Route 62 was the first in January 1980 to the last, the 139 in March 1998. The later conversions were of routes that penetrated into the central area and the loss of the 139 heralded what was to happen five years later. As before, the illustrations are all in colour and feature one or more Routemasters on the routes from which they were withdrawn. These vehicles are a mix of long gone sound looking buses which would be good to own in preservation and many that lasted long enough to do just that, or become 'Dartmasters' on the 9 and 15. There are 96 pages, nine chapters, 116 routes and you can count the buses if you wish. One thought did cross my mind, as the routes featured are all central ones. Might this not be the last book in this series? It's probably one that will have appeal so look it out.

THE PICCADILLY TUBE A history of the first 100 years by Mike Horne.
Published by Capital transport at £19.95.

Yes that's correct this is a train book. Look carefully and there is an STL and an ST (or Overground DL) plus a number of horse buses but that's all. The reason for bringing this book to the attention of Cobham members is that Mike Horne has written the definitive history of the Piccadilly Line from 1906 when it was known as the Great Northern Piccadilly & Brompton Railway to the end of 2006 and the extensions to Heathrow terminal 5. The format of the book is 'Capital square' hardback, glossy, 144 pages with well chosen illustrations. Chapters include origins, construction, development, expansion in the West and North, wartime and postwar recovery, Victoria Line and Heathrow and Heathrow T4 and T5. An index is included naturally. Within the chapter headings the development of station buildings and rolling stock is covered together with various maps and track diagrams. The early years of the line with their often complicated financing arrangements give a sense of deja-vue. The text is very well researched and written and once started the book is hard to put down. Pictures have accurate and informative captions that add to the overall feeling that the author really 'knows his stuff'. All students of London Transport and its antecedents will want to add this really excellent book to their shelves.

THE LAST LINK 1907 - 1937 The first 30 years of the Hampstead Railway by Mike Horne.

Published by London Underground Ltd (Northern Line) and Nebulous Books at £9.95

From the same author as 'The Piccadilly Tube' comes this softback book in landscape format, almost A4 size, with 68 pages, that traces the history of The Charing Cross, Euston and Hampstead Railway from 1907 until 1937 by which time it was a component part of London Transport's Northern Line. The cut off date was chosen as it was felt that a more detailed history of the pre WW2 events was required. The text is divided into chapters concerning the history, route, trains and services, signaling and track, power supply and operations, connections at Golders Green and tickets. The illustrations complement the text and include track and signal diagrams, station plans and architectural styles. Ticket collectors will appreciate the coloured illustrations to chapter seven. Another definitive well researched and interestingly written work that is a must for inclusion in the railway section of your LT bookshelves.

LONDON BUSES in Colour 1965 - 1980

Kevin McCormack Published by Ian Allan at £14.99

The period chosen for photographic inclusion in this album was one of considerable change for London Transport buses and ends shortly after the demise of the RT and RF types. Included are all of the various classes of vehicle operated by LT and London Country Bus Services. There are eighty pages all in colour of subjects as diverse as West Croydon with RMs an RT a DMS a Southend PD3 and a Bournemouth Fleetline together in 1976 and Harrow Weald yard with out of service RLHs of the 230. I cannot recall seeing any of the photographs featured elsewhere. Among the highlights are Stonebridge with a freshly repainted RT and the garages own RM5 and an SMS, RTs 1866 and 329 (the latter still around and now owned by Phil Dale) as staff buses at Tring in 1966 and an incredibly run down and scruffy RT2052 subbing for an RM on the 19 road at Hyde Park Corner in 1977. RTs just about outnumber RMs and all other types in the picture totals as of course they should as probably LT's best bus ever.

A fine picture album in the familiar landscape hardback format that you will want to own.

LONDON TRANSPORT in the 1930s Michael H.C.Baker Published by Ian Allan at £15.99

Having recently produced a volume of LT in the 1970s Michael has now gone back to the beginning to the birth of London Transport and an era that he does not remember personally. The previous volumes in this series have relied for their 'house style' on the author's personal 'take' on the events recorded. This one struggles to cover a vast range of topics sufficiently within the ninety six pages allowed and can only be a taster for the reader to progress to more specialist and comprehensive texts. For the casual reader, who unlike us (I would bet) knows little about the subjects covered, this would be a suitable introduction to LT in the '30s. There is the usual frustrating mix of very well known photos and some 'new' ones with some inaccurate captions. A sample of these is as follows: on page 15 the guard is giving the 'right away' to a District Line train, the nearest car being C or D stock. On page 21 the back of the number 12 is a K or S type. The line up of Cricklewood buses on page 37 includes at least two STDs. On page 66 the Hammersmith Depot tram on route 30 is an E type not an E1. Last but probably not least, the motorman on page 85 is in the cab of a Met' loco not a Circle line train that had a completely different cab with a connecting door. If you have the other books in this series you may want this one to complete the set.

