

COBHAM

BUS MUSEUM

MAGAZINE



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Winter 2007

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The Journal of the London Bus Preservation Trust Ltd

THE LONDON BUS PRESERVATION TRUST LIMITED

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THE LONDON BUS PRESERVATION TRUST LIMITED

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Telephone communications can be made through the museum at weekends.

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Front Cover: *Ewan Pring's RLH 32 has been repainted into the attractive livery of "The Executors of Samuel Ledgard". It is seen here at dusk on the Pre-Hibernation day at the end of October.* *Photo Paul Morris*

So, another nearly gone, and quite year it's been. Yet it hardly seems any time at all since we were opening the season at Longcross, and now preparations are well under way for the next event. It is this seamless passage from one year to the next that can lull us into a sense of complacency. How many people are ready for the LEZ, for example? Out of the 501 entrants for Showbus, I counted 189 that would not be able to enter London without paying £200 from next July. The same complacency can lead to thoughts that some things, like Cobham, will always be there. Yet year on year the calls for volunteers go out and the faithful few respond, but they are not immortal. If no one takes over the reins, who will do it? Because "someone else" may no longer be around. Make 2008 the year that *you* make a difference.

And so to this crammed issue, it may be worth putting magnifying glasses on your Christmas lists, as if I have to keep shoe-horning items into 48 pages, I'll need to make the type smaller! The usual reports are included from those "in charge" and "those who do", along with the return of "Beyond the Gates". There are pleas for volunteers and reminders about the Original Christmas Lights Tour, plus a brief write-up on the new LT Museum and a few photos of recent events. It was a little disappointing that I have had none at all from the August Bank Holiday event. Colin Read concludes his ramblings and an item from the vaults surfaces in the form of STL 2301. I still have a couple of items awaiting publication, but more would be welcome.

It just remains for me to wish you all a jolly Merry Christmas and a happy, healthy and prosperous New Year.

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its Council of Management, or the editor.

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From the cab.....

It is tempting to look back at this time of the year (mid November with the Editor hot on my heels for my contribution) but I prefer to look forward. Our shared passion is about the past, but our goals are very much about securing the future. Indeed, Simon Douglas-Lane's team have been at work for many months on Open Day 2008.

We have a number of big challenges but I believe we are equal to them. Our core goal is to preserve, in operational condition, as many historic London Buses (and associated artefacts) as we can in operating condition. We then need to present them in a way that can be appreciated by our members, the wider enthusiast audience, and the public at large. The key point is about operational exhibits. Realistically we are more aligned with the many heritage steam railways than we are with many typical (but often very good) static car museums where the exhibits are used occasionally, if ever.

That desire to see our museum exhibits vehicles running on the roads at all manner of events is not an easy balance to strike but we are challenged to do just that. Every time we run, say, the Dennis or one of the STLs there is the responsibility to keep the vehicles maintained. Every mile adds to the wear and tear on parts that may have to be sourced from raw materials if suitable original parts, as is usually the case, cannot be found. The more vehicles we have, the greater the pressure on the volunteer maintenance teams to keep the vehicles on the road.

Therefore, as we look to towards 2008, our main priorities are:

- Substantially improving our fund raising effort.
- Ensuring that our restored vehicles are maintained and available for use
- A sustainable and deliverable restoration programme that sees newly restored buses becoming available to use on a regular basis
- Ensuring that the building(s) and facilities that we have are up to the job of housing the vehicles for display in the long term and provide a comfortable place for our volunteers to operate.

These are big goals for an organisation that relies purely on volunteers and we have, as always, to be realistic. It is not difficult to see the link between fund raising and the other priorities.

As part of moving forward, during 2007 David Kinnear, our then volunteer coordinator Trustee, was tasked by the Council of Management (CoM) to look at the structure of the Trustee responsibilities to ensure that it tied in with our broad objectives. It was clear to the CoM that the responsibilities were not evenly distributed and it was recommended to spread the load. Additional Trustees were needed to oversee and give more focus to critical areas.

As a result, additional Trustees have been co-opted to the CoM and we welcome back Roger Stagg (Restoration), Paul Morris (Rolling Stock), and a warm welcome to Colin Borg (Marketing). Trustee/Directors so co-opted will have to be endorsed by the membership at the next Annual General Meeting (AGM) following co-option. The roles of some of the existing Trustees have also changed – see the chart below. Michael Wickham has taken on the very challenging role of Fund Raising and we hope that he and his team are very successful. I do hope that you will give the CoM your support as they seek to carry out the work necessary to build on past “Cobham” successes.



Two of the existing Trustees, Richard Hussey and Allan Milliner, have decided to stand down for personal reasons. Allan was a Trustee for a very short period but Richard has been a major contributor to events at the Museum for more than 11 years. His influence and input has been massive during that time. I wish both Allan and Richard well for the future and thank them on behalf of the membership for their input. In this connection, you will see that we need someone to take on the important role of Volunteer Coordinator. If you are interested in taking this on, please get in touch with me.

The Special General Meeting (SGM) held in September was suspended because of an unscheduled intervention. Following legal advice the meeting will be re-opened and details will be found with this edition of the magazine. All organisations from large Plcs to small charities like ours have their issues and alternative points of view and it is worth reminding members that there are procedures and democratic paths to be followed. The Secretary can advise on the courses to be followed to raise specific issues so that they can be dealt with properly because it is important that we take decisions based on facts, not assumptions or speculation.

As I have said before in this column and also at Trust meetings, the issue of Brooklands must be put into context. The move to Brooklands or anywhere else is part of a long-term strategy to build, maintain, operate, and exhibit the Trust's growing collection. Premises are part of the solution, they are not the solution. As I write, we have received a number of offers for the Redhill Road site but any agreement is dependent upon satisfactory terms and conditions. In the Brooklands connection, we have asked the Brooklands executive to firm up on the prospective terms for a move to that site. At the time of writing we have not yet received these and but we are keeping the matter on strict review. As a matter of prudence, we continue to look at alternative location options. In the meantime, Tony Lewis and his colleagues work to ensure that best use is made of Redhill Road.

It remains for me to offer members and their family's best wishes for the festive season and a healthy and safe 2008.

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

Items / projects.

- Relocation / Brooklands Project – ongoing
- SGM - Legal opinion on intervention sought
- Newsletter – action required to ensure balanced reporting
- Further acquisitions – review – pressure on storage space at Redhill Road
 - o Examination of optional interim storage facilities - approved
- Health & Safety – Presentation by Chris Wheble – ongoing
- Review of the Structure of The Council of Management – Recommendations provided to the CoM by David Kinnear –approved and implemented

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

Tentative dates for 2008 LBPT Council of Management meetings are:

