

# COBHAM

BUS MUSEUM

# MAGAZINE



The Journal of the London Bus Preservation Trust

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£2

# 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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Well, what a day that was, in 30-odd years of open days, I'd never have expected that kind of weather. Even so, the hardy team of volunteers kept going and still gave us an event to be proud of. I wonder if there was some other force at work as it was the Reverend Simon's last one, some kind of test perhaps? Anyway, I think Simon is owed a huge "Thank you" for everything he has done over the years, John Shirley will have a large pair of boots to fill! Trust vehicles have been out and about, Brighton, Windsor, Staines, Slough, and the cameramen have followed, to provide us all with a record of the events.

As you will read in the various Officers' items in this issue, sure and steady progress is being made and despite the downturn income from the Open Day, spirits are still high (make mine a double!) One item of particular note concerns the setting up of a limited company, rather as happened during my first term on the Committee twenty-odd years ago. I really do hope that the problems that arose last time will not recur and that we can genuinely forgive and forget that era to forge ahead to better things. I find it as hard as anyone to accept the stringency of the rules and regulations by which we are increasingly bound, but they are there for good reasons and, despite fears to the contrary, allow us to continue enjoying our hobby safely and legally. As a brief reminder of the "good old days", Bob Williamson has sent some photos of a famous scrapyards near Barnsley, where us soft Southerners might shed the occasional tear!

Finally, don't forget the Bow Garage Centenary Open Day on Saturday 28th June. Could I ask Simon *not* to arrange the weather?!!!!

### **Could you get The Waybill by E-mail?**

Published between issues of Cobham Bus Magazine, The Waybill is a newsletter to help you keep up to date with what's going on at the Museum. It's free to members who can receive it by email, but is also available as a hard copy sent by post. The hard copy subscription is £10 a year. The Waybill by email is easier for us, and saves you money – so if you'd like to get it electronically, please email [waybill@lbpt.org](mailto:waybill@lbpt.org).

If you prefer to subscribe for hard copies, and are not already a subscriber, please send a cheque payable to LBPT Ltd for £10, not forgetting to enclose your name and address, to The Waybill, LBPT Ltd, Cobham Bus Museum, Redhill Road, Cobham, Surrey KT11 1EF.

## From the cab

A couple of weeks before the Open Day Michael Wickham provided us all with a long-range weather forecast – heavy snow! As we now know, this turned out to be very accurate and a challenging day was experienced by all of the volunteers on the day and of course by many of the entrants and traders.

It an enormous credit to the hard work of many volunteers on the day who effectively saved the event. Our thanks go to them all. It would be impossible to mention everyone by name but I must say particular thanks to Roger Stagg, Tony Lewis and, Alan Heasman whose work on the preparation of the Wisley site made it all possible.

Our legacy for the Open Day event is two fold. On one hand we had a great deal of post event publicity and the trade and enthusiast press has shown some spectacular photos of vintage buses in scenes that will be hard to create other than on a film set.

The other side of the coin is that the revenue from the Open Day was inevitably reduced drastically. Unless we can recover some of the “lost” revenue by other means, it could hamper our progress in 2008. It means that we must seek to maximise the opportunities from the other Cobham events throughout 2008.

Before leaving the topic of Open Day, it is appropriate to offer a sincere big thank you to Simon Douglas-Lane for this stewardship of the Open Day Committee for 15 years. Simon’s role as an RAF Padre has been expanded considerably and he will no longer be able to mastermind the event.

15 years is some record! It is thanks to Simon and his team that Cobham Open Day is the premier opening event of the preserved bus world season. All is not lost – John Shirley has volunteered to take on the role of chairing the Events Committee and we wish him very success in delivering events this year and beyond.

2008 is about consolidation and ensuring that as many of the current preserved fleet are fully operational. It is very pleasing to see the Trust Bedford ambulance (1492F) back on the road after the unfortunate accident in 2006. Equally, it is also good to be able to report a new Trust acquisition – red RF 395. This bus is in fine condition and the previous owner member Peter Wall has made generous concessions to the Trust so that we have been able to acquire the bus on advantageous terms. Also on the horizons as I write is another plan to acquire



## **COBHAM BUS MUSEUM LIMITED**

### **Bernard Willis & Michael Wickham**

The Trust has now established a subsidiary company – *Cobham Bus Museum Limited (CBML)* – which will be capable of carrying on activities which the Trust itself cannot, or would not wish to.

As a Registered Charity, the Trust would not wish to find itself in a position where it would be liable for Corporation Tax. At the same time, the Trust is not permitted to undertake any activities which would be deemed to be trading. For these reasons, it is sensible for such activities to be undertaken by a separate company, provided that all net surpluses are required to be donated to the Trust.