Classic Bus Yearbook-13 Edited by Gavin Booth Published by Ian Allan at £14.99

This years book contains seventeen articles including one that will certainly be of interest to our membership in which David Thrower looks back at London's post war T and TD types. A number of Cobham's vehicles are illustrated in the book, including G351, D142 and T31. Articles that may be of interest include topics such as Leyland's vehicles from the 1930s, second hand trolleys, bus blinds, Oldham's post war fleet, milestones in bus design RT, Lodekka, Atlantean and Guy Arab, rallying the classics and Robert E Jowitt on 35 years as a writer. There are plenty of photographs in colour and monochrome fourty five of which have a London interest. For those who subscribe to Classic bus this is a good companion, rather like stepping back in time to a buses annual from the 'Good old days'. Well worth a look for all fans of proper buses.

RTC MODELS TF

Following on from the TF recently released in resin from the M.B.C. is another model, this time in white metal from RTC.

Among the 28 parts that make up this model are two route sideboards: the hump style for the pre-war version and the straight style for the post-war this enables you to choose one of the three versions to model. It also has a separate sliding door to enable the model to be finished in the open, closed, or working as you wish.

Detail as we can expect from RTC is excellent and not too heavy. David always goes that little bit further with his detailing and includes such features as moulded handles and even the doorstep on the sliding door. The front like the earlier Leyland CR model is moulded in one piece for ease of building.

The instructions include a tip for masking of the radiator area before painting so that the fine detail is not obscured.

Like all cast metal kits a duodecimal use of the file was needed but the kit fitted together quite well.

Kit number 41 £32.00 plus £1.50 p&p from RTC Models Rosslyn Crescent,
Harrow, Middlesex, HA1 2RZ.

L.B.C. NEWS

East Kent, Maidstone and District, plus Southdown collectors are catered for in the latest releases from the Little Bus Company range.

Guy Arab III Park Royal GFN, and the Guy Arab IV FFN both operated in the East Kent Fleet. AEC Regent V Park Royal highbridge M&D. Leyland PD2/12 Harlington H/B open platform Southdown.

Coming soon are the Leyland TS7 3 axle bus used on the Portland bill service. Guy Arab 1 Massey Highbridge utility, and the Guy Arab 1 5LW Brush low bridge



utility short bonnet, both saw service in London.

Picture shows the masters

MBC NEWS

Coming Soon from the Model Bus Company 3 versions of the Thomas Tilling AEC Regal, LT 6Q6 Greenline coach, plus the LT Albion trolleybus breakdown tender.

Other models planned for the next twelve months. LT Bluebird ST, C1 Leyland cub, CR1 prototype CR cub, Low bridge Daimler utility, Q1 prototype, and LT 1429 Harrington coach.

NEW FROM BUSKITS

The MPTE Alexander AL type Atlantean BUSKIT 11 is now on sale at £35 incl. Postage. The Plaxton Centro bodied VDL SB200 BUSKIT 9 was launched on the 8th of July price £30. Cheques payable to Alan Johnson Hallwood Avenue, Salford, Manchester, M6 8WW.

MARSDEN MODELS

Neil Mortson is a new manufacturer of high standard resin models, has announced his first model kit.

AXO1L An Alexander bodied Leyland PS1 circa 1946 that also appeared on AEC, and Albion chassis. Due for release in September. This front entrance bus model comes in the same format as the little bus company with a one-piece body shell and a one-piece chassis unit with push on wheels as supplied with the L.B.C kits. Cast parts include a white metal base plate, radiator, headlights and steering wheel.

“SOLD OUT” But due to demand is to be reissued.

A second model due for release this year is the PXO1AL Plaxton highway 36ft AEC/Leyland dating from 1962.

Other models planned for next year are Brush B38 Guy Arab post war, ECW Bristol L5G pre-war front sliding door version, Harrington Leyland TS8 1939, park Royal Maudslay Marathon post war.

A pre-order system will apply and customers will be informed when kits are ready. Prices to be announced together with release dates. Please Send a S.A.E with your order to

Neil Mortson Westmorland Road, Marsden, South Shields, NE34 7JJ. Or E-mail marsdenmodels@co.uk.

