

# COBHAM BUS MUSEUM MAGAZINE



The Journal of the London Bus Preservation Trust  
Issue 58 Spring 2008

# 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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It's that time again, when after much burning of midnight oil (or the green equivalent!) another magazine rolls off the presses and onto your doormat. After 12 issues, I think I'm getting the hang of it, but there's always something lurking that trips up the best of us. For the last issue Graham Smith procured a photo by Russell Young of RML 3 and RMC 4 on the Heritage Route event. Somehow a preview version was sent to print and the quality was lost. To redress the balance, and by way of an apology to Russell, I have reprinted it on the back cover (no insult meant, it just fits better! And I can see me driving!). Graham has also provided the front cover picture - more next time.

This sort of brings us to technology and how it touches our hobby. London Buses recently gave away to museums the three hydrogen powered buses that First had been using on the RV1, milestones or millstones? And there is to be an increase in the number of hybrid buses on London streets in the near future, would they be welcome at Wombwells in years to come? Modern green legislation makes the disposal of unwanted buses ever more difficult and the hope of finding a rare 1983 Titan for restoration in 50 years time is going to be nil. It's surprising then, that RLH 76 still survives in a yard in Uttoxeter - catch it while you can! The same applies to modern landmark vehicles, such as East London's TA1, and future preservationists will need to consider buying their chosen vehicle sooner rather than later.

Also, with technology in mind, those who use digital cameras need to consider the future care of your collections, they aren't quite as durable as they may seem, compared to slides or negatives. It's worth spending and organising now, before disaster strikes.

Anyway, enough pondering, what's in this issue? The usual reports, all up-beat and optimistic and, most importantly, realistic. The book and model reviews to help plan your spending and no less than three reports on Cobham activities in recent months - two, about Hawkhurst arrived together - like buses, but I couldn't give one a turn, so they are both included in full. We have a few miscellaneous photos at the end, preceded by a nostalgia-packed item from Brian Bunker - please read his last sentence before getting your pens out - you know who I mean!!

## From the cab.....

As I drove into the car park at Redhill Road last week (13<sup>th</sup> February) I was surprised (even astounded) at the number of cars on site. Admittedly it was like a fine summer's day (February?) but the number of volunteers on site must have been the highest on a normal working day since I have been Chairman. This is very gratifying but the turn-out hopefully supports the changes that have been made to the structure and running of the Trust. The recipe is simple – if we can create a welcoming atmosphere and work plans (more work to do here) many more people will find Redhill Road a relaxing and satisfying place to be.

Since I wrote in the last Magazine, members of the expanded Council of Management have started to make inroads into their specialist roles. Roger Stagg has started to develop clear plans and structures in the Restoration Area to ensure that we operate within budget and do not overburden ourselves with too many projects “in progress”. Paul and Roger have also agreed that our main priority for 2008 is to ensure as many as possible of the operational / restored fleet are on the road and ready for use. More details in Roger's report elsewhere in the Magazine. Let us hope that RT 2775 is able to join the operational fleet before too long.

Colin Borg is using his undoubted marketing flair to ensure materials and publications are consistent . You will see “The Home of London's Bus Heritage” appearing on a wide range of material as we seek to emphasise our pre-eminent position in all things that we do. Kevin Hibbs has been very active on the publicity front with visits to local town centres to drum up support for the Museum and forthcoming events.

David Kinnear has started to get to grips with the mammoth task of cataloguing exhibits, firming up the Acquisition & Disposal Policy and moving ahead on Museum Accreditation (a long road). David has also played a major role in getting “The Waybill” on the stocks and we hope that, alongside the Magazine and the Website, it will contribute to improved communications. Brian Jones has started work on the major task of sorting out / cataloguing our archive material such as photographs.

Michael Wickham's Fund Raising Team has formed a number of small groups to examine and expand our range of fund raising activities. We need them to succeed! Our shop mastermind – Alvin Hale – has decided to “retire” after many years' hard work as the Trust Shop supremo. Alvin made this a real success story and we owe him a great deal of thanks. Michael is looking for a new Shop Manager but in the meantime a small team of volunteers will ensure that Alvin's work is carried on.

At the beginning of February around 20 volunteers met for a day to give their views and help plan the short and medium terms goals of the Trust. It was a very useful and good humoured day. I think everyone agreed that we should repeat the exercise and hopefully we can involve more of the membership in formulating and developing ideas. Right now I'm in the middle of writing up all the material and turning it into the plan. The main details will be published in the next edition of The Waybill. Like all plans, things change, but hopefully it will provide a track for us all to work along.

At this time we are looking forward to the 2008 season and this kicks off with Members' Day (16<sup>th</sup> March), quickly followed by the Open Day at Wisley on the 6<sup>th</sup> April. More details are given elsewhere in the Magazine but I hope to meet as many Members as possible over the course of the event season. Also not far away, on the first Sunday in May (4<sup>th</sup>), we hope to have some of the Trust buses taking part in the annual H.C.V.S. commercial vehicle run from London to Brighton. I'm sure Brian Russell (the Trust's Away Event Officer) will be able to let you know if there are opportunities to ride on a Trust vehicle on this prestige annual event.

Peter Duplock  
Chairman of LBPT

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

### **Major items recently before (most ongoing) by the Council of Management (CoM) – February 2008.**

#### **Items / projects.**

- Relocation / Brooklands Project – ongoing
- Legal opinions received on various matters considered
- First issue of Waybill
- Progress on restoration of Trust Ambulance
- Written Activity Descriptions for Trustees
- 2008 Planning day
- Provisional dates for 2008 AGM - Saturday 28 June or Saturday 5 July (will also incorporate re-run of 2007 AGM). Venue to be decided.

The above list is not exhaustive! Further information can be obtained from the appropriate Trust Officers and will be covered in more detail in the Magazine or The Waybill as appropriate.

Scheduled dates for remainder of 2008 LBPT Council of Management meetings are:

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.

## **Wanted.....**

**Melvin Phillips**

Do you have any bus or transport items which you would be prepared to donate to raise funds for the Museum?

A team from the Fundraising Group is proposing to sell donated items either on EBay or on a sales stall at events at the Museum and elsewhere (in full co-operation with the Museum Shop).

What we are looking for is all bus related items, ticket machines, enamel signs and E plates, official issue badges, destination blinds, books, videos, maps, slides/photos, books, uniform items etc. Clearly LT items sell very well, especially the older ones, but it is surprising what people will buy, especially on EBay. Our request is not however solely for LT items, but items must be in saleable condition.

We obviously aim to raise as much money as possible to support the Museum, and are looking for the higher value older items wherever possible, however if in doubt, before you throw it out, give us a call! We can then discuss if we can sell the item and how to get it to us etc.

Please feel free to contact us: Melvin Phillips - 01342 600 (day) 01342 177 (home) Bob Bailey - 01483 006 (home) or email us melvinphillips@ com or bailey.bunch16@ com

Good progress has been made since my last report; the Group decided that the “Cobham Friends” name might have led to confusion so we will now operate under the Fundraising banner. Within the Group, a number of specialist teams have now been formed:

Home Events (Open Day and Display Days) will continue to be organised under the successful leadership of Simon Douglas-Lane and his sub-committee. Tony Lewis will continue to raise valuable funds by hiring out our vehicles and premises to film companies and other societies. The Cobham Shop will probably also come under the Group’s wing – please see a separate note about the Shop in this Magazine.

A “Talks, Shows and Tours” group under the leadership of David Mulvey will give talks, film and slide shows etc to other interested groups and will offer guided tours of the Museum to societies and education groups. As well as raising Cobham’s profile and encouraging new members, this will also provide a new source of income.