Whilst CBML will (and must) have an independent existence with a Board of Directors whose legal responsibilities under the Companies Acts are solely in relation to that company, there are built-in safeguards to ensure that the Trust will always have ultimate control of, and benefit from, CBML. This will be achieved by:

- The Trust is the sole shareholder in CBML.
- The appointment of all CBML Directors is subject to the approval of the Trust's Council of Management.
- A majority of the CBML Directors must always be members of the Trust's CoM and the Chairman of CBML will normally be the Trust's Fundraising Trustee.
- The sole purpose of CBML is to undertake profitable activities for the ultimate benefit of the Trust and all net surpluses will be donated to the Trust.

The Directors of CBML will be required by law to ensure that the company remains solvent and this means that net profits will not always be donated to the Trust, penny for penny, as CBML will need to remain properly capitalised to fulfil its purpose and to retain sufficient working capital to meet its liabilities. As a result, CBML may have to pay some Corporation Tax from time to time but judicious management will keep this to a minimum and, as far as the Trust is concerned, should be well compensated for by the ability of the Trust to claim Gift Aid on donations

from CBML. In the event of CBML being wound up, all net funds would be paid to the Trust. At the same time, should it become insolvent, there would be no legal obligation for the Trust to inject funds.

CBML will operate at ‘arm’s length’ from the Trust, subject to the controls described above, and any services it provides to the Trust (eg renting vehicle space at Northchapel to the Trust) must be at commercial rates. However, the Trust will not be disadvantaged as a result of this as the rental payments will be compensated for by the Gift-Aided donations received by the Trust from CBML.

CBML’s initial Board of Directors comprises:

- Chairman: Michael Wickham
- Finance Director: Bernard Willis
- Executive Director: Tony Lewis
- Company Secretary: Chris Wheble

In addition, the Board of CBML will appoint, with the agreement of the Trust, two non-Executive Directors of CBML. Their role will be to give good advice and guidance to CBML and to represent the interests of the shareholder (the Trust). Persons will be selected who have the appropriate experience for the rôle and they may be drawn either from the Trust’s membership or from outside.

The first activities that CBML will undertake will be the Museum Shop and the leasing and renting out of the premises at Northchapel. Further appropriate activities will be announced in due course. It is intended that there will be full transparency to the members of the Trust of all the affairs of CBML; audited accounts will be made available to Trust members and there will be reports from the Chairman and Directors of CBML at the Trust’s AGMs. In addition, CBML’s activities and initiatives will be publicised in the Magazine and the *Waybill*, as well as on a dedicated section of the Trust’s web-site.

If any member has questions arising from the formation of CBML, please write to either the Chairman of the Trust or the Chairman of CBML, in both cases c/o the Museum.

## Membership Report

Steve Hook

I am pleased to report that the Members Day on 16 March was a great success. A team of volunteers worked hard to organise a number of activities, including talks on the existing restoration projects, and our future plans. Also arranged were tours of the Museum, the sale of various items, and rides in Museum vehicles.

It is pleasant to record that 15 invited guests decided on the day to join the membership, and their names are included below.

To the following new members, a very warm welcome:

1322F	John Silver	West Molesey	AL
1323	Clive Baptist	South Croydon	
1324	M Burrow	Yeovil	
1325F	Peter Carter	Porlock	
1326F	Brian Wilson	Dorking	
1327	Peter Howe	Hook	
1328	Raine Bryant	Southend-on-Sea	
1329	Raymond Bailey	London SW8	TL
1330	Stephen Bigg	Hartfield	MW
1331	Malcolm Brady	West Drayton	MW
1332	Andrew Emerson	Walton-on-Thames	
1333	Len Harney	Abbey Wood	
1334	Derek Hedger	Horley	
1335	Brian Horne	Tadworth	MS
1336	Andrew Jeffreys	Leicester	MW
1337	Barry Le Jeune	Haywards Heath	MW
1338	Stephen Moore	Dawlish	MW
1339	Clive Poge	Walling ton	
1340	Robin Rattray	Pinner	MW
1341	Michael Siggers	Tadworth	MS
1342	Philip Storey	Market Harborough	
1343	Colin Terry	Crawley	
1344	Eric Wills	Tunbridge Wells	
1345	John Spedding	Bletchingley	
1346	B Rutland	Tolworth	
1347	Nic Denny	Knap Hill	
1348	David Bicknell	Hornsey	
1349	John Cope	Raynes Park	
1350	Colin Yarlett	Lewes	Bristol VR (270-Brighton & Hove)