WORLDWIDE MODEL BUS

Many of these models mentioned above and more can be viewed now by visiting www.worldwidemodelbus.com many new items to interest the model collector have been added. A new model kits page featuring a range of resin kits from the top manufactures. A guide listing model bus paints, John Howe's Garage kit range with his latest releases, plus more model reviews on the latest die- cast, resin and white metal kits, on this regularly updated and expanding website.

METRO MODELS.

Are currently working on new projects for the underground enthusiasts. Transfers for a variety of replacement destination blinds for the EFE 1938-1959/62 tube stock.

They are also designing their own range of card easy to assemble prototypical-building kits. These will include station buildings based on Arnos Grove and Acton Town. They will be made of quality card with a thicker card roof. Clear printed glazing for the windows and other extra features like drainpipes will be included. Tunnel entrances twin and single together with retaining walls are also projected. Items for the trackside will be section switch cabinets sold as finished painted items with relevant signage.

New seating roundel platform furniture, each is hand built in etched brass. Decals of your choice will be available to suit your own station name.

WALWORTH, WOOD GREEN and REIGATE GARAGES

Walworth garage is now available from John Howe; he had to reduce the depth to fit on a shelf but it still leaves ample space to display your buses. This is the version built in the 50's to replace the old Camberwell tram depot, and house the tram replacement fleet.

Wood Green built in 1904 originally a tram depot for the metropolitan was later in 1938 converted to a trolleybus depot. In 1961 it was again adapted to take Motor Buses. Alternate labels to model either version are included.

Reigate garage is the latest, once the headquarters of the London Transport's country bus and coach department.

Walworth and Reigate are £12.00 incl p&p Wood Green is £9.00 incl p&p to John Howe, Whitehall Road, Grays, Thurrock, Essex, RM17 5NX



Cobham Clean-up Weekend 30 June & 1 July

Photos by Alan Heasman

The tower stretches itself skywards, whilst LT 1095 waits for attention. The mobile canteen gets mobile again for a while and ends up elsewhere in the museum. The weekend was not well supported, but everything was taken out, cleaned and put back in a slightly different order as part of a master plan.





T 448c gets a breath of fresh air before being shunted back into the ranks “awaiting attention”.

The “Regent Cinema” enjoyed a wash and brush up, not something that happens to a picture house too often!



Firstly let me apologise for the lack of update in the last magazine, but, happily tell you it means there's loads to share with you this time round.

I wish to start with the very important subject of donations! These are the driving force that will see not only the NS, but all of our collection restored and maintained and I'm really happy to be able to tell you that since Open Day we've had a steady stream of them come through the door, from the small, to two very generous four figure sums. All I can say is thank you to everybody who has donated, from and on behalf of all the membership, and please keep on giving! Because it really is working and aids the speed with which progress can be made.

So on to the progress....

The engine has now been reassembled and awaits completion of the ignition system, fuel system and waterways before the initial start-up! It was a bit of a long haul because of the rubber "O" ring, which is a story for another time, but we've got there.

The whole starting handle assembly has been manufactured from scratch! I made the patterns up for the various pieces, had them cast up and then finally machined them.

The front prop shaft (Engine – Gearbox) has been fitted.

The steering wheel has returned from being covered in genuine celluloid & a lovely job it is too!!

The front bulkhead has returned again and is nearly done! Only a few little things for Derek and his team before it's finished.

Nick Abbot has kindly refurbished the number plate.

Currently the brakes are being set-up, when done, the rear wheels can be reassembled and finally fitted.

So this is where we have got to at present and hopefully come the start of the New Year we should be able to bring the Lady back to life! A start-up party will be organised for this occasion and shall be announced in either this magazine or the bulletin, whichever is nearest print at the time... So as they say, Watch this space!

Seb's photos on the next page show the current state of play.



Michael Wickham recently found the photo below . It was taken at the LBPG's 1975 open day and shows RF 136, RF 10(?) and ST 922, with RF 362 on the right. If anyone can identify any of the gents in the photo, please get in touch.



ANNUAL LUNCH 2007

Date: Sunday 20 January 2008

Venue: Silvermere, Inn on the Lake (upstairs)

Time: 12.00 noon, for 12.30

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

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

Money to be paid in full by 7th December 2007
Make cheque payable to: LBPT Ltd

Contact Debbie Morris to book
Lawrence Close, Crawley, RH10 7DR or
'Phone 07778 933 (Paul will take a message!)



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