02 February 2008

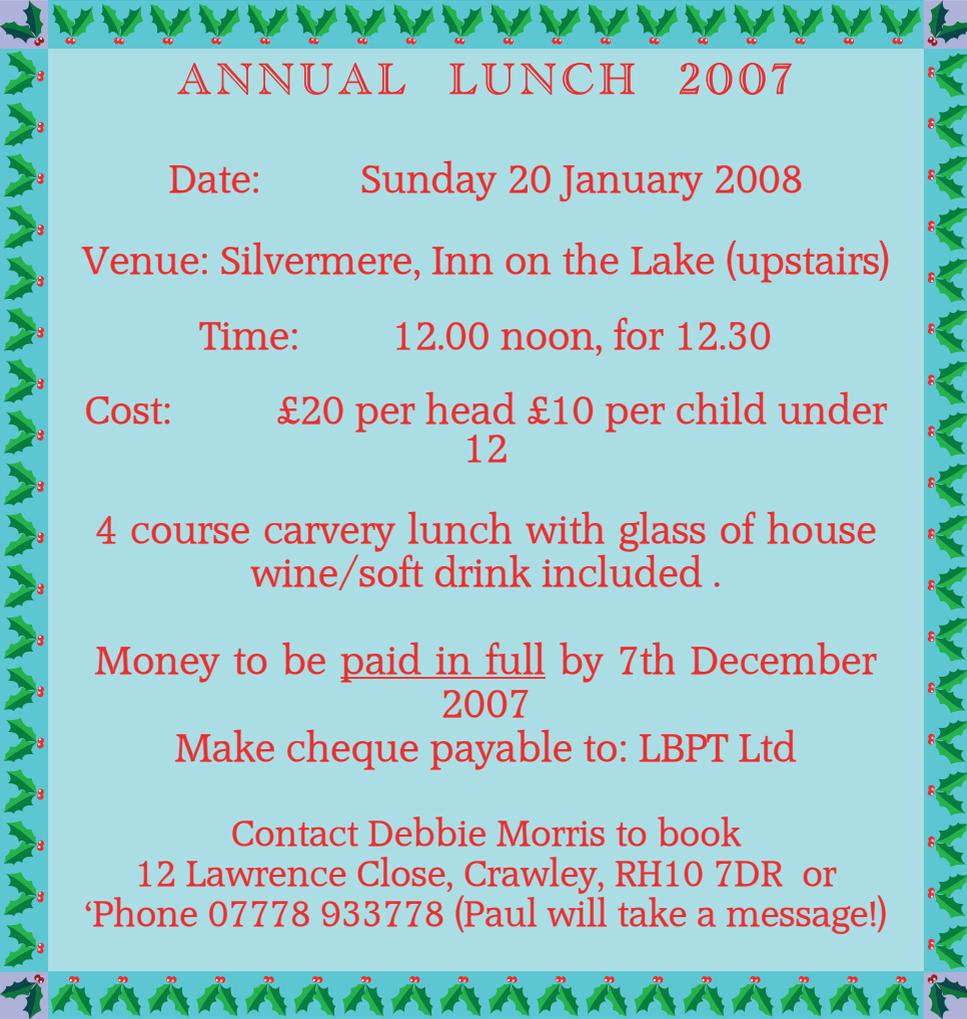
12 April 2008

11 June 2008

13 August 2008

18 October 2008

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

A decorative border of holly leaves and red berries surrounds the central text area.

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
12 Lawrence Close, Crawley, RH10 7DR or
Phone 07778 933778 (Paul will take a message!)

ANNUAL LONDON BY NIGHT AND CHRISTMAS LIGHTS VINTAGE BUS TOUR 2007

I'm pleased to announce this event will be taking place on Saturday 15th December 2007 and would like to invite all owners of historic buses to join us. The event is not affiliated to any society, and all types of vehicle are welcome. In the past we have had everything from a 1925 Dennis to Leyland Nationals and even the odd preserved taxi and military lorry. The latter can be difficult to cater for owing to the route taking us through areas restricted to buses but we usually find a way.

The event, which has run annually since 1983, is great fun and is in a good cause too. A collection is taken for the Rainbow Trust Children's Charity (a hospice in Surrey) at a convenient stop on the route.

The event starts at 4 pm from the North Carriage Drive in Hyde Park and arrives back there around 3 hours later after traversing the river countless times (looking beautiful by night), admiring London's floodlit landmarks and finally driving up Regent Street and along Oxford Street below the famous lights.

Full route instructions will be made available to owners/drivers. Please note that each vehicle entering Hyde Park must carry a permit (available from me) as buses are not normally permitted in the park.

Anybody wishing to travel as a passenger should pre-arrange their ride. If you don't have a vehicle to travel with, please make contact beforehand rather than just turn up on the day.

A handbill giving more information is available for download, as a PDF file, at <http://self-preservation-society.co.uk/misc/lights2007.pdf>.

Further information (including route instructions and permits) is available from John Hinson, at:

Postal: Grafton Lodge Annexe, Grafton Regis, Northants. NN12 7SR

Telephone: 01908 542815

Email: christmaslights@self-preservation-society.co.uk

OPEN DAY APRIL 2008 – COBHAM NEEDS YOUR HELP

As Simon Douglas Lane reports elsewhere in this Magazine, we will be back at Wisley for next April's Open Day and Bus & Coach Gathering.

The Open Day is our major annual fundraiser for the work of restoring and preserving our buses. With up to 5,000 visitors and over 300 buses and coaches attending, it is a massive exercise requiring huge resources to organise and stage.

Cobham is entirely dependent on the support of its members; we have no paid staff and everything we do relies on our volunteers. Will you help next April? Without your support, we will simply not be able to continue with this very popular and successful event.

We need help at both Wisley and the Museum in all kinds of areas from setting up on the day before to car-park marshals, to revenue-control, to the Shop, to display marshals, to exit control, to bus-service controllers, to guiding stallholders...the list goes on and on! All volunteers are allocated a reasonable shift so that they can be free to enjoy the rest of the day.

In addition to the 'warm glow' of helping your Museum, here's what Open Day volunteers get:

- Free admission to the event (a saving of £10)
- Priority reservation of the special, limited-edition EFE model buses
- Voucher for refreshments up to £5
- Invitation to a special Volunteers party later in the year with a bus trip and prize draws

WE NEED YOUR HELP! Whether you've volunteered before or not, please complete the card enclosed with this Magazine and send it in. We'll then be in touch with you. Don't delay, do it today!

Membership Report

Steve Hook

I would ask all members who pay their subscriptions by standing order to check their statements. Regrettably, some banks do not appear to be processing payments correctly, in that monies are being sent to the Museum's obsolete account. If this occurs, the money is automatically returned to the member's account. In this event, please let me know, otherwise I will have to issue a reminder that the sub. has not been paid.

A bumper crop of new members have joined our ranks. A very warm welcome to the following individuals and many thanks for your support:

1278	Robert Ridout	Hemel Hempstead	
1279	Anthony Sawell	Oxted	
1280	Derek Millis	Heinel Hempstead	
1281	Charles Chivington	Abbey Wood	
1283	Nicholas Bennett	T3romley	
1284	C Maynard	Dorking	
1285	Sir David Dayus, KCB CBE JP	Wigton	
1286	Cohn Fullagar	Guildford	
1287F	Ian Englefield	Camberley	
1288F	Mrs Christine Hayman	Fetcham	AL
1289	Geoffrey Williamson	Little Hadham	RT1206
1290F	Steve Ellis	Middletown, Powys	
1291	Stephen Gutteridge	Kenley	
1292F	Peter & Jayne Rickard	Woking	AL
1293	Roger Bland	Watford	
1294	Cohn Fradd	Reigate	GS
1295	Mike Preston	Guildford	SH
1296	Adrian Palmer	Weybridge	
1297	M Whitehorn	Bury, Lancs.	
1298	Douglas Wallace	Littleport, Cambs.	
1299	David Toone	Sutton	
1300	William Bench	Shepperton	CW

AL : Tony Lewis

AH : Alan Heasman

SF1: Steve Hook

CW : Chris Wheble GS Graham Smith

EFE:

The following recent releases of EFE models are currently in stock:

23206	RF 202	NBC Green Line livery on route 726 to Windsor.
29905	T 581	1946 London Transport 'Green Line' on route 715 to Guildford.
30509	GS 5	LT Country livery on route 305 to Prospect Place, Welwyn.
31702	RMC 1495	NBC London Country livery, on route 306 to Borehamwood.
32002	RCL 2238	London Country livery on route 370 to Grays.
33201	1189 FPM	LT Trader Artic 2 Axle Flatbed

No stock remains of EFE 27702, the Non-roofbox STL 1132, LT on route 22 to Homerton.

Orders have been placed for the following models:

16323	Bristol LS	LT Reg PHW 918 on route 208 to Bromley By Bow
34001	RT 5	2RT2, LT Wartime livery also on route 22 to Homerton
34201	RLH 74	LT Central livery on route 230 to Rayners Lane Station

It is hoped that the 2RT2, which received great acclaim at the September Showbus event, will arrive in time for the Festive Season. The RLH is due for release in January 2008.

CORGI:

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

Delivery of the Trackside Post Office Telephones sets and the Morris Minor, Vauxhall Viva and Ford Anglia car sets remain imminent.

Yet again there has been no news regarding delivery of the Corgi 1:50 scale models of RTL 139. These should have been released in June 2007 but have 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:

The news from our wholesalers is that they hope to receive their allocation of the SunStar RT113 models from the manufacturers during the second and third week of December.

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 was due for release in October 2007, with an approximate £150.00 price tag. In due course the members concerned will be contacted, after determining optional mailing costs, to request payment of the outstanding balance.