AL : Tony Lewis TL : Tony Lay MW : Michael Wickham MS : Michael Selby

## Open day 2008

Atmospheric? Unique? Unprecedented? All of that but to most of us the snow scene that greeted us on the morning of the 6th April was, let's be frank, a cruel and unwelcome visitor: months of hard work and preparation (and for once on a site we knew we had!) were undone in 4" of spring snowfall, the worst for 20 years and at a time of day when the damage was done before the event started. The response my friends was nothing short of heroic, and showed Cobham at its best. However hard the effort was to get and keep the show on the road, the financial result tells the all too familiar story of what bad weather can do: provisionally, our net income, budgeted at £24,000 came in at £5000. Looking on the bright side we had excellent publicity, and with over 130 volunteers coming forward (with few no shows) and with revenue leakage cut to the minimum thanks to the wristbands, all it needed was a decent weather and the results would have spoken for themselves. There were of course no shows amongst the stallholders and vehicles that would have attended, but with sudden snow, this country is not prepared and even the M25 had two of its four lanes out of use between Junctions 13 and 10. The shop had a reasonable day with gross takings around the £12,000 mark and the GS model sold out. Our caterers had severe problems especially at Wisley, and we can only thank them for coping with such extreme conditions. I suppose that after 15 years there had to be really bum year for weather and let us hope that 2008 was it! With the extreme weather conditions it is hard to assess fully the lay out arrangements we had in place and it will be for the new regime to decide whether to change or stick with what we thought would work this year.

Well what of the future? I stand down now and John Shirley takes over immediately: the infrastructure is now firmly in place across the board, and we have the good news that we have the Wisley Site for 5th April 2009 and at a rental which generous this year after the Longcross figure is one we can more than cope with for 2009. Thank you Wisley! We have three Display Days (June, August, October on the usual dates) and we need to make up revenue on these days with fantastic turn outs: I do not know what the Organising Committee will decide, but the August Bank Holiday event which I am still organising is scheduled to have a joint event with the Great Cockcrow Railway at Chertsey, and I have arranged (for ratification at the May committee meeting) for the usual entry fees to operate at each venue but with discounted entry (wristbands to be worn) should either membership wish to visit the other location. That should make it simple and we thank the Great Cockcrow Railway for opening on a Bank Holiday so that we can run this joint event. We hope that both transport organisations will have a mutually beneficial and lucrative day. The other two

event days can also have turn outs to make up for the losses incurred on 6th April.

So time moves on, other commitments call and before I get too decrepit, a chance I hope to drive a little more than has been the case in recent years: thank you for 15 (mostly) wonderful years to the committee members past and present and my very best wishes to John and his team for the years to come.

Simon Douglas Lane: retired Open Day Sub Committee Chairman

## **Vacancy on the Council of Management**

As the Chairman mentioned last time, the Trust is looking for someone to take responsibility for our Members and Volunteers – in other words, to become the ‘Human Resources’ Trustee.

This is a vital rôle: alongside our vehicles, our volunteers are our greatest asset and it is imperative that the Museum should be an inviting, welcoming, safe and enjoyable environment for all who work there. As well as looking after all those people who already work so hard for the Trust, we need to identify and encourage many more to come forward to help us to meet the challenges that lie ahead and to fulfil our destiny as the Home of London’s Bus Heritage.

The HR rôle is responsible for maintaining and expanding the Trust’s membership base, managing and expanding the register of volunteers and undertaking all the personnel functions appropriate to a voluntary organisation – filling posts, completing activity descriptions, advising the Council on personnel issues etc.

Whilst the position would be best suited to someone with personnel experience, the Trust is a voluntary organisation and it is not vital that the person has specific HR qualifications, although these would be useful! If you have experience of managing people, good interpersonal skills, lots of patience and determination plus bags of good old common sense, you could be just the person we need!

If you are interested and would like to discuss this rôle, please contact either Peter Duplock on [peteraduplock@mpf.wickham.com](mailto:peteraduplock@mpf.wickham.com) or Michael Wickham on [mpf.wickham@mpf.wickham.com](mailto:mpf.wickham@mpf.wickham.com) or 01883 313.

## Two Tax-efficient ways of Giving to Cobham

### 1. *From your tax rebate via your Self-Assessment Form*

Did you know that, if you do your tax return by self-assessment and are lucky enough to be due a rebate, you can donate some or all of the rebate to Cobham? This is because the Trust is a Registered Charity.

And the great thing is: the Revenue do all the work – they send us the money, you don't have to do anything – AND they will give us an extra 28p for each £1 you donate. You can choose whether Cobham receives the money anonymously or whether your name is disclosed.

If you complete your Tax Return by Self Assessment, whether on paper or on-line, all you have to do is nominate the London Bus Preservation Trust to receive all or part of your rebate by quoting our code HAT33TG on your tax return (in part 19A or part 12 of the short return).