Brian Russell will build on the small but highly successful “bus trips” operation he has organised in the last two years and a new team under his leadership will offer a wide range of trips to interesting destinations. Priority will be given to Members and full details will be published shortly on the web-site, in the *Waybill* and in future issues of the Magazine.

Melvin Phillips and Bob Bailey will form a team to raise funds by selling donated ephemera as well as surplus items from the Museum. They will also take responsibility for the second-hand sales in the Shop. Please see a separate appeal from Melvin in this Magazine.

Another team will now look at developing our grant applications and at building partnerships with companies interested in supporting our objectives. A pre-requisite for success in this field is the agreement of the Trust’s medium-term strategy and objectives. The Chairman is now taking that forward.

I will be looking at tax-efficient ways of donating money to the Trust, such as through tax-rebates and legacies – more on this in the next Magazine. We would also like to run a “100 Club” whereby members commit a regular sum by standing order of which, say, 50% is given out in prizes with the remainder going to the Trust’s funds. We need someone to take this on – if this appeals to you, please let me know.

Finally, the Group would like to explore the possibility of staging new fundraising events in future years. These could be joint-events with other museums, steam railways or re-enactment societies, for example, as well as the commemoration of important anniversaries in the London bus calendar. Tony Lay will lead the thinking on this and we would welcome ideas and contributions from you – please let me know if you would like to join this team.

The Fundraising Group has already established itself as a friendly and positive team, full of ideas and determined to both have fun and raise lots of money for Cobham. We would love to see more of you involved and would welcome more people to join our teams. There are so many ways in which you could help – please call me on 01883 313 for a discussion or email me at mpf.wickham@com

## Membership Report

Steve Hook

Not very much to report, except to ask all of you who need to renew their subscriptions, to send them in promptly, please, as this reduces the time spent on sending out those second reminders.

We are very pleased to be able to welcome the following 21 new members:

New member Del Tilling is looking for a GS to purchase.

1301	Nigel Hart	Chertsey	
1302F	Michael Berg	Addlestone	SNB 257, 312, 433, 449
1303F	Ray Ellis	Chertsey	
1304	Trevor Muckett	Luton	AL
1305	Richard Mojeling	New Southgate	MW
1306	Peter Huxford	Coventry	
1307	J Nottage	Ilkley	
1308	Geoff Wetherilt	Barnham	
1309	Kevin McArdell	Bromley	
1310F	Keith Mullinew	Twickenham	
1311	Del Tilling	Shalfleet, I.O.W.	
1312	Brian Stickland	Weybridge	
1313	Bill Bessant	Egham	
1314	Derek Jones	Mortlake	
1315F	D Giles	Canterbury	
1316F	Frederick Martin	Norwich	
1317	A High	Worcester Park	
1318	M Cleavelly	Ipswich	RF 309
1319	P Veares	Plaistow	RML 2463
1320	Martin Wills	New Addington	
1321	Patrick Bloomfield	Wallington	

AL: Tony Lewis      MW: Michael Wickham

## **From The Open Day Sub Committee**

The day draws ever nearer and we have, for once, enjoyed the comparative luxury of having a site to prepare for longer than a couple of weeks! We have done all we can to make the facilities at Wisley as user-friendly as possible, with a new entry arrangement to eliminate the back up onto the A3, and before the 6<sup>th</sup> April, we will be having lopping and strimming going to make the site and the access bus-friendly as well, and that includes the far end of Redhill Road. We have also commissioned a thorough risk assessment/health and safety survey at Wisley, and we hope that all will be satisfactory on that score. We have also done all we can to eliminate revenue leakage (polite way of saying trying to stop those who want to freeloader) and everybody, once having paid, will be issued with wrist bands: if you lose your Cobham Rover (formerly the Ticket to Ride) just show your wrist: we also have introduced (trials at the Display Days) the meal voucher system for bus crews on the network of Class 6 services and remember if you volunteer to help on the day you have free entry to the event: please return your volunteer cards, and come to the Members Day on 16<sup>th</sup> March where we can give you more information if you have not signed up already! We have also approached Elmbridge Council about the use of Weybridge Station car park on our Open and Running Days, and we have also (via Peter Starks) asked SWT for publicity to be displayed at Weybridge Station. The bus routes have been “tweaked” to assist the travel to and from Weybridge Station with a simpler route number sequence. Signage both internal and external is all in hand and on a very important note, the loos at Wisley will be open for use on the Saturday and also open from 6.30am on the Sunday.

Again my thanks to my sub committee (getting larger all the time!) and to its members new and old: we also now look after the Display Days, about which more in the next newsletter. All we need now is wonderful weather to start the 2008 rally season with the Cobham Open Day: enjoy!

**Simon Douglas Lane: Open Day Sub Committee Chair**

## And After 15 Open Days.....

Most of you will not know that in addition to being Vicar of two parishes I have also been an RAF Padre to Heston 86 ATC Squadron for the last 5 years: in January of this year I was sent a letter from the RAF to ask whether I would take on the post of Wing Chaplain(Middlesex) which would involve supervising the Padre service to 25 squadrons: it was nice to be asked and I advised the Open Day Sub Committee of what was going on: with certain assistance now available in my parishes I have decided to accept the post from the 1<sup>st</sup> May taking on 9 squadrons to start with and the full Monty in the autumn. I have been delighted to be the Chairman of the Open Day Sub Committee for 15 events, from the days of little old Apps Court, through two runways at Brooklands, Wisley, Longcross and back to Wisley. It must surely be somebody else's turn!

I have advised the Sub Committee and the Council of Management (via Peter and Michael) that I will stand down after Wisley 08, but will give all assistance to my successor, with a comprehensive file (just one!) for their edification!! I will be delighted to volunteer (having banged on about it so long!) and will fulfil my obligations as Site Controller and Liaison with the Great Cockcrow Railway for the Display Day on 25<sup>th</sup> August.

I realise that I have not driven a bus since June 07 and before I get too decrepit I would like to drive a bit more, certainly where possible for the fund raising days in Evadne in the years ahead.

Thank you to all my committee members over the years, and it is satisfactory to say the least to have seen such progress on the Open Days over the years. A different role within the Trust now beckons as I take on a new challenge with the RAF!

With my thanks and best wishes,

**Simon Douglas Lane**

### Front and back cover photos

Summer Holiday, Leyland-version. The date's 9th July 2003, the location's Cobham Bus Museum and, yes, that is Sir Cliff Richard alongside RTL139. But why was he there? Look out for the full story in the next issue of the magazine! [Graham Smith]

On 30th September 2007, guest vehicles supplemented the usual Routemasters on Heritage routes 9 & 15. Cobham's RML3 is seen pursuing RMC4 (now owned by Roger Wright of Blue Triangle fame) at Hyde Park Corner, the first time ever, unless anyone knows differently, that both Leyland-engined prototypes have operated together on the same route in Central London. RMC4 was a 'surprise' addition to the day and was timed to run 2 minutes behind RML3! [photo copyright - Russell Young]

## **Cobham Shop - Can You Help?**

*Michael Wickham*

As you will have read in the last issue, Alvin Hale has 'retired' as Shop Manager after seven very successful years in the position. Alvin will be a hard act to follow in that he has developed the Shop into one of Cobham's major sources of income with a wide variety of goods on offer and has had particular success with the special, limited-edition EFE models which have proved immensely popular with collectors. The Trustees and Members owe a huge debt of gratitude to Alvin for his dedicated efforts over the last seven years and can well understand his wish to call time, sorry as we are to see him do so.