NEW PRODUCTS:

Ordered last February and eventually received just in time for our Pre-hibernation, Routemaster Event on 28 October were the Routemaster Destination Pencil sets. Cleverly packaged in the style of a destination screen, the half dozen HB pencils can be rotated to provide numerous destination combinations from “Marble Arch”, “Not in Service” to “Oxford Street” & “Paddington” An ideal novel stocking filler for only £5.95.

NEXT YEAR’S COMMISSIONED MODELS:

A similar format to previous years has been planned for the Cobham Fund Raising Models for 2008. These commissioned models have been responsible for the bulk of the profit made by the Cobham Shop in recent years. Availability of a specific model relies on a ‘donor model’ being available, and this in turn depends on the accuracy of the intended release dates of the EFE products. Delays can occur in various areas; Production, Shipping, Customs etc. If for any reason the selected donor model has not been available, Frank Joyce and his team at EFE have, in the past, pulled out all stops to produce a suitable replacement for our ‘Fund Raiser’

Provisional orders have been placed for the following:

- April 2008 Open Day Special: Roofbox PreWar STD (with Cobham 2008 advertisements)
April 2008 Special: RLH 32 in LT Country livery (route not yet finalised)
June 2008 Special: 2RT2 London Transport (livery & route not yet finalised)

Once again there will be no facility for the trade, members or non-members to 'reserve' models prior to the event days. Volunteer members, engaged in duties during or prior to the fund raising events, will be able to purchase the models by special arrangement.

THE BULLETIN:

On checking the Members' section of our website, I note the second edition of the Cobham Bulletin continues to be 'temporarily removed'. Hopefully, there will be room for additional updates regarding the Shop and its bus related products once the Cobham Bulletin has been re-instated.

.....AND IT'S GOODBYE FROM HIM ?:

It was after much deliberation that I resigned in November 2007 as the remaining Non-Executive Director of The Trust's Council of Management after the CoM's restructuring was finalised. I wish the CoM every success in securing a sound future for Cobham for many years to come.

I have decided that, after 7 years in the role of Volunteer Shop Manager, the time has come for a change before the pleasures of The Cobham Experience start to wane. I intend to vacate my position from behind the counter at the end of December after the completion of the closing 2007 stock-take and the year-end Shop accounts. I trust a suitable successor will soon be appointed for this varied and challenging role.

I would like to take this opportunity to express my grateful thanks to those members who have tolerated me extracting copious sums of money from them in exchange for various desirable bus-related products. Greater grateful thanks are directed at all the volunteer shop staff, both members and non-members, who have helped tremendously resulting in the Shop's success over the recent years, I'd like to name all of you, but I guess you know who you are!

.....and it's not 'Goodbye from him', I'll still be around, just in a much lesser role, have a great Festive Season and Very Best Wishes for 2008.

OPEN DAY UPDATE FOR 2008 (and a reference or two to Display Days)

As promised, there will be an update on Open Day in each Newsletter and in this issue you will find a volunteers card which we would like a healthy percentage of the membership to ANSWER! You can accuse me of repetition (but not deviation or hesitation!) because yet again I have to galvanise the membership into volunteering for anything, let alone Open Day and Display Days! The Open Day Subcommittee is considering a range of incentives to tempt volunteers out of the woodwork, and these would be in addition to the free entry (£10) for volunteers on Open Day: all will be revealed after our next meeting at the end of November.

Well as you all know by now it is **WISLEY for 6th April 2008**, and my thanks to the Managing Agents who have been so helpful thus far and will continue to be so as we approach the great day: Health and Safety and Risk Assessment will be high on the agenda to ensure that the day is as enjoyable and safe as possible though it does require a modicum of a great characteristic that seems to be withering on the vine: Common Sense! More changes of personnel on the sub committee (I keep up with them just!) as we bid farewell to Gordon Coleman and thank him for his role as Cobham Site Controller, and we still have Rod Lucas with us but his work commitments are tricky at the moment so if anybody would like to share this role please email me as usual on simondouglaslane@tiscali.co.uk

Ian Robertson after the hibernation day hung up his Stallholders boots and Graham Lunn is now in charge of that area. Roger Stagg has come back to reprise Revenue Control at Wisley, with the added task of liaising with the Police and Highways Agency for safe arrival and departure from the site: Alan Heasman again reprises his role as Site Controller at Wisley. Changes in the Management Structure on the Council of Management threaten to make the sub committee too unwieldy so a little cull may be necessary for efficiency purposes!! Kevin Hibbs returns as Publicity Officer and you will have seen his handiwork already on the display day publicity. Michael Wickham has taken on the awesome task of volunteer co-ordinator and this is a crucial area of the Trust Ltd activity: we can't organise anything if the membership expects a handful of people to do it all for them. This problem is endemic through society today so let's see if we can buck the trend. So for now, a Site Controller for Open Day at Cobham is essential.

The three display days this year have been enjoyable and the hibernation day with awful weather brought in about £1400. For 2008, we have themes for the three days, we will have a Colin Curtis link with one of the London Bus Companies (London General we think) and I will be negotiating with Ian Allan to see if we can organise a link up with the Cockrow Railway at Ottershaw for the June 2008 or August display day. We have site controllers for Cobham for all three

display days next year, but we still need an overall Events Organiser for these days: we have managed to get through the days this year with a total committee approach to the events, but an overall organiser is essential. E-email me or contact Michael as the volunteer co-ordinator.

So as we enter 2008, there is still a great deal of uncertainty on where we go and when: I am planning for the 2009 Open Day to be at Cobham, and we will have to negotiate annually on the Wisley option and we may have to consider where to go if that second site, in the future becomes unavailable. But for now we have all the makings of a successful 2008 for the Open Day and Display Days, and all it needs is more people to come forward and spread the load.

With my thanks to my sub committee, both current and departed as it were, and my best wishes for a contented Christmas and peaceful New Year.

Simon Douglas Lane, Chairman, Open Day Sub Committee

SUNDAY MARCH 16 2008 IS MEMBERS' DAY

On 16th March, the Museum will be open from 10.30am until 4pm exclusively for you, the Members. You will find your personal invitation enclosed with this edition of the Magazine.

Members' Day is your opportunity to have a good look round the Museum at your leisure, to meet your Council of Management and the other Officers, to be updated on all the latest developments and plans, to hear presentations on various projects and see restoration in progress. There will also be many opportunities to hear and discuss how you can get involved and help at the Museum, if you so wish.

The Cobham Shop will be open all day, there will be guided tours of the Museum, free refreshments as well as bus rides on some of the Museum's vehicles. For those coming by train, there will be a bus service at regular intervals to and from Weybridge Station, otherwise there is car parking along Redhill Road and, for disabled visitors, at the Museum. The whole event is entirely free of charge.

If you know anyone who might be interested in seeing, and maybe joining, the Trust, please feel free to bring them along.

For catering and other purposes, it would be most helpful to know numbers in advance and, therefore, it would be appreciated if you could reply to the enclosed invitation. However, you are also free to just turn up on the day in the event of a last-minute decision but a quick phone call to Michael Wickham would still be appreciated!

The Council of Management look forward to seeing you on March 16th. Put the date in your new 2008 diary now!

Micheal Wickham, Event Organiser

Cobham is famous for its open days, where the stars of the show are the superb vehicles that bring a piece of London's history back to life and are a fine testament to the expertise of many dedicated individuals, but this only gives the visitor a small insight into the real story.

Finding a derelict vehicle, then returning it to good health, demands a great deal of expertise and knowledge, however it is these aspects of the restoration projects that visitors to Cobham will rarely have the opportunity to learn about, so we are planning to launch an event that takes a more in depth look, behind the scenes.

We already have a few ideas for the one day programme, which could cover topics such as, *How did Cobham begin?*, *the story of the repatriation of the T type from France*, *the problems of bringing an NS back to life*, *future difficulties with restoration*, or *owning and restoring a London icon*, but this is where we would like your views.

The subjects shown above are only a snapshot of the many topics that could be covered in the seminar, but before we finalise the details we would like your ideas on the type of subject you would find interesting and like to see, within the programme.

We are planning that the event will be staged on a Saturday during June next year, at a venue in the centre of London, with the day's programme commencing at about 9.30am and finishing at around 4.30pm; lunch and refreshments will be a feature of the day.