### 2. *By remembering Cobham in your Will*

If you are making, or reviewing, your Will, why not consider leaving a legacy to Cobham? The money you leave to us in this way will help us to preserve London's Bus Heritage for future generations and will ensure that the support you give us now continues after your death.

As a Registered Charity, the London Bus Preservation Trust pays no tax on legacies it receives and we will therefore receive every penny of the money you decide to pledge to us now for the future (subject to no change in current tax rules). The most beneficial way for Cobham to receive legacies is for our general funds. If, however, you would prefer to leave money for a specific project, we would much appreciate discussing this with you first to ensure that your wishes can be respected.

If you wish to discuss any aspect of these, or other, tax-efficient ways of giving money to Cobham, please write to the Treasurer, Cobham Bus Museum, Redhill Road, Cobham KT11 1EF quoting your phone number and when it would be convenient for us to call you. Thank you for your support.

As Volunteer Co-ordinator, may I say a big thank-you to all the volunteers who braved the blizzard conditions on Sunday 6 April and helped us to keep the show on the road. A total of 117 of you battled through and only 14 were unable to get there, a magnificent effort. An extra thank-you to those who had to work extra shifts as a result of the absences and also to those, more than 30 of you, who helped with the Saturday set-up as well.

Here's to a return to more normal weather next year and I do hope that we will be able to reply on your support again then.

### Still Wanted

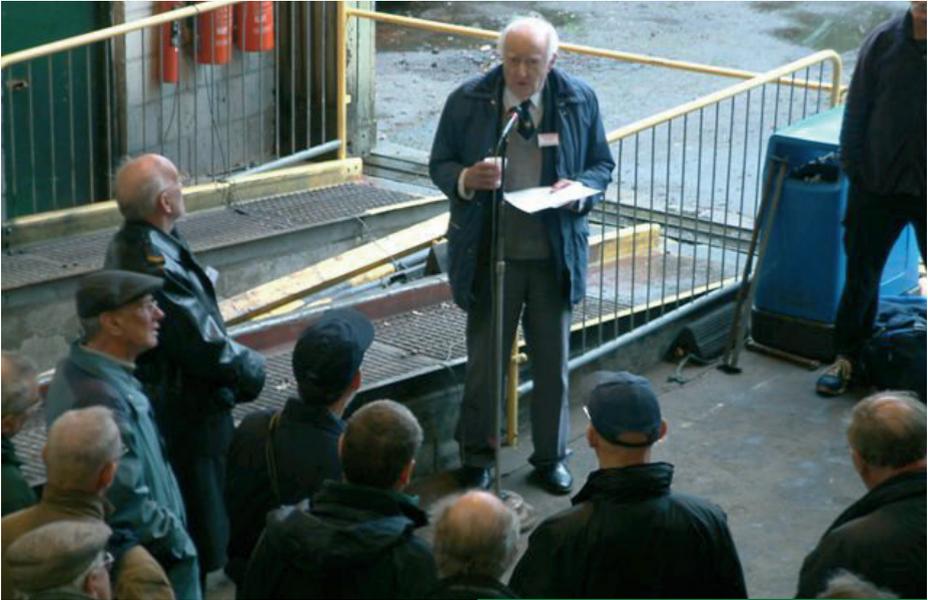
A big “*Thank You*” to those members who responded to our request in the last CBM magazine for donation of transport items to sell to raise funds for the Museum. We received some excellent items, ranging from quality transport prints to framed LT posters, models to aged historical magazines. Most of the smaller items were sold at Wisley and some on EBay, and we now need some more stock!!

Please search your cupboards for anything of transport interest that you no longer need and can donate to help raise vital funds for our Museum. All items must be in saleable condition, regrettably recent issue magazines are of little value.

If you have items, give us a call. We can then discuss if we can sell the items and how to arrange collection etc.

Please feel free to contact us, fundraising team members Melvin Phillips 01342 600 (day) 01342 177 (home) and Bob Bailey 01483 006 (home) or email us [melvinphillips@bailey.bunch16.com](mailto:melvinphillips@bailey.bunch16.com)

## Members' Day 16th March



Our annual Members' Day attracted a good turn out, despite the weather (little did we know...) and over a dozen new members were attracted.