In the short-term, a team of regular Shop-helpers and other Members have volunteered to keep the Shop ticking over, particularly for the all-important Open Day & Gathering at Wisley in April. All efforts will be made to provide the usual service and to live up to Alvin's high standards.

For the longer term, we are now looking for another Member to take overall charge of the Shop as well as for 'new blood' to help, particularly on the sales side. If you have some spare time and would like to help with this vital fundraising activity, please come forward. For the Manager position, some experience of retailing would be welcome but it is not vital provided that you have some business nous, are familiar with bus collectibles and comfortable with figures. The rewards? Well, the satisfaction gained from running a successful and efficient operation that makes a substantial contribution to Cobham's running costs.

Whether for the Manager role or just to help with the operation of the Shop, if interested, please contact Michael Wickham on 01883 [redacted] 313 or mpf.wickham@[redacted].com You will be very warmly welcomed!

## **Wisley - have you volunteered yet?**

There has been a good response to the appeal for volunteers to help at our big Open Day on April 6th but more are still needed. If you haven't yet responded, please send off the card included with the last Magazine or call Michael Wickham on 01883 [redacted] 313 or email him at mpf.wickham@[redacted].com Remember, a couple of hours helping will gain you free entry to the event, saving £10! Thank you for your support.

From the recent enquiries I have received it would seem that some members were unaware of my decision to step down at the end of December 2007 after seven years in the role of Volunteer Shop Manager. I am pleased to report that The 'Shop' accounts for 2007 have now been completed and, subject to audit, the annual shop profit exceeded £16,500

As a replacement shop manager has not yet been appointed for this varied and challenging role, this 'Shop Update' is from yours truly.

In January, Richard Jones and I visited London's annual Toy Fair to view the new products available for 2008. Our first port of call was to see Frank Joyce and his team on the Gilbow Holdings stand. Frank had some disappointing news for us regarding the availability of the proposed fund raising models that had been commissioned for 2008. No doubt you will have read that China is experiencing some labour problems and this, coupled with their recent weather, which has caused much devastation, will impact on the production and supply of all types of merchandise that appear on our shelves in the UK.

### EFE – COMMISSIONED MODELS:

The successful sales of Cobham's EFE Fund Raising models are extremely important to the Shop, for they account for the bulk of the profits that have been achieved each year. As we have progressed from just one special model to three specials per year, the shop's annual profit has tripled.

The Roofbox PreWar STD, with Cobham 2008 advertisements will be available for the April 2008 Open Day. Fortunately stocks of the donor model are already in the UK to enable the team at EFE to customise the model to our specifications.

The model of RLH32 in LT Country livery will not be available in time for April, however, it is hoped that this will be produced in time to go on sale at either the June or the August Bank Holiday event day.

Sadly, it is very unlikely that the third selected fund raising model, the 2RT2, will be ready during 2008 – so fingers crossed for 2009!

There is always a possibility that a surprise 'fund raiser' may be announced during the coming months if adequate stocks of a suitable donor can be found.

## **EFE – STANDARD RELEASE MODELS:**

A limited stock remains of RLH 74, in LT Central livery on route 230 to Rayners Lane Station.

The expected release date for the model of RT 5, the 2RT2, in LT Wartime livery on route 22 to Homerton, is now likely to be during the latter part of April.

## **CORGI:**

Because of the unreliability of release dates I have cancelled the order for the Trackside Post Office Telephones sets and the second issue of the Morris Minor, Vauxhall Viva & Ford Anglia car sets.

No news has been forthcoming regarding delivery of the Corgi 1:50 scale models of RTL 139. These were to 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:**

10 of the 1:24 scale replica of RT113 on order from our wholesalers were reserved for those members who paid a £50.00 deposit. Following the delayed release of the model in mid January, the members concerned were contacted with the collection or delivery options. An additional two RT113 were ordered and these are currently available from the Cobham Shop with a members' special price tag of £130.00 each.

There were models of forthcoming RT variants displayed on the AB Gee stand at the Toy Fair. These caused us a little concern as none of the models had nearside headlights. We were assured that these were purely the prototype pre-production models awaiting any constructive criticism.

## **MEMBERS DAY:**

Richard Jones has kindly volunteered to run the shop during the morning of Members Day on Sunday 16 March. I hope to be at Cobham during the day to answer any questions you may have regarding my role of shop manager during the last seven years.



The morning was beautiful and M6 was already in the yard looking fantastic when we arrived at 09:30. Everything was prepared and ready on board so Dave Kreisler took her into the road to the bus stop to await the 10 o'clock departure time. Promptly at 10 Dave put her into gear, eased her off the stop and we were on our way. We turned into the Byfleet Road very quickly and headed off towards the Pain-

shill roundabout with light hearts and the lower saloon filling with foul smelling blue smoke. At the Seven Hills Road traffic lights the alarm was raised and Dave pulled her over into the lay-by on the other side. Upon investigation, it was found that the cause of the problem was that some oil had been spilled out onto the hot exhaust manifold. By this time most of it had burnt off so the decision was taken to continue and the saloon cleared quite quickly.

The journey down to Sheffield Park was very pleasant and uneventful, covering the A3, M25 and A22. The looks on peoples' faces as they passed us on the way were something to behold – they obviously don't often see a London bus in such pristine condition, and on a motorway! They should come and see us more often!

We arrived at our destination at almost exactly 11:30 and parked up next to former Maidstone & District AEC Reliance SO277. M6 was not due to take a trip out until 14:05 so we all dispersed to sample the delights of the Bluebell Railway. My boys wanted to look around the loco shed and were bowled over by the sheer size of the engines. After a brief look at



what was going on outside the boys then decided that they wanted a ride on a train so we caught the next trip to Kingscote. Unfortunately, the engine struggled up the hill into Horsted Keynes and died in the station. Quite what had gone wrong with it, I don't know but it didn't want to play for quite a while. The Pullman train even overtook us on its way to Kingscote.

Time was marching on and I became rather more than a little concerned at whether we would get back to Sheffield Park in time for the trip out on M6 or not. However, not to fear, as I had announced who I was to the platform staff at Horsted Keynes, the good people of the Bluebell Railway arranged for me and my boys to be whisked onto the Pullman train at Kingscote for the return



journey. They even held it back for a few minutes so that we wouldn't miss it. Our very grateful thanks go to all those involved in our assistance. The journey back on the Pullman was very dignified with impeccably dressed dining staff waiting on tables. They carried all manner of beautifully cooked and arranged morsels up and down the carriage for those on the journey. The smell was divine and was making us feel ravenous!

In the end we did make it back to Sheffield Park in time to join M6 for its scheduled trip out to Brighton and back. Whilst we were away, M6 had been joined by an Eastbourne Leyland Titan, a Brighton & Hove Bristol K5 and a Southdown Bristol VR. What a line up!



Quite a few people joined us for the very pleasant run and were



entertained by my boys passing out Museum leaflets en route. Well, there's no point having dogs and barking yourself, is there? Some local interest was aroused in the Pool Valley Bus Station and Dave enjoyed showing the vehicle off. Why not, after all the work that had gone into her? All too soon it was time to head back to Sheffield Park and to take a few more photos of the vehicles around.

Re-acquaintance was made with some old friends, RF486 driven by Peter Osborne, which was covering the service to Haywards Heath, and David R Howard's RML2324 in the handsome green and cream Cavendish livery, which was showing blinds for a service to Lewes.