The event will be limited to a maximum audience of 200 and there will be a charge to attend, but all of the income will go towards the financial support of ongoing projects, with any other costs being covered by sponsorship from within industry.

So think about the museum and any related questions, or subjects, that you believe could form the basis of an interesting topic within the event; then send your ideas, via email, to Tony Lay at **tlmaret@aol.com**

We will then give you an update regarding responses, in the next issue.

The outing started the day before, of course, with the vehicles having their final inspection and being made ready for the trip. Everyone’s eyes lit up when special blinds for the day arrived, I can’t think why! In between times, we posed the two vehicles, RML3 and RMC1461, in the yard for some pre-trip photos. The two drivers were at the ready and raring to go!



I had done identical blinds for the two vehicles plus a Green Line style one just for a laugh. As you can see from the photo, the laugh backfired on me as the Green Line one ended up in the RMC!

The next morning started cold, grey and damp – typical England in October really! We didn’t know then that the day would turn out to be perfect once the sun had got up

and brushed the sleep from its eyes. I arrived with my boys at 07:15 and already the Museum and its grounds were buzzing with excited people. I tried taking a couple of shots of the buses as they were awaiting departure but there wasn’t quite enough light and the flash only seemed to make things worse!

The RMC departed at 07:45 on the dot with Alan Heasman at the wheel and some idiot (me!) on the platform shouting, “hold tight please”! Tony Lewis pulled the RML out at a couple of minutes past 08:00 – the reasoning being that she was faster than the RMC and would, thus, arrive in Portsmouth at roughly the same time. She actually arrived about 10 minutes after us – some of us





already had our cups of tea! The journey itself was largely uneventful as the RMC behaved impeccably and, I guess, the RML did too.

The hill into Hindhead was long and slow but we made it and Alan stopped after the traffic lights only to let traffic pass us. We had a lovely tour around Port-

smouth on the way to the docks, arriving at 09:30. Alan tried to apologise for taking a wrong turn but I think he planned it all along to make the RML look better! Certain younger members of our party thought the sight of the warships in the harbour was very exciting. Once at the dock, we had plenty of time for a cup of tea and, in certain quarters, breakfast! I somehow knew that the packed lunch and box of doughnuts I had brought along wouldn't last until lunchtime!

Eventually we moved the buses to the front of the queue so we all knew that our time was nigh! Then the ferry pulled in, disgorged its contents and we were on it in no time, departing at 10:30. The crossing was lovely, calm as a millpond! The day was warming up nicely and everybody was happy. Before we knew it, it was time to get back aboard the buses and head inland.





The car in the photo on the left is obviously owned by a confused bus spotter! Taken by chance.

We arrived at Newport Quay at high noon. Once Brian Russell had obtained and distributed programmes we were all on our way for the

day. The only instruction given us was “be back by 18:30 or stay on the island”!

There were plenty of buses to ride and the frequency of departures was good. The crowds attending were shifted very well by the participating vehicles to all sorts of places around the island. My little party, including John Shirley at that time, wanted a ride on a Bristol VR so we headed straight for the departure stop and managed to get on an early example, ex Southern Vectis no 621 from 1969 (OSF307G), that was going to Godshill and back.

John decided to have a look around Godshill so my boys and I came back on the VR without him. Then it was time to look around the Museum and get something to eat. We saw various London buses, some on static display like our own two, while others were running in service, such as RT1702, RM1063 and RMC1469, all looking splendid in the autumn sunshine.



As last year, we had a reciprocal arrangement with Isle of Wight Austins, whereby the various owners of the magnificent collection of fine old Austin cars would give Cobham’s members rides in return for their own ride on one of our buses. My boys were thoroughly taken with the



little cars so David Kinnear very kindly arranged for Kevin Bane to take us for a ride in his 1929 Austin 6 (FV108). Many thanks to Kevin from me and the boys for a wonderful trip. The car was dignified, comfortable, beautifully presented and very sprightly!

We arrived back in time to

round up a few of the Austin owners for their trip. They decided that they wanted to go to Ryde so that they could return by ex London underground train and another bus. We duly departed at about 15:25 with our charges, arriving in Ryde at about 15:45.

We returned “light” in time to catch the IoW Museum’s



own Bristol LD6G, no 563, with its wonderfully sounding Gardner engine on the circular service 21 to Gunville and back. This brought back some memories for me of the Gardner engined Bristol LDs that used to run along my grandparents’ road in Poole in the 60s and early 70s.

All too soon it was time to bid a fond farewell to the many visiting vehicles as they departed along the road in front of our parked buses. I managed to snap five of them in between keeping my boys out of the road and the river – ex Portsmouth Corporation open top 1956 Leyland Titan PD2/12 no 4 (LRV996), ex London Titan T1030 (A630THV), ex Southern Vectis 1951 Bristol LL5G no 835 (HDL279), RT1702 and RM1063.

The homeward plans were changed when it was announced that RML3, driven by Tony Lewis, would be leaving ahead of schedule to see if a place on an earlier ferry could be found as several people, including my two boys, were rather tired. We took the opportunity and left the showground at 17:36 with that same idiot from earlier on the platform shouting “hold tight please” (I love it really – as David Kinnear pointed out!). We successfully managed to board the 18:00 ferry for the trip back to Portsmouth and on the journey home it seemed that everyone was thoroughly happy with the day. And I didn’t mention the closed road once! RMC1461 left as scheduled with Alan Heasman once again at the wheel, although John Shirley took over in Portsmouth for the remainder of the trip.

All our thanks go to Brian Russell for organising the trip, to the three drivers, Alan, Tony and John for getting us there and back, to the Isle of Wight Bus Museum for staging the event and to all those behind the scenes at Cobham for preparing the vehicles for us. Unforgettable!

Kevin Hibbs

Publicity Officer (well, you have to be an idiot to do that!)

ITEMS FOR THE MAGAZINE

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

David Jones

3 Epping Close, Romford, Essex RM7 8BH

or e-mail to djsj672@hotmail.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 February 2008

Letters Received

From Kevin Hibbs

In the last edition of the CBM Magazine, David Boshier included a photograph of K424 which appeared on page 20. He asked if anyone could identify the location.

The attached photograph, which was taken this morning, will confirm his suspicion that the location is,



is, indeed, the centre of Reigate, at the junction of the High Street to the West (now westbound only), Bell Street to the South (now northbound only), Church Street to the East (now westbound only) and Tunnel Road to the North (now closed to traffic). K424 is turning right out of the High Street to enter the North end of Bell Street, from which location both the original and my photograph were taken. Of course, such a manoeuvre is not possible today, because of the one-way system that was introduced to Reigate in (if memory serves correctly) the late 1960s. If somebody can remember the exact year, I would be very interested to know as I was only a fairly small boy when it happened.

The four buildings in the original picture also appear, largely unchanged, in mine. They are now, looking from the left of the original, "Renaissance", "Carphone Warehouse" (which was "La Trobe's" toy and model store for many years - a favoured destination for a small boy!), "Lloyds TSB" and "The Market Hotel" on the corner. It is interesting to note that the legend "Gents' Outfitter", which can be read on the second building (now Carphone Warehouse), is still there!

On a history note, I can remember waiting at the bus stop in Bell Street outside the Bell pub, almost opposite the existing stop, for RTs on route 424 to turn out of the High Street into Bell Street in the same way. As a young lad in those days

my mother would have taken me and my younger sister shopping in Reigate during school holidays, so I remember the scene very well. Incidentally, the fare from Reigate town centre to Woodhatch "The Angel", which was the closest stop to our home at the time, in those days was 4d (about 1.6p) for adults and 2d (about 0.8p) for children. Goodness only knows what it costs to take the same ride today on the replacement 324 which follows largely the same route.

The 424 route started in Alma Road to the north of Reigate Station with, if I remember rightly, the bus facing north. Upon departure it turned left into Birkheads Road and left again south into London Road towards Reigate town. I believe it was not so much the advent of the XF class but the increasing amount of road traffic across the railway line that prompted the change of direction of the little "one-way" system that the 424 followed at the Station because I can only remember the XFs facing south at the terminus and turning right into Rushworth Road then left into London Road to cross the railway line. From there, the route followed London Road down to the Red Cross, against what is now the one-way system. It then turned left into the High Street to emerge by the Market Hotel and turn right into Bell Street, where the photographs were taken. The rest of its journey south is well known.