The top photo shows Colin Curtis holding his audience in thrall as he expounds on the technicalities of buses old and new. (Ian Jackson)

Visitors were treated to rides in STL 2377, STL 441 and TD95, seen here waiting their load, reminiscent of LT's special events fleet, except that ours are in better shape! (Peter Starks)

## The Gathering, as Seen by Rod Lucas, Site Coordinator

On arriving at around 9.15 on the Saturday, I was pleased and amazed to see that most of the cones had already been put in place in Redhill Road, Peter Plummer, Tony Lewis with various helpers must have started early to achieve this. As agreed at an earlier committee meeting, cones were placed where cars normally park on the curve by the top of Redhill Road, so as to provide a gap of about three bus lengths as a place for buses to pass. (It was a shame to notice that, later in the day, some cars had ignored this no parking request and filled the gap). On walking up Redhill Road, Michael Wickham and I had a discussion with a friendly neighbour who lived in one of the dwellings opposite the golf club entrance, and he asked if we could extend the cones past his entrance, this was duly done and then a short discussion followed about our site and the effect by any future proposals. As a nice gesture towards neighbourhood relations, Michael offered him two free tickets for the day, but he declined saying he had a previous commitment.

To make space for the stallholders within 'the shed' three rows of buses needed to be removed, and last week Paul Morris the engineering manager and I, discussed which vehicles were roadworthy and could go to Wisley and what to do with the remaining ones. After lunch the Wisley ones were dispatched to reside there overnight under the protection of the resident hired security man. So now, with a reasonable amount of floor space clear, the task of cleaning the floor could be done, and Brian Dabbs was 'volunteered' to do this, and assembled a few persons to assist. He even 'hoovered' the carpet by the shop entrance – his other half would be proud of him. I had checked the public address a week previously, and needed to ensure that the updated DVD that plays continuously in the Regent Cinema was OK on that player (temperamental things). RML 3 has now been added with a quick voice over from my wife, who is used to public speaking. M6 and some others will be added during the summer.

During the vehicle move the most obstinate one was G351, however Mark Winston and Paul Morris won the day and it was driven out of the paint bay to become part of the Cobham static display along with T31, ST 922 and D142. Its place in the paint bay was taken by the SMS and was accomplished with the help of the fork lift truck, ably driven by a member I have not met before, and sadly cannot remember his name, but he was excellent, giving a hand everywhere, and often before being asked! The SMS was parked with the engine bay outwards, to allow easy access during its engine refit. Peter Plummer then set about marking out the stallholders areas, as a few had permission to set up Saturday. These very limited few having special permission to set up Saturday,

because they either come a long distance or are doing different duties early next day. We then surrounded them with buses and locked up around 19.00.

Next morning bright and early I arrived at 6.20 only to find Mark Winston already waiting for me, so we duly unlocked the main doors and made a quick tea – but what did we see later the other end? Snow, lots of it, and by 7.45 it was settling, and to such a degree that at Wisley it was getting dangerous and there were considerations of whether to call off the whole event. This would have been a great shame as some visitors could be on their way, because in some parts of the country there was no snow. My friend phoned from Peterborough and said it was sunny up there. In the end we continued. Some members doing horse impersonations pushed the horse buses to their stabling points, and the service buses put out on the road; we were then ready to allow the stall holders in, I believe around 7.20. The worst problem in the shed was that stallholders vehicles were bringing in large quantities of snow with them, and this was melting and added to by the leaking roof, caused some bad puddles.

The expected film company from Finland arrived later, and following some discussions decided to use the balcony as the location to interview Tony Lewis. Did I see Tony having some makeup applied to stop the reflections from his glistening cheeks when under the bright lights? Before the filming started, they asked if I could stop the background music, because if it went on their soundtrack, they would have to pay royalties on it. Nick Abbott later informed me that one stallholder had complained that I was playing the same old music as previous years. Well it is partly true, but there are some new additions and it has been re-recorded so they may appear in a different order. Many years ago (in 1984 actually) it was decided that some form of simple background music be played, and needs to be of a certain type, like no heavy noisy vocals, and must not be intrusive; to find six hours of a suitable type does take me some time to do, a lot more than six hours. I could respond to him by saying I noticed he was selling the same old models as last year and we are looking at the same old buses – but ignorance is bliss so the saying goes. For the interview with Colin Curtis, Paul Morris gave permission for RF 672 to be used as the studio. The film company were given a copy of the Cobham DVD so they could use it for publicity whenever necessary in their forthcoming film.

By early afternoon the weather had improved and some families began to appear, then at 15.15 I took up my other duty, namely driving RP 90 for two hours doing ‘swingers’ to Weybridge station and back, and I left my trusty and great helper Gordon Coleman in charge of the site; this he did along with his continuous rounds of replacing black plastic bags and loo rolls – quite a promotion. The last journey with the RP was modified considerably from

timetable, as it was discovered that several visitors had missed the last bus back to Wisley where their cars were parked. I went to Weybridge then via Seven Hills Road to Wisley, my first visit during the event. Nick Abbott accompanied me, the intention being he would bring back one of the display buses. Because we had the battery pack with us, we checked that STL 2377 would start, it did so I returned home following Nick who was driving Ian Barrett's 'J'.