The end of the day came with everyone feeling happy and ready for the journey home. Dave fired the engine up and we pulled out at just on 17:30. Retracing our steps back to the Museum, we arrived at around 19:00. M6's first trip out was a great success and most enjoyable. Someone said once that the Metrobus is not a very refined bus but on our trip to Sheffield Park she did exactly what she was designed



to do! And she did it well, without hiccup or complaint. All credit must go to the team of dedicated volunteers who spent countless hours restoring her. Job well done!

Thanks must go to Dave Kreisler for driving for the day, the Bluebell Railway for arranging the day and giving us a chance to show off our beautiful vehicle and to everyone on the restoration team at Cobham for preparing her so well. A brilliant day out!

## Letters

From Brian Reynolds

I have always had a particular affection for the RLH bus and during the fifties and sixties regularly travelled on the 410 route which ran from Bromley to Reigate. Until I made my first visit to Cobham about three years ago, I had not seen an RLH for over thirty years and had assumed (at that time) that none had been preserved. So my heart really missed a beat when I suddenly saw RLH 32 coming along Redhill Road - suddenly I was transported back to my youth. My enjoyment was only slightly marred by it being in London Country livery as opposed to the London Transport livery in which I remember these vehicles but, at least it wasn't in the rather sickly pale green of later years. From what I have recounted, the reader will not be surprised that I was saddened, indeed angered when I saw the front cover of the last Cobham magazine depicting RLH 32 in a completely alien livery. I can accept that when a London bus is sold to another transport company, and indeed four RLHs did acquire this livery when sold, it will acquire the livery of that company, but surely when a vehicle is set aside for preservation, it is incumbent upon the owner to ensure that it looks the way it was in service with London transport or London Country, for the nostalgic pleasure of those for whom it has memories — otherwise why preserve it?. To change the livery of a London bus in this way is like painting a moustache on the Mona Lisa! I hope that this livery (well-done though it may be) is only temporary and that the next time I see RLH32 it will again look like a London bus!

In the Editorial of the last magazine, disappointment is expressed at the lack of photos from the August Bank Holiday event. Actually, I am not really surprised. I found this event unusually disappointing. Several buses were not in residence and others were inaccessible. There were very few buses giving rides, noticeable absentees being the Cravens RT and the RLH - but I think I can guess what was happening to that!

From Bryan Wilson

So what has a wartime ex-army AEC Matador got to do with London buses you may ask! Well, last September 1 drove my restored AEC Matador across Holland to attend a rally at Oosterbeek near Arnhem as part of a commemoration event regarding the 1944 "Operation Market Garden". Also parked on the camp site was another Matador. Meeting up with its Dutch owner he told me that it was some time previously owned by London Transport as a wrecker and he would like to find out about its previous history. Being a member of the LBPT I am hoping that someone might be able to shed some light as to its location about 20(?) years ago. Its registration number when in the UK was PSU 893 and chassis no. 0853818. If anyone can help give me a ring on 01245 797 and I will pass the information on.

From Peter Gomm

I would like to offer a couple of comments on issue 57.

On page 24 I thank you for producing my comments regarding RT 1. Please, my name is Peter Gomm. (*Apologies for that - Ed*)

On page 25 I am a bit concerned to read Phil Cruise's recommendation that the STL (and other Cobham vehicles) should lead a sheltered life. Having enjoyed a ride on the STL at the Carshalton day I do have a certain sympathy with his views but the bus was doing what it was designed to do, carry passengers! When built and overhauled (much more diligently than any where else) they would return to the streets of London to an arduous life. On each visit to works parts such as seats were renewed as required (and often as not). If I read right Phil is saying that they should not now be allowed to wear? Why shouldn't the 1930s plywood bases be replaced by 2008 plywood? Surely modern products are available, there are reruns of moquette. Do we not replace tyres with modern ones? Do we not change the engine oil? Wear and tear is all part of running a vehicle of any age. Whilst I wouldn't advocate full and standing loads I think the present system fair, in fact it is much more realistic this way. What is a minimum load? It will still deteriorate if it stands around the whole time.

I own an RF (308) and whilst I would never let on too loudly I welcome a full load occasionally. Why? Well a few years ago I had a broken spring and went to the well known Cryers Hill repairer and he duly did the honours. When I collected it he explained that if you don't carry loads at all the springs don't flex and "grow", leading to the problem I had. With a full load the springs do flex and clean out the "muck" that accumulates between the leaves. I also feel that my bus was built and used for the carriage of passengers and the bit of clearing up is a price I am prepared to pay. I would never forgive any abuse and would most likely invite the culprit to take a little walk to the back of the bike sheds for a little chat about the error of their ways.

There are a few beautifully restored vehicles around that join in the running days I'm glad to say. People who are not in a position to own and restore them do get great enjoyment from being allowed to have a ride. My own bus is kept in 'service' condition (in fact I get complaints it isn't scruffy enough for a London Country type) to a price I can afford, I would love to have the interior done and the front nearside spring could do with replacing and should my 6 numbers come up they will be done but I would still put it up for service.

I always feel sorry for those inside museum buildings which don't get their tyres dirty, they must be itching to play with the traffic although perhaps not modern drivers who seem to have little respect for their elders and betters.

Phil also advocates that the Cobham vehicles of a "venerable age" should only perform at Cobham events. If this is to be you are a bit limited on what you can replicate. I would much rather see a red STL on the 84 than on something with a 4xx number. By the way is he also saying we should have a rolling date of when the vehicle passes into the venerable stage? If you use the RMC (or any other relevant types) will you not have worn them out when they pass the xx year stage?

Page 40 and the model reviews. I think you should have checked these as the number of errors doesn't reflect well.

Page 44. John, you didn't have to scrounge a Potters Bar programme, I quite willingly presented you with one when I heard you had missed out. Yes, it was shame that the purpose of the event was lost on many. For the benefit of those who read this the H(emel) H(empstead) running day on the 22nd of June 2008 is to celebrate 60 years of the green RT, TG and HH sharing the first 30 green members of the class!

## **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@ com

Text in Word, or any .doc format or typed, pictures in jpeg, slide or print.

Please send pictures separate from text, as they don't reproduce well if copied from a Word Document.

Slides or prints will be returned.

Please ensure your name and contact details are on each item.

## **NEXT COPY DATE**

# **WEDNESDAY 14 May 2008**

In autumn 2007 the CoM appointed Paul Morris and I to take over responsibilities for these two functions at the Museum.

With concern raised amongst the membership at the vehicle fleet being increasingly “off the road”, Paul has had his work cut out to continue to look after the Class 6 fleet and take on the Class 5s which had accumulated an extensive list of jobs to be completed.

With assistance from Simon Kriesler and Mark Winston, works are progressing and the game-plan is to see all of the Class 5 fleet back on road during 2008. Andy Baxter has returned to take on the mechanical work in the restoration crew, but for the coming months much of his efforts will be to aid Paul and his team wherever possible. As this item is penned, the gearbox of STL441 is having new top-gear plates fitted by Andy meaning that this will be active in the running fleet by Members’ Day.

Works on rebuilding the SMS engine are now moving forward and new cylinder heads have been sourced. Whilst not all members’ favourite vehicle, it is a significant milestone in LT history and one all of us will look forward to riding on in the not too distant future. Paul is always happy to hear from members with HGV or PSV mechanical experience to assist in the busy mechanical crew. Meanwhile Roger Shaw and Graham Bartlett have somehow shoe-horned the starter motor in and out of the Bedford tractor unit to make this “on the button”.

The Aldenham Ambulance has languished silently in the side of the Museum for nearly two years now since it was struck head-on by a speeding youth in his souped-up hatchback. Many of you will have experienced the frustration that comes from dealing with insurance companies and their “knock for knock” policies when the accident has not been witnessed by at least 6 High Court judges. Finally we have reached a settlement, and by the time you read this it should be back in the Museum ready to be called out!