Incidentally, in those days the RTs on routes 410 and 411 terminated at the Red Cross but they used to layover in Hardwick Road, just up the London Road from the pub. This involved the buses being reversed around the corner from the London Road into Hardwick Road - something that would not even be done at the dead of night today! They commenced their return journey to Godstone and beyond by turning right onto the London Road and trickling down to the Red Cross stop which was sited almost exactly opposite today's stop. I believe a photograph exists of an XA in red livery at this stop. The 410 and 411 routes then followed the 424 east along the High Street and down Bell Street, turning east again into Lesbourne Road to run past the old bus garage. It was in later years that these routes were terminated in Church Street and diverted to run along the main road to Redhill.

From David Gomm

My thanks to David Boshier for reminding people of something I have been SHOUTING ever since my involvement with said vehicle in the late '80s.

There is only ONE pre-war RT and that is RT 1. I really don't care what you call the others, probably RT2s is best, but they are NOT pre-war RTs.

Use of trust vehicles on 'running days' (other than ours).

Phill Cruise.

On a Wednesday this autumn the usual regulars were cleaning out STL 2377 after its use at a 'running day'. The results of such a day were to be seen on the floor and rexine surfaces. More worryingly, however, was the wear to the seats. The cushions were recovered some time ago using (research would appear to indicate) the original 1930s plywood bases. These are not standing up well to service use. There have been other cases over the past few years of historic Cobham vehicles that have suffered as a result of fairly heavy use. I know that I will cause controversy by suggesting that the more venerable vehicles should not be used at non-Cobham events except in very special circumstances when the loading should be kept down to a minimum. Vehicles such as RMC 1461 which came to us in 'service' condition are another case altogether.

When a vehicle has cost a considerable amount of money and effort to restore to as near original as possible it is madness to send it out on service to wear it out! Cobham's unique historical artefacts should be treated with care and respect and be used in a strictly limited way by our members only. Filming work, which raises money for the trust, does not usually have any adverse effects on the vehicles and would not need to be affected. Participation in events as static entrants or as photographic subjects could still take place, as again the odd outing is good for the vehicles and our publicity. The management at the museum needs to address this over-use of vehicles that will lead to having to spend more precious resources on making good wear and tear that just should not be happening.

From Colin Read

Next year marks fifty years since the infamous London Bus Strike of May 1958. Whilst it is a period of London's bus operations some might like to forget. It is all part of the fascinating story and it occurs to me that it could make an ideal theme for an additional running day.

Owners of provincial buses could be invited to bring their vehicles along - there is a superbly restored Leicester AEC Renown, of the type that helped out in 1958 - and surely other suitably preserved non-London vehicles are around, whilst our 1950s buses could be lined up in the museum out of use. Perhaps a picket could be set up outside the symbolically-locked gates, or perhaps that's taking things a little too far!

I should be interested to hear from other readers and from the Council of Management on my idea.

East London & First Heritage Day - 30 September



RML 3 was a welcome visitor to Waterden Road, spending the night there and seen here posed with RML 2760 and T 1. Roland's Routemaster (almost), having successfully repaired the bell unit, Mr Graves heads west along Cockspur Street. Both Dave Jones





A surprise planned for the day was that RMC 4 should run with RML 3 during the day, something only achieved on the first rounder. Here they enter Piccadilly and were caught by Russell Young's camera.

DM 2646 came out to play as well, to make a change from RMs

Dave Jones



Pre-Hibernation Event 28th October



The initial line up at the event comprised four Regent variations, ST 922, RT 593, Ipswich 16 and RLH 32, recently repainted into an attractive “afterlife livery”. The line up changed later to include RM 835, also in “afterlife livery”, RF 326 and RM 2116. Both - Paul Morris





Meanwhile at Brooklands was a display of Cobham and visiting buses STL 2377 is joined by RTL 139 and RML 2412, looking very smart in a livery that is probable all but forgotten.

As night draws in, RML 898 awaits another trip.

Both Paul Morris



Hot on the heels of the last RTL in passenger service came the opening of stage 2 of the new Victoria Line, which was extended from Highbury & Islington to Warren Street on 1 December 1968. Into 1969 and staying with the Underground, I did some photographs on the East London Line, where the elderly Q stock was due for replacement. Colour slides had now taken over from print photography, with the acquisition of better quality cameras.

RTW 467 of which I was part-owner, was doing quite well with filming work and we even managed to make a small donation to LOTS for the restoration of Craven RTI431. My twenty-first birthday in February was marked by the start of a new TV comedy series called "On the Buses", which I have to say I found a great disappointment with its knockabout comedy style and low humour. How much better it could have been with stronger, more serious storylines. And as for the execrable spin-off films that followed, the least said the better. I hope my comments will not get me thrown out of the LBPT!

The first prototype Concorde flew and on 7 March, the Victoria Line was officially opened by HM The Queen, coinciding with the opening of the extension to Victoria. I heard it said some years later that the station staff turned up on the day all spick and span and in their best uniforms to make a good impression, only to be temporarily dismissed and replaced by Palace officials dressed in LT uniform whilst the official ceremonies were taking place!

Rye Lane (Peckham) garage closed, followed by the Bournemouth trolleybus system in April. The RTW went down for a breath of sea air to observe the formalities, most of the group making a weekend of it. I recall that the sadly missed Prince Marshall had managed to establish contact with Sid Poole, one time editor of London Transport Ian Allan ABCs, (then living in South Africa) and he gave a talk to the then London Bus Preservation Group on London pre-1930.

At the time, I began to cast my transport 'net' a little wider and took part in a fascinating weekend trip to Belgium with the then Light Railway Transport League (LRTL). Staying at Ostend, we visited the coastal Vicinal line, the antiquated tramway system at Verviers and the trams and trolleybuses in Aachen, Germany. Shortly afterwards, Bromley area local route 138 lost its RFs in favour of MB types, the first type change in which I participated. RT 1199 was suitably decorated for the occasion.

Now having reached my majority, I was eligible for inclusion in the insurance for the RTW and I did not have too long to wait before an opportunity to drive it arose.

Wednesday 21 May 1969 was selected to type-train three or four of us on the vehicle, which coincided with a film job in Chelsea. Having done a day's work in the City, I duly reported at Fulwell garage, where the bus was then kept and after a little tuition, we were let loose. I had already had some drives on private ground but not on the highway. I recall that I took over the controls somewhere on the Great Chertsey Road and drove up through Mortlake and Barnes and across Putney Bridge to the film location somewhere off the Fulham Road. I think it then struck me - at 21 was I really driving an 8-ton double-decker through the London traffic as though I had been doing so all my life?

I've no idea what the film was - it may have been an advert - nor have I any recollection of the journey home but one tends to dismiss such things when one is on another plane and floating several inches above the ground!

Later that month, my parents and I set off for Spain via the then Southampton - Bilbao car ferry, a super voyage and an excellent holiday despite some serious car trouble on the outward journey. I managed to see and photograph the former Q1 trolleybuses in Bilbao and Zaragoza and I sampled the ex-Washington PCC trams in Barcelona.

I was to enjoy a number of other drives with the bus during the year, visiting the heady climes of Chingford, West Ham, the Woolwich Free Ferry and culminating in a lengthy drive from Brentwood to Kingston after a day out at Clacton.

A family visit to the Isle of Wight in July gave me my first sight of the former Piccadilly line stock as well as Southern Vectis 702, their 1939 open-top Bristol K5G, which remarkably is still going strong in 2007. Portsmouth Corporation's long-lived Leyland TD4 open-toppers were also seen.

Man landed on the moon, LOTS took the Craven RT to the Romney, Hythe & Dymchurch Railway, I had my one and only visit to Cardiff's trolleybus system and London's first overall advert bus (RM 1737) appeared - the RM of this number now being in the care of the London Transport Museum. I made an after-work trip to Amos Grove and Barnet to photograph the last day of RT's on the 84s to St Albans and an excellent railtour of the Underground was organised using clerestory-roofed Q stock, running out to Chesham, Watford, Uxbridge and Hounslow West, then all new territory to me.