By that time all the Redhill Road cones had been collected and put on Tony's trailer ready for collection. I gather he had to do most of this himself as a lot of the volunteer force had gone home – NOT GOOD. Please note, until the gates are shut there's always something one can do, no matter how small. As Colin Prince found out – he being one of the few who remained. The buses were put away by the usual moving crew and I believe we eventually shut up around 20.00.

Things for me to improve on: cone putting out and collection; gate manning to allow some relief; knowing who the Saturday stall holders will be and a few others things, but the music stays. Life would be made easier if we had more volunteers, but anyway a great vote of thanks to all who turned up, and sorry if I've missed any. This is of course a very short précis of what happens, there are many other things going on and a lot of preparation to get into that state.

From Rod Lucas (that idiot who volunteered to be site co-ordinator and also author of that stupid book containing recollections of a Country Bus Driver and life at Chiswick Bus Works 'Shades of Green and Red'). *(It is actually a very good read, I can't wait for the unexpurgated version, Dave J)*



*Not a sight you really want to see on the morning of our biggest event of the year. All credit to those who decided to carry on, as the contrast with the afternoon could not have been greater.*

*Photo Nick Abbott*



*Early morning preparations continue as the snow comes down.*

*While at Wisley, one can only wonder at the thoughts of the stalwart ground crew*

*Both Nick Abbott*





*Ready for service, RTL 139, RP 90, RML 3 and RT 3491 in the cold and picturesque surroundings outside the museum* *Photo Mike Scott.*

*Back at Wisley, conditions were “interesting”. “Come for the buses, stay for the weather” might be an Open Day tag line!* *Photo Michael H C Baker*





*Yearning for their “cozy” shed, STLs 2377 and 441 brave the elements at Wisley. Photo David thrower.*

*The first 477 for the day in timeless surroundings (except the yellow vest), Blue Triangle’s RML 899. Photo Russell Young*





*Launched on the day was East London's RM 1933 in a special livery for Bow garage centenary and London Transport's 75th. Photo Russell Young*  
*Eventually the snow melted and the sun came out, the melt-water reflecting the line-up at Cobham. Photo John Stiles*



In the three months that have passed since the last magazine progress has been made on all fronts despite the involvement of most persons in these fields with the annual Open Day at Wisley.

Work has continued by Simon Kreisler and Mark Winston on the engine of the SMS and there is considerable hope from those working on it that it will be running under its own power for Rear Engine Day.

Paul Morris and his crew ensured that a record number of the Cobham vehicles were in MOT for Open Day and that the Class 6 fleet remains operational. As promised, Andy Baxter rebuilt STL441's gearbox and for the first time in several decades two STLs were running together on Members Day, to the delight of both passengers and photographers. Since then 441 has featured in B&CP giving the Museum a welcome boost after the horrendous weather of Open Day which seriously depleted our funds for restoration in the coming 12 months.

It was a pleasure to see the Aldenham Ambulance back in the Museum after a difficult repair. We had inherited a goodly stock of spares from standard Dormobiles but regrettably it was found that much of the ambulance front sections were actually coach built and of different sizes to the standard Bedford CA. With some fine tuning by Tony Lewis following its return, it is now in fine fettle and back on the rally scene.

Andy Baxter, with yours truly as labourer and grease monkey, has started the "shake down" works on G351 and much of the work is now complete. Shortly the clutch will be overhauled and after some attention to the rear wheel brake cylinders the new tyres will be fitted, thus allowing it to gain its MOT. New rear wheel bearings and spring re-tempering is not financially in the budget at present, but it is expected that the vehicle will be "on road" this summer for maximum 15 passenger loads. If you are out there having just had a successful ticket on the Lotto, £1500 will see her back unrestricted!!

Alan Heaseman has assisted the Trust in having the missing lower deck rail made for M6. He expects to be able to fit it and ensure another candidate "on road" for Rear Engine Day. Alan has put in a significant amount of work to get M6 just right.

As reported in the last edition work has had to be postponed on NS174 due to financial constraints. However thanks to a significant donation from one member and restricted NS funds some works to assist in its display status are in hand. More information next issue.

No doubt you will read elsewhere in this edition of the acquisition from members' donations of UMP 227, the AEC Regal prototype from which came the RF. This has been in Ian Barrett's hands for some years but an increasing business schedule and fatherhood has dictated that completion of restoration of this unique vehicle would have been many years hence. Those who made the purchase possible are keen to continue the work using the stock provided together with any balance of donations.