It will come as no surprise that funds for both maintenance and restoration are restricted in size and, after due consideration, Paul and I have agreed that a greater proportion of what is available should go in 2008 towards

getting the fleet on the road, spare parts such as bearings for classic vehicles do not come at Asda prices.

The new policy is very much towards doing only a few items at a time and not diluting effort across too many projects. For that reason further work on T448 and T357 was halted, with all available effort going into RT2775, our longest restoration project. Now under the Project Management of Nick Abbott, we confidently look towards completion early 2009. In line with Charity Commission Policy and good business management, Project Management is now based upon a written statement between the Restoration Trustee and the Project Manager. This provides the PM with his own budget and cost control. Meanwhile Alan Heasman and others are completing the last few jobs on M6.

However, putting our house in order comes at a cost and, after much heart-searching, we have decided that further work on the NS chassis must be postponed for a period. A vehicle such as this soaks up vast amounts of money, nothing comes off the peg or from the local dealer. To progress at this stage would mean that other more important matters could not be undertaken and it is felt that a delay to the NS is better than vehicles being off-road. A considerable sum has gone into the NS project already and we will now take a breather to review the future costs and methods before proceeding on what could otherwise become a blank-cheque job. Unfortunately grant aid that was said to be forthcoming did not materialise and further work in this respect is needed before the spanner is picked up again. I can, however, assure that funds donated to the NS project are ring-fenced and will not be transferred to other works.

One member who is quietly involved in virtually every vehicle, as well as the building, is David Kriesler. Without him on both running and restoration we could be in a sparky situation! Neither should we forget Trustee Tony Lewis, who sees that the Museum is still there when you come to visit, as well as undertaking those jobs that few of us realise have to be done week in week out, between times of course he is a regular part of the dirty hands brigade.

Both Paul and I thank all the members for their support and assistance. Our goal is to bring you a running fleet with periodic future restorations; this is only possible with your help.

I shall keep the words short this time around and “Let the pictures do the talking” for this major step forward.

However, just to give some background, the photos give a rough, blow by blow account of the body swap that was carried out at the beginning of January 2008. This was a rather tricky task that took a little over three full days to complete. I am happy to report the whole operation went as smoothly as you see in the pictures and I'd like to take this opportunity to thank, Richard Hussey & Nick Abbott, for their tireless help in aiding this.

The eagle eyed of you will also note that in the last photos the shell of the Radiator appears. I had hoped that this would have been finished by now, the tubes are ready for fitting, but alas circumstances have dictated differently.

I hope you all enjoy the progress for now because it will probably be sometime before you hear of any further advances on the ole' lady. I have been asked to temporarily stand down the project for reasons that are recorded elsewhere.

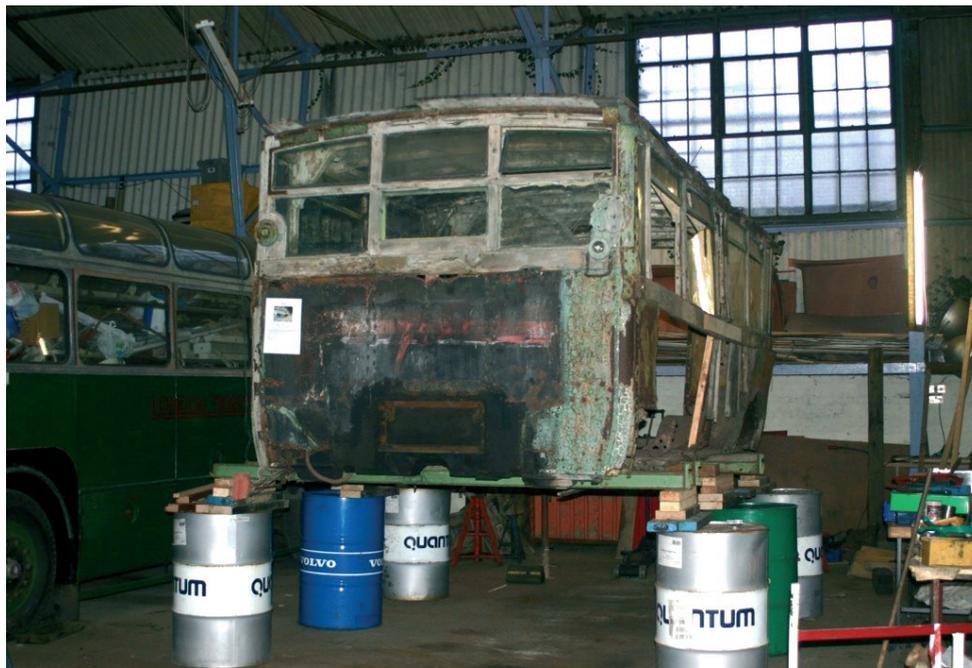
*The unwanted chassis with the body still aboard is jacked up high enough for the rear wheels to pass beneath the body. This and other photos by Seb Marshall*





*Props are placed to support the body, after which the fixings are released and the chassis lowered and rolled out . I wonder when this was last done? Ed*





*The body resting on temporary supports, ready for the overhauled chassis to be rolled underneath.. I'm sure there's a film of NS s at Chiswick where the chassis is driven beneath the body - but I could be wrong! Ed*





*The chassis carefully positioned beneath the body, before being lifted and the two bolted together.*





*United at last. The partly refurbished radiator gives an idea of the scale of the bus. Work has now paused partly to allow other projects to be completed, but the dream of being able to ride on an NS is one more step closer.*



February is not usually associated with running days, but the M&D and East Kent Bus Club and the North Kent VPG marked the closure of the 1950s former M&D bus station at Hawkhurst, Kent, with a running day using classic M&D and East Kent buses.

Cobham operated a members' trip to the event using the RMC. This enabled about 20 members to travel in style and at a cost rather less than if each had taken a car. The uneventful trip saw the RMC overtake the last production RM, Arriva's RM2217, also on its way to the event, and we arrived at Hawkhurst Bus Station at about 10:15, from where most members caught connections on the free services. The RMC retired to stand next to RMC 1476 in the old station yard for the day.

Among the buses in service in glorious spring sunshine were a pair of pre-war East Kent single-deckers, both rebodied just after the war, and a clutch of Maidstone & District AEC Reliances. Routes radiated from Hawkhurst, including an excursion which allowed time for a drink in the pretty village of Benenden. While the light was still good, there was a grand finale when the old bus station filled with M&D buses for the last time, followed through by the RMC now heading home. On the way, we overtook RM2217 again, now on its way home.

Cobham plans to offer its members a series of outings to external events – watch the bulletin 'The Waybill' for details.

*RMC at Hawkhurst bus station - Peter Osborn*





*M&D Harrington-bodied Reliance at Benenden  
East Kent FFN446, Beadle-bodied Leyland TD5 Both - Peter Osborn*



(Pics by Kevin Hibbs unless otherwise credited.)

Blimey! It was cold when I went out to scrape half the Arctic off the car! -7°C was registering on the dashboard. Poor girl had goosebumps! But I looked up and saw not a cloud in the sky. Wonderful – it may be cold now, but it has the makings of a beautiful day. I was not wrong.