I took part in a marathon weekend bus trip in October using a former Rhondda AEC Regent V, visiting Walsall and Bradford for the trolleybuses: Manchester for a filmshow and the site of what was to become Sandtoft Trolleybus Museum, east of Doncaster. I became an uncle for the second time and finally London Transport's first double-deck

OMO route commenced, initially using XA(s) on service 233 from West Croydon to Roundshaw, then a new estate. It had been quite a year.

Into 1970 and I found myself losing a little interest in the London bus scene, with so much standardisation and all the most interesting types on their way out. Railways were becoming a more worthwhile subject to study, especially with so much pre-war rolling stock around, such as Southern BILs, CORs and the post-war SUBs and plenty of semaphore signalling and signal boxes to visit, courtesy of the 'Norburv Club' and Southern Electric Group, which I had also joined.

The Walsall trolleybus system was revisited for some more thorough photographs a few months prior to its closure; I paid my first ever visit to Blackpool, for the trams - naturally - and, in the Autumn toured Switzerland with the aforementioned LRTL, concentrating on the interurban Swiss tramway systems with the added attraction of trolleybuses in Berne, Lausanne, Zurich and Vevey amongst others.

In October 1970, the biggest shake-up of bus services in and around my home town of West Wickham took place, with, primarily, the conversion of route 194 to the totally unsuitable SMS vehicles and the loss of our Saturday bus service to Beckenham (the 194A), which had only been introduced some seventeen years earlier. We had seen nothing other than RTs since as long ago as 1951.

Apart from work parties on the RTW, there was little to report bus-wise and, as mentioned, I began taking more of an interest in railways, tramways and, to a lesser extent, trolleybuses as the 1970s progressed. As I result, I amicably severed connections with the RTW group at the end of 1971 and also left LOTS although in subsequent years I did take London Bus Magazine fairly regularly, especially for their excellent historical articles. The annual Brighton HCVS Commercial run still had its attractions and I became a regular supporter of Cobham running days.

I am pleased to say that since taking early retirement in 2002. I have found time to re-kindle my bus interests, especially with the demise of the Routemasters and have been very impressed with the magnificent restoration work carried out at Cobham, especially on the STLs. Becoming a friend of the London Transport Museum has enabled me to participate in work parties at the Depot at Acton, with their remarkable collection of artifacts, with occasional jobs at Covent Garden Museum, prior to its reopening, and regular voluntary clerical work at Transport for London with their Records and Archive Management team.

That should be enough rambling from me and I hope that readers have enjoyed my reminiscences over the period in question.

In mid November I was fortunate to be invited to one of two evening launch events at the re-worked London's Transport Museum. One of the first things you notice about the revamped museum is that they have reverted to its former title, but lost the capital letters. Such is modernity! Once inside the museum proper, to the left of the enlarged and improved shop, the visitor is faced with an art installation, a huge wall, the full height of the building, with artistic renderings of major city transport system maps. A gentle slope leads the length of this to a lift, where the journey begins. The lift travels back in time, the floor counter spooling backwards until the visitor arrives in 1800, on a newly installed floor at the top of the building.

Here the journey through time begins, and the story of London's first public transport, George Shillibeer's horse bus and a horse tram can be found. Surrounding these are traditional and interactive displays, accompanied by artefacts and accounts from people who worked on the buses and trams at the time. Following the well-placed arrows leads down to the next floor, where the Metropolitan Line locos and carriages remain in place. Spruced up and with new interpretational material, these look fresher and more relevant. At the end of this gallery is a small living-room set with a walnut-clad TV showing suitable videos on London's transport, along with a selection of drawers containing well labelled ephemera such as tickets, maps, guides etc. There is also a graceful bridge across the building to the educational section.

Continuing the downward progress brings the visitor to the 20th century, the City & South London loco and padded cell car, plus dioramas and models on construction and history. The Underground theme continues to the 1938 tube stock car, a section on design philosophy and some revamped train-driving simulators that use the well-known (and free) BVE software. The effect is quite good; although labels fitted nearby suggested that final tweaking would be carried out before Joe Public starts paying admission from 22nd November.

Arriving at ground level is where the average anorak starts to drool, or it was, because this, from Mr Dribble's point of view, is the most controversial area. The road vehicles on display consist of: West Ham tram No 102, trolleybus 1253, B340, TF77, RM1737, DMS1, a couple of taxis and a moped. These are ranged opposite each other (although the trolleybus is rather out of sight) with a large open space between, dominated by a map of London surmounted by a large screen on which a variety of statistical and "real-time" information is projected. I suspect that the staff will soon become used to "Where's the RT? Where's the E1, the LT?" and several other vehicles that have been to the fore since the days of the old Museum of British Transport at Clapham.

The missing buses and trams are, of course, safe and sound at Acton. But why choose those particular buses for display? The answer is that each represents a significant visual and historical step from the other, something that Joe and Josephine Public will notice. Most people can't distinguish an RT from an RM – just ask a stranger what bus Cliff Richard drove in “Summer Holiday” – they'll say Routemaster! And this, to a great extent sums up the philosophy behind the displays. The museum has to attract, interest and, to use modern parlance, engage with, the visitors, many of whom are not the greatest fans of public transport. The displays alongside the objects tell a human and social story, not just the pure engineering facts.

Finally, at the end of the arrows, is a section devoted to the future. Current development plans are shown, along with others of a more distant dream. The last bus passed is the front of a Wright “Nokia” bus, the cab of which can be sat in. Tucked behind the early taxi is a children's play area, should you feel inclined to barge through padded passengers on a representation of a modern OPO bus.

So, is it worth £22 million? The answer has to be yes. The building has been refurbished in line with its listed status, yet fitted with all manner of energy-saving devices, which I suspect is where most of the cash went. The timeline path through the exhibits lends logic and purpose to them being there. The effect is of a modern museum in a spectacular old building telling a fascinating story – one that we, as enthusiasts, know – but which can now be related better than ever to those who need to know. Well done to all involved, if they fancy another challenge – we have one!

Back in December 1974, who would have thought that this would become a transport museum, or that the area would take on such a vibrant new life? Photo: Dave Jones



London Transport route 209 was one of the last to be opened using pre-WWII AEC Regent STL class buses.

The new route, which linked Harrow Weald Garage with South Harrow Station, commenced on 14 May 1952, serving many suburban roads that had not previously provided with a bus service.

At that time the STL class was in the process of progressive withdrawal from service, with its replacement being mainly provided by RT, RTL and RTW vehicles.

As a young bus enthusiast, who previously had to walk at least half a mile from home in any direction to see a bus, the introduction of the 209 service, with buses passing every 20 minutes that were visible from my bedroom, was a thrill indeed.

I imagine that drivers at Harrow Weald Garage, however, were less than enthusiastic to be required to drive pre-war buses, having seen the back of austerity G class and low-bridge ST vehicles and become used to cab door comfort in RT and RTW, RLH and TD buses. They nevertheless tended to drive the STLs with great verve, rapidly winding the unassisted steering as they passed through several challenging junctions and short inclines that the route presented.

The small selection of STLs needed to maintain the service ranged from STL 433, a sloping front version that dated from May 1934, to STL2301, the body of which had been constructed at London Transport's Chiswick Works, with delivery made in October 1937.

The latter bus was one of a batch of similar vehicles allocated to Camberwell Garage to operate on routes 40 and 42 as replacements for obsolete NS class buses. They were powered by an AEC A171M diesel engine of 7.58 litres (though this was generally referred to as a 7.7 litre engine) with a fluid flywheel transmission. This combination produced a throaty roar and gearbox whine that once heard would never be forgotten, together with a pleasant hot engine oil smell that permeated the lower saloon on hot days. Smoking was still permitted, of course, on the upper deck, leading to a heady tobacco odour and nicotine stained cream ceiling paint.



STL2301 had almost disappeared from my memory until I saw a photograph, reproduced here, in the Guardian newspaper dated 1 July 2006. The registration EG0355 seemed familiar. Of course, it was STL 2301. I had not previously realised that the bus that had carried me to local cinemas, Scout meetings and railway stations had been such a serious casualty of war.

Reference to Ken Glazier's excellent "London Buses and the Second World War" revealed that the damage occurred on 11 September 1940 in Gracechurch Street, London EC3, while the bus was operating on route 40 from Camberwell Garage (STL2310, a garage mate was also damaged in the same bombing raid and is pictured on p54 of that book.)