Last but certainly not least is the considerable progress made by Project Manager Nick Abbott and his team on RT2775. A sea container was obtained for use as a secure store and despite its voluminous size it's now close to full. Clearing out the RT has really allowed the progress to be viewed and work is now moving apace. With Nick expertly assisted by Richard Hussey, Peter Smith and many others we have seen lino attached to covings, panels re-rerined, cork tiles obtained and innumerable items cleaned, stripped and refinished. Meanwhile the engine has been removed allowing a complete clean of the engine bay pre painting. A remarkable degree of progress in only 3 months. Nick will be giving his own detailed report for the next issue.

Well as the cartoon closure says "That's all folks"



*Mentioned in the report, RT 2775 has emerged from the paint bay. Seen here on members' day.*

*Photo Ian Jackson*

## Letters Received

First of all, well done on another enjoyable edition of the magazine! It was a pleasant surprise to see RMC1461 posed next to RMC1476. When my (now) wife had just moved to the Whitechapel area, our first ride on the 15 route was on the former vehicle, and this ride eventually inspired me to purchase the latter vehicle from London Coaches, my first bus preservation project! The efforts expended to make the interior of M6 look "as new" seem to have worked as well.

A couple of points from the letters page; firstly, well said Peter Gomm! I also support the view that buses were built to carry passengers. There must be a happy medium somewhere between "enthusiastic" use in service and keeping a priceless exhibit locked away in a glass case.

I wish to take issue with Brian Reynolds' letter; over the years, many LT and London Country vehicle classes were sold on and gave good service to second and even third owners. Classes include RT, RF, Routemaster, the infamous DMS especially, Metrobuses, Titans (the post 1978 type) and Leyland Nationals, among others. Mr Reynolds implies that any vehicle new to LT or LCBS that subsequently operated in another part of the country is only entitled to provide nostalgic pleasure to the memories of Londoners. What a load of London-centric nonsense!

As an example, a friend from the Orpington area has preserved a 1979 "T" class Titan in the MTL livery in which it served the people of Merseyside, and as a reminder of the times he spent riding around that part of the world in sister vehicles. Another friend has had his 1976 London Country "SNB" painted in Southend Transport livery, which is how he remembered it. Both of these vehicles are authentic recreations of their later lives.

RLH32 may not be authentic itself in its non LT livery, but it provides a valid memorial to its four sisters that presumably now serve non-LT routes in bus afterlife.

I agree that it would be unfortunate if the only survivor(s) of a particular LT or LCBS class were preserved in a non-London area livery. Ultimately, it is a consequence of market forces, i.e. whoever pays the right money at the right time gets to own a vehicle to recreate whatever memories they see fit. Across particular vehicle classes, there is a balance to be struck between London area and subsequent owner liveries, even between London area "as delivered" liveries and London area liveries from a later period.

A personal dislike is that of vehicles presented in "as built" liveries that are mechanically and bodily in a "later life" condition. They bring the memories flooding back, right up to the moment when the illusion is shattered by starting the engine. For privately owned vehicles like this, it is ultimately the owner's, to do with as they wish.

At least it is possible to rely on Cobham (and others) to do a "proper" restoration job!

Eddie Knorn Tarporley, Cheshire NOTE! Not near London!

As the Trustee responsible for our events, I am replying to Brian Reynolds' letter in the last Magazine. I am sorry that he found the August 2007 disappointing but must correct him regarding the Trust's buses: none were missing (we have nowhere else to put them!) and all were either on display or in service on the 462. Those that were inaccessible were the ones currently being worked on or the long-term restoration projects and it would not be practical or safe to allow visitors to access these at close quarters.

Mr Reynolds also states that there were "very few buses giving rides" but this is also incorrect: in addition to our regular 462 Weybridge Station service, there were free tours to Hampton Court and West Byfleet using a wide variety of vehicles and the services provided were at the usual level at these events. He bemoans the lack of a Craven RT or RLH but neither of these types is represented in the Museum's own collection (more's the pity!). While we always try to get a wide selection of suitable vehicles on our event services, we are dependent on the goodwill of our friends and supporters to provide guest buses and we can't dictate to them what they should bring.

There will be further events at the Museum this year on 15 June (Rear-engined Day), 25 August (Road-Rail Day) and 26 October (Green Bus & Coach Day) and I do hope that Mr Reynolds will come along and enjoy those.

Michael Wickham

Brian Reynolds raises an interesting point about bus preservation in issue 58 when he says “Surely it is incumbent upon the owner to ensure it looks the way it was in service with LT or LC, for the nostalgic pleasure of those for whom it has memories?”

If it’s a bus owned by a Registered Museum then I would tend to agree with him. Indeed, the Museum may be bound by legislation, perhaps linked to grant funds, which stipulate this, anyway.