I arrived at the museum at 07:45 and found that the doors were already opened so I grabbed some of the “eyes” leaflets –Open Day flyers – and headed down to the back. On the way, I heard the distinct rumbling of RML3’s Leyland engine. Strange, I thought, we’re supposed to be going in RMC1461. When I enquired, I was told that the RMC had developed a fault in its isolator. All that time and money on special blinds, it seemed, were going to be wasted. When my ugly face came into view outside, Peter Osborn grabbed me to help put some of them into the RML. We changed the ultimates and set the others to blank. Once done, Peter pulled the RML out through the gates and onto the bus stop to await departure time.

All at once a familiar blue van rounded the corner of the Museum and out climbed Paul Morris. I can fix that RMC in a jiffy – he said. Well, words to that effect, anyway! Paul brandished his electronic screwdriver while I went to get Peter to bring the RML back in, then the fun and games of changing the blinds back again started. In the middle of this, my boys arrived and took up their places swinging from the staircase poles. I keep telling them not to flaunt their ape ancestry but to no avail.

The RMC then duly took its place on the stop and everyone was assembled. Colin Borg, our conductor for the day, was in the middle of training Steve Whitelegg in the art of manipulating a Setright machine. The operating of it wasn’t a problem but tearing the ticket off is an art, we were told. Right!



At 08:40, only ten minutes later than planned, we were off, with Colin shouting “hold tight please” on the platform instead of this idiot. The journey to Hawkhurst was uneventful but very pretty once off the M25 and the miles seemed to fly by. On the way down the A21, we came up behind RM2217, one of Arriva’s Heritage Fleet. However, Peter had his foot down and was not going to slow so he overtook it! The driver duly waved to us all as we sailed effortlessly by, ok I’m exaggerating and the big red bus then disappeared in the distance behind us.



At about 10:10 we pulled into Hawkhurst Bus Station on the last day that this can happen. It was being closed at the end of the day for redevelopment – hence the occasion. We were greeted by the organisers and made to feel welcome. Then we were promptly evicted from the bus station as service buses also wanted to use it. We thus went off to the old railway depot, from whence all the heritage services were being run.

Once there, Peter parked our steed next to a sister, RMC1476, in its NBC green livery, and demonstrated

that wonky blinds were not just something from the LCBS days!

Once the blind was straightened, we headed off to see what was about. We found a plethora of Maidstone & District and East Kent vehicles plus a solitary Maidstone Corporation ugly-



© Lewis Hibbs (aged 5)



front Leyland Titan looking splendid in its brown and cream livery.

RM2217 arrived panting and was parked close to the two RMCs while Colin Borg, Peter Osborn, my boys and I headed for a rather lovely looking East Kent Beadle rebuild of a pre-war Leyland TD5. What a lovely sight she

was, too! The old girl trundled off in sprightly fashion with the engine sounding wonderful, towards the bus station to pick up more passengers. Lewis, my youngest, decided to photograph Colin and Peter on the trip and it came out well but we want to see buses not faces!

Our Beadle Leyland journey on route 31 was being duplicated by an equally lovely looking 1937 Dennis Lancet with a 1948 body. A beautiful pair of old ladies! The two drivers pulled up at Northiam Station for a photo-shoot and the two girls gleamed in the February sun for us. Once photos had been taken, most of the passengers decided to switch vehicles, giving me and Lewis an opportunity to distribute leaflets to a new crowd on the Beadle. Back at the bus station, most passengers alighted but we decided to stay on board to return to the depot.





A rather splendid looking Leyland Titan PD2/12 with a Leyland Farrington body, former M&D no. DH379, turned in shortly after us and we decided that she would provide us with our next ride.

At the allotted time, she roared out of the depot and back up the hill towards the

bus station, the manual gearbox being handled in expert fashion by the driver. Once we had augmented the load, we were then off to Wilsley Pound, another wonderfully scenic journey through the Kent countryside and back with a photoshoot at the extremity.

Back at the depot we found BL49 with Claire at the wheel relaxing before a trip out on route 31. As I have never been on a BL before, I thought I would approach and beg a seat. As always, Claire was very welcoming and in fine fettle so the boys and I climbed aboard just in time for her to pull out towards the bus station. We picked up a reasonable load and headed off towards Northiam.

I was impressed by the BL, it was nothing like the stories I had heard of them being unsophisticated and rather



coarse. I found it to be a very pleasant and comfortable ride. We stopped on Coppards Lane for a photoshoot and enjoyed seeing RFs 28 and 429 going around the turning triangle the other way! (My fault – I was talking to Claire when she should have turned left! Sorry.) Claire even took photographs of me and my boys while we were there – no, you will never see them! Photosession and fag break over, we headed back to Hawkhurst for the final time.

Panic set in at this point. The last bus had already come back from the bus station to the depot by this time and those in our party with Class 6 PCV licences were at the bus station! Those of us with the bus were frantically wondering what we could do



when Alan Heasman came into view. Phew!! A Class 6 driver! We could now go to the bus station and collect our lost sheep! That was a game. Although the traffic that had bedevilled the town for most of the day had now cleared, there was an almighty jam in the bus station itself! Buses everywhere! It took us about 25 minutes to negotiate it and collect our charges. In the end, all were aboard and we set off for home with Paul Morris at the wheel.

The journey was, again, uneventful but as we were cruising up the A21 we saw the familiar sight of a London RM ahead of us. 2217 again, so Paul overtook it! The poor chap driving the RM must have been so depressed! We arrived home at just after 17:00 having experienced another lovely day out with a Cobham vehicle.

Thanks go to the organisers of the day for putting on a brilliant show, to Arriva for being so kind and tolerant about us all using their bus station, to the vehicle contributors who made us all feel so welcome on board, to Peter Osborn for organising the trip from our end, to Colin Borg for conducting us and to our drivers, Peter, Paul and Mary. Whoops, I mean Alan! A brilliant day.

The success of the original EFE RT should have made it clear that a “big” RT would be a bestseller. The possibility of a 1:18 or 1:24 RT was mentioned several years back, but it did not appear and ultimately the 1:24 Routemaster made its debut in time for the Routemaster final withdrawal in London. This model had its criticisms, especially in regard to the joint lines at the canopies both front and rear but it was essentially a well scaled model, losing out only on poor detailing on the Green Line version.

Whilst RT fans waited in the wings, a Bedford OB appeared, it and the RM gradually being sold in many of the versions that drove the roads.

Over 12 months ago the rumours of the RT returned and were finally confirmed with the first to be RT113, a strange choice, as in wartime livery it may be considered by all but the deepest devotee a somewhat specialist subject, with a severely limited potential for other vehicles. At circa £150 each there are likely to be few who will be collecting a few different examples of a 2RT2.

As seems to be the norm, delivery was constantly “next month” but was eventually confirmed as “end of January 08”. And so it arrived! And what a mixture of superbly good and superbly bad it is. What an opportunity the production of a model at this scale presented, yet we have one with ill fitting joint lines and strapping as thick as your hand. Considering what the RTR model railway market can produce in 1:76 scale, the world was Sun Star’s oyster at 1:24.

What every model maker knows, and EFE soon learnt, was that a model is like one of us, represented by its face. The time that EFE spent getting the radiator correct on the STL and 10T10 is what makes them such good representations even where a few inaccuracies elsewhere are in truth, more incorrect. So before even opening the box the first thing that stood out from the photo was that its face was wrong, the radiator was simply not an RT.