Other pictures of the two seriously damaged buses may also be found on pages 73 and 121 of John A S Hambley's "London Transport Buses and Coaches 1939-1945"

Both buses were rebuilt with similar bodies to those originally fitted when new from London Transport's float of spare bodies and returned to service.

The 209 quickly proved to provide a popular service, especially at peak times when it transported many commuters to and from the nearest stations. Off peak, it allowed non-car owners (that even in this comparatively affluent suburban corner of Middlesex were greatly in the majority) to travel to different daytime shopping venues and evening entertainment at the five cinemas and many public houses that lay adjacent to its perambulations.

The route's success was confirmed by the introduction of replacement equipment, in the form of RTs, which took over its operation in September 1954. As a result of the revisions to bus services in the Harrow area, the 209 eventually became the H12 operating from Stanmore to South Harrow Station.

What of STL230I? It ended its working days in the storage yard alongside Edgware Bus Garage as a "tip-over" unit in London Transport's service fleet. In this form it was used to demonstrate, to breakdown staff, the method for righting a bus that had fallen on its side, using stout wooden poles and ropes connected to winches. Most glass was removed to avoid injuring participating staff and the rest of the body quickly took on a seriously used appearance. A photograph of it laying on its side may be found on p111 of John A S Hambley's book "London Transport Buses and Coaches 1955", the caption advises that it was finally disposed of (almost certainly as scrap) in January 1956.

References : -

The STLs - Ken Blacker— Capital Transport (1984) ISBN 0 904711 61 7
London Buses and the Second World War — Ken Glazier — Capital Transport (1986)
ISBN 185414 136 8
London Transport Buses and Coaches 1939-1945 — John A S Hambley — Images (1995) ISBN 1 897817576
London Transport Buses and Coaches 1955 — John A S Hambley — Images (1995)
ISBN 1 897817665

My job as a Mini-Bus driver takes me to Crawley Hospital (where the wards are named after airliners such as Dove, Britannia, Viking, Viscount, Heron, Caravelle etc.) and East Surrey Hospital near Redhill. At the East entrance to East Surrey Hospital about thirty brass wall plaques from former redundant hospitals are displayed. Among these rather touching items from a far less affluent age, predating the introduction of the NHS is the one I photographed; it reads *East Surrey Traction Company's Employee's Friendly Society's Bed Feb 24th 1923*. Others are; Horley & District Childrens Cot, The Athenaeum Printing Works' Bed Sept 19th 1921, Railway Men's Bed June 4th 1921, South Godstone Working Men's Bed 1928.

None of the plaques are polished, being left in their natural state. Many also have similar attractive border decorations to the East Surrey plaque. It would seem that this is the most appropriate location for this plaque as it is health related, but let us hope that a less enlightened management does not scrap them.



London Memories, Ian Whitmarsh and Kevin Robertson, Published by Ian Allan at £14.99

Published recently, this hardbacked book of photographs by Ian Whitmarsh and others portrays travel and some of the sights of London in the sixties, seventies and eighties. In the landscape format of the Ian Allan 'Heyday' series it includes nostalgic sights of London in the sixties taken in colour followed by shots of various transport interests. RTs to Ms, Bulleid Pacifics to class 455s and 1938 tubes to D stock are featured with the odd aircraft and narrow boat included for good measure. This book is a good reminder of many things that have changed forever in London. A photograph, from 1962 of a shop window reminds us that you could buy Libby's corned beef for 3/11d. I think Bental's is still there, much rebuilt and you can still buy the corned beef, so some things have survived. Oh yes and that horse bus on the back cover looks familiar too!

Trolley buses in North East London, A Pictorial Survey, Published by L.T.P.S. at £18.

Long and eagerly awaited this nice thick volume joins its fellows covering other operating areas of London. I understand that there are various reasons why it has been delayed including extra material becoming available. As the finished product contains 144 pages and a map this would certainly appear to be the case. For those not familiar with this series of books they are soft covered, A4 sized publications of mainly monochrome photographs with a central colour section. The reproduction of the pictures is crisp and clear with two or three to a page. Most date from the later years of the system but where possible some from the early days are included, together with official advertising for the tram to trolley conversions. With very few exceptions (which I have bought from the LTPS over the years) I had not seen the photographs before. Many of the vehicles from this part of London worked their way Westwards and became familiar when working at such depots as CE (Colindale), SE (Stonebridge), HB (Hammersmith), FY (Finchley), FW (Fulwell), and IH (Isleworth) and gained a place in my notebook accordingly. So for those not familiar with the North East London routes this book is a must, and for others, it will evoke many memories of spotting days past. Members who like to model the trolleybus era will also find a wealth of information in the illustrations including back views, correct blind displays, adverts and street furniture. A veritable feast of trolleybuses not to be missed.

SWANLEY (SJ) AND BROMLEY (TB) GARAGES

Now available from John Howe, Swanley garage is approximately 17" wide including the yard, with garage doors that can be positioned in the open or closed position as you wish complete, with adjacent rounded out building £12.00.

Bromley garage is approximately 20" wide and shows the whole building with the two entrances. £12.00

Meanwhile John is currently working on a new tram layout depicting the four-track arrangement at Dog Kennel hill and hopes to have it in a presentable state for the Acton open weekend on the 8th-9th March 2008.

John has not ruled out the possibility of a modelling the rear of Cobham museum, it would certainly be ideal for displaying those models of Cobham's buses.

MASSEY GUY ARAB II

The Massey bodied Guy Arab II from The Little Bus Company was one of the most easily recognisable utility buses in service with London Transport in the late forties early fifties. Confined mainly in North and East London. London Transport was pressured to take a number of these utility buses to meet their shortfall.

Based on the Guy Arab II with the projecting radiator to accommodate the six-cylinder Gardner engine, although none of those destined for London received the larger engine.

Due to a shortage of red paint the first batch was delivered in an all over chocolate brown with red oxide roof and wheels. They were to remain in this colour until their

first overhaul in 1947-48 when they re-painted into the standard red and white livery



The model, from a master by Rod Blackburn, comes in the now familiar format of a two-piece body and chassis unit.

Among the many details included in this model are the platform grab handles, a feature not normally added to resin models.

Rod has really captured the look of the prototype with its deep roofline complete with the lobster back dome. The first run quickly sold out but Tony Asquith is taking orders for a re-run.

BRUSH LOWBRIDGE BODY GUY ARAB I L.B.C.



Another noteworthy model from a master by Tony Swift is the Brush bodied Low Bridge utility Guy Arab I, chassis as supplied to Eastern National in 1943. Ten of these vehicles were on loan to London Transport for three months in 1951 following the transfer of routes in the Grays area to L.T. Although still retaining their

Tilling livery, they did carry L.T. gold fleet names. On some vehicles the original fleet name was painted out with Lincoln green and the LT fleet name was applied over it.

This model has parts for alternate rear upper window, a steel panel, two piece glazed (post war), single piece glazed for the CWA6 version.

The instruction sheet includes a history of these buses complete with a list of known operators plus other chassis providers.

Period posters from the 40s and 50s can be found in the Fox Transfers range to complete two very detailed models from the late forties early fifties period.

4, Hill lane close, Markfield industrial estate, Leicestershire, LE67, 9PN.

LEYLAND PD2/12

Leyland PD2/12 with a highbridge Farington body. This model is based on a common batch in 1951 for Maidstone and District, and Southdown motor services. From a master by Don Middleton for the L.B.C.

M. & D. had the sliding vents style windows and Southdown was fitted with half-drop windows this is catered for in the pre-printed glazing sheet for either model. The model has been designed with a small ridge inside the windows to allow glazing to be fitted from the outside using a non-solvent glue. Again this model has the grab handles moulded on for added realism.

HUNTERS TRYST GRAPHICS

John Booth has produced destination screens for the Massey Guy from the L.B.C. range, upon which routes these and other utility buses ran. Some blinds have the route number at the top of the blind and others were placed at the bottom indicated by a star* in some cases both ends of the route can be supplied.