Miced up it is too short, and although correct width at the top, is actually wider at the bottom instead of narrower, totally changing the front view. The mountings onto the dumb irons are too short and the bottom corner radii are too tight. Now here was an opportunity to get the strapping realistic, especially as this is a precision museum standard model. Strapping is 0.0625” thick so at 1:24 it would be 0.0026” say 0.003, quite doable, although it would perhaps need to be up to .005 to appear correct. At .0135” it’s 4 times over scale, but even that could be got away with were it not for the screw heads. On the real thing these project only .03” above the strapping, a mere one thousandth of an inch at 1:24. They would be as hard to

see on the model as they are on the real bus at 6ft distance. Unfortunately they measure at well over 0.25" close to 10 times over scale. When the light shines from above the model, the shadow from the ½ round beading at the mid deck joint appears like a saw tooth along the white band. The shadow is caused by the beading scaling some 0.36", 3 times scale thickness. As the casting is 2RT2 specific and if it is really necessary to mould screws at the size of coach bolts then at least take on board that 2RT2's had timber flitch pillars and thus would have two rows of screws on the vertical beading off set at 3" centres alternating sides. In all honesty this would be a far better, and easier to make model with the screws ignored totally.

The rear wheel discs are completely wrong, with the silver ring sticking out even beyond the tyres and the exhaust pipe is 11" too short.

So is it all bad? Far from it, in generality it scales well, the interior is superb and cannot be faulted. The bonnet opens, although mine does not have the "keep open stay" mentioned on the box. The underside detailing is good but soft plastic thread, presumably to represent the air piping, is just tangled with the chassis. I thought it was originally something left on from the moulding. I shall need to do some dismantling and fixing. The crankcase and sump should be silver not black, and the chassis is correct in black until post war. The correct circular fuel tank is fitted and we can probably forgive the dynamo being moulded in the later post war position in front of the gearbox nearside. The wartime shrouded lights are correct, although mine came with the offside fog lamp broken off. There is the tiniest spring attached to the bonnet, unfortunately nothing tells you it is there and I fear that most will want to open the bonnet and as such it will be stretched to oblivion.

Overall this has the potential to be a truly exceptional model, with the biggest letdown being the radiator. Modifying this was not too easy and does require some cutting away of the backing steel casting to make it fit, the result is marginally undersize but the model gets its face back on. Sun Star are talking of producing the full RT range, hopefully they will address these issues before going too much further. Attached a photo of RT113 with the modified radiator and comparison with my own RT 2043 in service at Waddon last year.

The rad is not perfect, making a new one from scratch would be the best but it is still a vast improvement. The etched plastic black rad grille is however unequalled.

It's useful to zoom into these two photographs and see the effects of the oversize screws etc against a similar size blow up of 2043 on the next page.



In a departure from his garage kits, John Howe has produced a working model of the Aldenham tilt test shed complete with the table that actually works. If you use an EFE model you will need a strategically placed piece of blue tack to stop it tilting.



### AR TOTTENEHAM GARAGE

To follow on from Wood Green, John's latest kit is of another of north London's garages, this time its Tottenham garage opened in 1913 to house tramcars of the M.E.T. Approximately 21" wide looks imposing with its three entrance layout and high peak roof.

### CM CHELSAM GARAGE

Formally a London General country garage, it is an approximately 18" inches wide, with an alternative label for L.C.B.S. condition. John's asking if anyone has a photo clearly showing the RH extension building- a corrugated iron affair, then he will include it as an option in the kit. John has a photo that is obscured by buses.

All three models are priced at £12.00

Projected models are Upton Park (U) Sutton (A) Harrow Weald (HD) and Alddleston (WY)

John Howe Whitehall road, Grays Thurrock, Essex, RM17 5NX.

### ADVERTISING POSTERS

The advertising archive was established in 1990 by Larry and Suzannae Viner and is the most comprehensive resource of its kind in Europe. There collection comprises over 1 million images 50.000 of which are searchable on line.

Their web site includes a selection of 12 posters per page in decades dating form 1900 until the present day and is ideal for model rail layouts. The selections are a suitable for advertising boards mounted on buildings or roadside billboards and can be printed off your own computer for any period of time of your choosing. Visit [www. .... co.uk](http://www. .... co.uk)

## MODEL BUS COMPANY TILLING T 1932



The more mature members will know that Thomas Tilling operated buses in London along side the London General after an agreement was reached in 1923 that allowed them 5% of the London pool.

This model is based on one of the twelve AEC Regals,

built to Tilling's own design, owned by General and operated by Tilling on their behalf.

This is the version with the large destination screen, a feature readily recognisable from the General T types of the day. The windows were narrower with an extra bay and narrower front entrance, and featured a double beading below the window line, in the same fashion as ST922. The model represents the version in later LT days when the sidelights were repositioned to the front bulkhead.

This model has some new features of note. The cast parts include the doorstep, radiator, and the cast chassis retainers have been redesigned to look more realistic when viewed from the front. The bonnet side is once again in cast metal to allow Graham to provide the correct style for the model, as there were many variations to the design of the louvre grills. The head/fog lights have a lug attached to one side which sits in the U shape moulding on the nearside front chassis member to aid the modeller in fixing and to ensure it sits at the correct height.

The beading has been omitted on the rear emergency door (just below the window line) to allow for the application of the 'Beclawat' door handle transfer included in the kit.

Graham has taken on board my suggestion to include a third colour view in the instructions which now shows the rear view as well as the front and side to aid those modellers who do not have ready access to a rear view photo.

Transfers to complete the model in two colour variations are available and were listed in the last magazine.

One to watch for, there was one spare tilling body which ended up being mounted on the chassis of T370, an acquired AEC coach. This operated in the country area livery and will be a subject of a forthcoming resin kit complete with decals.

## MBC DECALS CATALOGUE

In January Graham Orchard issued his latest 24-page decal catalogue. Graham is offering a copy for just two 1<sup>st</sup> class stamps to Cobham members until April the 5<sup>th</sup> just mention the magazine and that you are a member.

The new catalogue contains some new additions for the provincial modeller, destination screens for southern vectis vehicles. There will be more additions to come in this line. For the catalogue or models contact

M.B.C. Perranuthnoe, Penzance, TR20 9NR. Tel.01736 711982

## SUNSTAR RT

It has been a long wait but it is worth it, new models to follow are.

2RT2 RT10 route 96 to Wanstead circa 1946

2RT2 RT36 route 327 Nazing gate circa 1955 London country

RT3 RT40 route 10 circa 1947

## STREET FURNITURE

Creative Master Northcord are pleased to announce their new “ukplus” range, which will include items associated with bus operators, more for the modern image scene, to compliment their modern bus range.

The first item released ‘ukplus 1001’ features four items including a bus stop (lettered PE - which is Green Park station in London), pole and flag, bus ticket machine, glass bus shelter, and bench seat, of modern image. Sometimes the ukplus will mirror the bus routes that have been featured on these models produced by C.M.N.L. in the past or in the future. These models can be a stand alone in their display cases or demounted and used on a suitable rail layout or diorama.

## EFE

Hard on display at the Toy Fair, large resin mock-ups of various items of street furniture among which were a telephone kiosk, bus stop flag and pole, pillar-box, and a bench seat with the LT bullseye motif found on surface Underground stations. Thanks to member Tony Price for the Toy fair report on the street furniture from C.M.N.L and E.F.E.

## HUNTERS TRYST

Have a revised and updated catalogue, which will include further adverts and destination, blinds for East Kent including the L.B.C Beadle rebuild plus various other fleets.

The catalogue is available free of charge on receipt of an A5 sae envelope  
Rosslyn Avenue, Harold Wood, Romford, Essex, RM3 ORQ.

**ROUTEMASTER Volume Two 1970-2005 (second edition) by Ken Blacker. Published by Capital Transport at £25.**

The long awaited update to the Routemaster story has been published, some fifteen years after the first edition. In the same hardback format, just short of A4 size, and containing 184 pages, it brings the story up to date so far as regular Routemaster operation in London is concerned. The text has been updated where required in chapters repeated from the original volume two. There are also many more colour shots and some changes to the black and white photographs. The inclusion of much new material has meant that some areas are dealt with briefly and some people have remarked that they would have preferred volume three rather than an updated two. There are twenty two chapters in the new vol 2. The wholly new ones include sightseeing, new companies, new engines, refurbishments, London Coaches, privatisation, TfL, Marshall 'Dartmasters' and the 'Heritage' routes. The Appendices at the end of the book have been revamped to include such topics as overseas trips, allocations at 1.1.1970 allocations at 1.4.89 (operating districts) and privatisation in 1994-5.

Leaving aside the fact that of necessity some parts of the story have been pruned a little, this is still a quality publication, with excellent, quality illustrations, an informative text and well up to the high standards that we have come to expect from Capital in recent years. If you have got all the other countless books on the Routemaster that have appeared over the past three years this will still find a place on the shelf.

**ColourScene Snapshot 2 THE LAST YEAR OF THE RTs AND RFs N J Eadon-Clarke. Published by DTS at £17.95**

This is a hardback book 17x24cm with 112 pages all in colour. Most pages have two illustrations, some have three, and the last two have one and, as it says on the cover, they are all in colour. Just in case the old memory is going, the last complete year of the RT and RF classes was 1978, but of course the story ended as does the book in April 1979. The only exceptions are two scrap yard shots from 1980 and two from 2007 that include RT 624 and RF 504 which I believe was the only one to reach Guernsey. The photographic quality is good but not always 100% sharp in contrast. Interestingly quite a few of the RTs that lasted into the final months at such garages as Plumstead, Catford, and Bromley are still around today, in various states of preservation, as are the Barking survivors. As a source of nostalgia this book has to score highly and if you remember those last RTs and RFs, or even own one, get ready to reinforce the old shelves.

I have no memory of how we got there, but there we were, myself and my friend Ian, who introduced me to the hobby, on the platform at Kingston Station. There were two possibilities of how we got there, firstly walking down to the 65 route (Ealing – Leatherhead) where the first bus along was likely to be either a Turnham Green (V) ST or petrol STL, or a Kingston (K) ST; the second possibility was a 602 trolleybus and that would be without doubt a diddler from Fullwell depot (FW); I never saw anything other than a diddler on the loop route, 602,603, until the coming of the Q1s.

Where were we going? Well, now that the war was over, and Uncle Adolph could no longer drop a bomb on us, and we had reached the noble age of ten, we were being released, reluctantly, to go up to Victoria where, we were told, that buses were more numerous than flies in summer and you didn't need to use fly paper.

Again there was a choice, either the loop electric V service, Victoria to Waterloo or the S Shepperton service. I don't know which one we boarded, probably the V, as it was more frequent than the S, but we needed to change at Clapham Junction, where a big notice said "platform" something or other "all trains to Victoria", in fact we had to run for it down the steps of the overbridge. We went through Battersea Park without stopping and arrived at Victoria. Our spy service had told us that the buses terminated outside the railway station, and there they were, glory-be, about 20 buses and not a single decker in sight. When we had got our breath back, we decided to pick the fruits offered.

On the outside lane stood a Utility Guy on the route 76 to Edmonton. We were always at that time very interested in low numbers, ST 4, STL 1 at Turnham Green, ST 17, T1 at Kingston and it was rumoured that G 1 lived at Tottenham (AR) garage, we were right, though we didn't see it that day.

Behind the 76, though quite a bit away, was route 134 up to Friern Barnet, Muswell Hill (MH) provided LTs while Holloway (J) provided STLs, and on the opposite side stood 29s, way up to Southgate. This was LT paradise, LTs from Palmers Green (AD) and West Green (WG). Up to the front of the outside lane stood the 10, going all the way to Abridge in Essex. this route had a strange combination of vehicles, from Gilligham Street (GM) utility STDs, whilst Leyton (T) provided LTs, mostly open back. This route would be the first to exhibit the new post-war RTs in 1947.

The first of the narrow bays revealed the 38 to Leyton and Loughton. It seemed to us that Loughton had nothing but LTs of the open back variety, while the majority of Leyton's were also open back, though closed back LTs also eased in between them. It will have been noted that I haven't coded Leyton and Loughton; well, no list of garages had been published and for a long time, which included this visit, we thought that Leyton was L and Loughton T. A friendly conductor put us right on a subsequent visit and reversed the codes.

Next bay to the 38s stood the 52 gong up to Mill Hill. This route was operated by all species of STLs from Gillingham Street (GM) and Willesden (AC).

In the next bay stood the 16s to Sudbury via Cricklewood and that garage (W) provided STLs and some STs for the service.

The final bay provided STLs from Forest Gate (G) and many fewer from Clay Hall (CL) to carry passengers in to the East End, through streets still lined with empty, derelict houses from the recent war; mind you, we boys loved derelict housing and empty bomb sites, for they made wonderful play sites, even if such use would be likely to bring forth parental disapproval.

On a road to the right stood the tram terminus; we had little interest in trams, "a tram is a tram, is a tram" was our attitude. They all looked the same to us except the bigger "barge type", as called them, on the 16 and 18 down to Purley. Having said that, we were interested in the noise that the conductor made knocking the seatbacks the other way as the trams from the Embankment came in to their terminus at Wimbledon, Town Hall.

Also, in that area, the 36s from Catford terminated. This route was operated by two ex Tilling garages, though we knew nothing of that, largely oil STLs from Catford (TL) and petrol STLs, most of which looked rather odd, from Bromley (TB).

Also coming up from Pimlico was the 24, worked by Chalk Farm (CF). What struck you about CF was that most of the buses were of the "leaning back" variety, whereas most garages operating STLs used a variety of types, including what I regarded as the most handsome vehicles in LT at the time, the roofbox STL.

A final route passing through was the 11, Liverpool Street in one direction and Shepherds Bush in the other. Two garages operated this route, Dalston (D)

with STLs and Hammersmith (R), with LTs, mostly of the roofbox variety known as bluebirds.

What didn't we see? Well, the obvious was Victoria, Gillingham Street garage (GM), who, rather surprisingly, only operated on two routes into the Victoria terminus. Also, outside our knowledge at that time, was the Green Line terminus at Eccelston Bridge. The Green Line services were just being reintroduced and some had not yet started in August 1946. Apart from which we were under strict parental instructions not, in any circumstances, to leave the bus terminus outside the station. In those days, largely, boys and girls obeyed parents, the worry always was that we might get lost, there was no worry such as exists today with reference to children being alone in London.

All the above has been written in about half an hour, without any reference to any books, thus no attempts have been made to check facts and seek out errors. Memories govern all.

M6' new seating and interior restoration are shown to advantage in these photos supplied by Kevin Hibbs. The quality of work all round is excellent and a testimony to all involved.







*Martin McClure sent in these photos e taken on Sat 19th Jan. 2008 where RML 2447 was parked and unattended beside the newly re-developed Spitalfields buildings and the mirror effect made for an interesting shot. The vehicle is obviously used to promote the new Spitalfields.*





*Christmas wouldn't be the same without The Original Christmas Lights Tour, organised by John Hinson. Here we see some of the participants in the most recent run. Bags of atmosphere! Photos, - Paul Morris*





9

Hyde Park Corner  
Piccadilly Circus  
Trafalgar Square

ALDWYCH

GREEN LINE

EMC 4

SLT 59

9

Hyde Park Corner  
Piccadilly Circus  
Trafalgar Square

ALDWYCH

SLT 5B

TRA