- Route 18 Sudbury Swan* 18 London Bridge
- Route 21 London Bridge 21 Farningham*
- Route 34 New Barnet 34 Walthamstow Crooked Billet *
- Route 62 Barking St Pauls Road 62 Chadwell Heath*
- Route 63 Honor Oak Kings X *
- Route 76 Edmonton 76 Victoria*
- Route 84 St Albans 84 Walthamstow Crooked Billet*
- Route 87 Rainham War Memorial* 87 Barking-Blakes Corner
- Route 88 Oxford Circus Mitcham *
- Route 101 Wanstead*
- Route 102 Chingford
- Route 145 Chingford 145 Ford Works*
- Route 175 Stapleford Abbots* 175 Blackwall Tunnel

A complete set, which includes destination blind front only, two stencil route numbers plus front and rear number plates £2.00 per set. Registration numbers available are GYL314 (G175) GYL399 (G260) GYL458 (G318) and HGC137 (G358) NOTE the numbers in brackets are for identification only and are NOT included.

John will be producing other transfers for the Eastern National and Southend buses shortly.

Orders under six ponds please include a S.A.E. orders over six pounds are post-free. Cheques made payable to J Boothth at Hunters Tryst Coachworks, 6 Rosslyn Ave. Harold Wood, Romford, Essex.RM3 ORQ.

THOMAS TILLING T

To follow on in the series of models from the London Transport T class the Model Bus Company will shortly be releasing the first of three models of this distinctive Tilling designed single deck bus complete with transfers. The first model kit number 5a will depict two in the post 1933 LT livery together with the choice of two routes route 227 Welling T 315 and route240 Edgware Stn T314. £32. decals £2.50 free if ordered with kit.

Sorry for any confusion, in the last magazine the World -wide model buses web site should have read Worldwidemodelbuses.com

It is horrifying to think that the last edition of this column was written in January - it missed one edition because I was moving house and another because there just wasn't room to squeeze anything more in the magazine. During that time we have passed through an entire rally season so perhaps I should just briefly summarise a couple of key events we attended.

The house move was ill-timed. We didn't commit ourselves to attend any event at the start of the year, with the exception of just one - the 60th Anniversary of the post-war RT event at Potters Bar on 20th May. During the previous six months or so, I worked hard on attaching all the detached bits (deliberate or otherwise!) on our part-restored RT4275 in order to get it MOT'd to be there. Well, I managed that but you can guess what the move date was when it was finally declared - the day before! After all that work I really didn't want to miss out so on the Sunday morning Gill and I emerged from behind our piles of boxes to take RT1784 and 4275 to the event. After a few hours consumed on unexpected flat batteries and a suspect charging system we finally set off, arriving at around lunchtime into the middle of the extensive free bus services around the area but we were only for display and retired to join a few other RTs

A damp North Weald in the 1st July [photo by John Hinson]



in a car park in the back streets. To us it seemed a very short day and in no time we were last in the car park with one of the organisers hovering to replace the barrier as soon as we were out. For a bonus one bus had a puncture on the return trip so we finally got home about 10 pm a little shattered.

We didn't get a programme at the time but scrounged one later and a truly magnificent piece it was, I didn't know there was much left to learn about RTs.

Sadly, though, I felt the whole purpose of the event was lost on many - running days are perhaps so commonplace these days that nobody is concerned what they are about and one magazine described it in the exact way I felt most people regarded the day - "Another successful running day" it called it, and illustrated three vehicles, none of which were post-war RTs.

North Weald returned to the calendar on 1st July, and was well supported despite the very wet weather. One of the three lines of vehicles was composed entirely of Routemasters!

We revisited the Mid-Hants Rally at Alton on the 15th July for the first time in quite a few years. Just after parking up, a blue RF soundalike pulled up next to us - it was Donald with the BEA! There were a lot of very nicely restored vehicles there, both London and non-London. A new one on me was RT1574, which has recently come south from Yorkshire and is now with PB Bus Marketing. At the time its new coat of paint was so fresh it hadn't received any transfers, but no doubt they have been applied now.

David Thrower and John Hammel's new purchase - Saunders-bodied RT3955 [photo by David Thrower]



David Thrower and John Hammel have recently purchased RT3955, which I don't suppose many readers have seen for a while. This Saunders-bodied example was converted to a caravan in the early seventies, and hasn't been used since 1986/7. There is a lot of work ahead, but I know David and John will not be daunted. First on the shopping list is a Saunders body plate - if anybody can help please contact

David on email at david.throwerwarrington@ntlworld.com or write to 49 Ackers Road, Warrington WA4 2DZ.

I've had recent news of two vehicles for sale - John Herting (01923 285241) is selling RT3228 which is a Green Line RT and Michael Narduzzo (07956 918577) has RF667 for sale, a green country bus. They are both very smart and to my knowledge in fine condition.



RMF588 looking in fine fettle when seen in Malta in October [photo by Jules Christian]

Peter Gregory wrote in April to say that when visiting the Fitland Sports centre in Mill, Netherlands (about 20 miles south of Nijmegen) ostensibly to see some aircraft on display, he discovered RM1163 acting as a control centre for a sound system for the auditorium. There are no seats and holes had been cut into the upper deck off side for access and there was also a hole cut for a sound system on the off side of the lower deck. It is still in red colours but it rather sounds as if it has made its last journey.

Jules Christian sent me a photograph of RMF588, which he discovered in Malta looking remarkably healthy. It is of course a Northern General Routemaster rather than a London one. He was told it was imported to Malta 15 years ago but has only recently been allowed to be licensed and used owing to the fact that all Maltese buses are single deck - until now.

Another Routemaster discovered in an unusual place was RM1282, which Malcolm Best discovered at the Rahmi M.Koc Museum in Istanbul, Turkey. Its restoration has apparently been quite extensive, using the rear half of RML2282, but the work was sponsored by Pepsi, which explains the advertising on the vehicle. Looking closely at the picture I can see a Douglas DC-3 aircraft and railway rolling stock - this plus must be worth a visit by anybody ever in the area.



RM1282 poses in the Rahmi M Koc Museum at Istanbul, with a range of transport items of all sorts in the background. [photo by Malcolm Best]

YouTube is something you either love or hate but occasionally something really interesting comes up on there. One such can be seen at http://www.youtube.com/watch?v=Nree_2B9JkQ which shows an RT being lifted out of a sunken concrete area where it has no doubt stood for years. I think this is RT3768, which has been used as an ice cream shop in London

Bridge Park, Havasu City, Arizona, USA. Although the craning seems quite careful, the damage caused by the lifting straps through the window frames suggests this bus is on its way to the US equivalent of Wombwell Diesels.

If you fancy a holiday in Pennsylvania, you might like to rent RTL1629 for \$100 per night in the Lake in Wood Resort - the bus apparently comes with all mod cons, such as bathroom, refrigerator, microwave, television and phone.

With a bit of luck our editor will find space for a mention elsewhere, but just in case . . . our annual London by Night & Christmas Lights Tour takes place on 15th December - latest details are on a new web page at www.self-preservation-society.co.uk/christmas . Hope you can join us.

That's all for now - do keep the reports coming.

Many thanks to all contributors.

As always, contributions to this column are welcomed - note the new address: Grafton Lodge Annexe, grafton Regis, Northants. NN12 7SR
Email: john@self-preservation-society.co.uk



Cobham's T31 had a day out in the Bedfordshire countryside in June this year when it visited the home of Mike Sutcliffe MBE, that legendary restorer of historic Leyland buses. Mike, seen at the wheel of his oldest bus, the London Central X2, is preparing to celebrate its centenary next year. By comparison, T31 is a mere 78 years old! Your photographer strongly recommends reading Mike's book entitled "The Leyland Man" (pub: 2003 by The Crowood Press). Graham Smith

Back cover: STL2377 was Cobham's contribution to this year's Amersham Running Day, held on 30th September. The bus performed effortlessly and is seen 'waiting time' at Chesham Broadway on its long through working over route 353 from Windsor to a slightly renamed Berkhamsted. Red STLs were known to have operated from Country Area garages on occasions after WWII although it is unlikely any operated in the livery worn currently by 2377. Graham Smith



WoVIS
We're Brown Bread

PICTURE
POST



BERKHEMSTED STN
353 GERRARDS CROSS
AMERSHAM CHESHAM

EVER
WEDNESDAY



STL
2377

EGO 426