However, when it comes to preserved and privately-owned buses, I believe it is solely the owner’s decision as to how his or her vehicle is painted and presented. Many will decide on an authentic livery but others may not, for whatever reason. That’s entirely their choice. If I had spent many thousands of pounds and man-hours restoring and maintaining an old bus, I would not take kindly to someone criticising how it looked. I have never owned a bus and never will but I am greatly indebted to all those of our members and, indeed, non-members who continue so to do.

In the specific case of RLH32, Brian may have thought it was owned by LBPT Limited. In fact, it’s owned privately by David Pring who has an impressive collection of beautifully restored London buses. Personally, I think painting RLH32 in the blue and ivory colours of Samuel Ledgard was inspirational. It has, without doubt, evoked memories for those who remember the four ex-LT RLHs which operated north of Leeds until 40 years ago.

A website telling you all you could ever want to know about RLHs is run by David’s son, Ewen and is at < <http://www.timebus.co.uk/rlh> >.

In addition to a host of other older London buses (including some of the Trust’s vehicles), three RLHs are likely to be operating in South London on Sunday 10th August 2008. It’s Worcester Park Running Day when two red RLHs – 23 and 61 – and green RLH48 are expected to work over old route 127. A very informative website is at: < <http://www.red-rf.com/rf-504> >. It should be a great day.

Brian was disappointed, also, in the Museum’s August Bank Holiday event yet don’t I recall reading in one of the bus magazines that an often rather critical correspondent wrote how interesting the day had been? When Brian says that “noticeable absentees (were) the Cravens RT and the RLH” could I politely suggest he may wish to discover which vehicles are actually owned by the Trust?

Graham Smith

Having read with interest the article from Kevin Hibbs regarding Reigate Town Centre, I have come across some old black and white photos which I took on my Mum's Brownie Box camera in the very early fifties. Unfortunately they are of poor quality, but may possibly be of interest. At the time I was living in a prefab in South Park where I took the photo of the 10T10 turning into Eastnor Road. The bus route of course was the 430 going from Reigate to Redhill via South Park and Woodhatch where I guess Kevin used to live. Needless to say I spent many hours at Reigate bus garage where the 711 Green Line used to terminate and I enclose a newly arrived RF which was extremely exciting at the time. Having spent so much time at the garage, all the staff there knew I was an ardent bus freak and turned a blind eye when I boarded the Green Line looking for spent ticket, a collection I might add, I still have today.

From John Weakley

*With a bit of help from Photoshop, John's photos have turned out reasonably well.*

*The 10T10 would seem, when enlarged, to be T619.*

*Dave J*





*RF 57 rests at Reigate garage, this, like the others that John sent was scanned from a 3" by 2" print, then tweaked a little. I couldn't, however, get any detail from the blind.*

*RF 518 in its original guise in Lesbourne Road opposite the garage.*





*RLH 36 on route 410 in Hardwicke Road, behind which the tidy and uniform appearance of the houses has no doubt been much altered.*

*RT 3136 at Reigate Town Hall on route 411 to West Croydon.*

## Summer Holiday, Leyland-style, and a rather Special Visitor Graham Smith

Wednesday, 9th July 2003 – it seemed just like any other Wednesday when I arrived at Cobham to join the rest of the Wednesday gang. That was until Mike Nash, our erstwhile Treasurer and Membership Secretary, saw me and asked a favour. Could I act as "meeter and greeter" for a very well-known visitor who was due at the Museum later that morning? Mike would not be drawn as to the visitor's identity, other than to say he was rather famous and that the visit was connected with a charity for disabled children for which our visitor was President. Mike was not going to be at the Museum as he would be driving one of his buses which had been used for the charity's fund-raising travels around the UK and he'd arranged for said visitor to park his car at CBM. Naturally, I said "Yes", despite not knowing quite what I was letting myself in for....

I spoke to the Wednesday gang to warn them that a surprise but famous visitor was due. We waited expectantly and, before long, a car swept into the car park. Emerging from the passenger seat was none other than Sir Cliff Richard. I went across to welcome him to the Museum and he introduced me to his manager, Bill Latham. In turn, I introduced them both to a number of our members and we chatted for a few minutes before the two of them were whisked away to board a Leyland PD3, I think it was (no doubt there will be letters if I'm wrong!), parked outside in Redhill Road. Apparently, some children were on board who had been involved in the bus's travels and, as a surprise, Sir Cliff had come to join them for a ride.

Whilst they were away some of us discussed what we might do to have a record of our unexpected visitor. We agreed it would be courteous to ask before taking any photographs, seeing that Sir Cliff was on a private visit. We parked RTL139 at the bus stop in the Museum's grounds hoping he'd agree to be photographed next to it, recalling his role with an RT (strangely registered WLB991 if I recall correctly) in the 1962 film *Summer Holiday*. We realised it would take rather more than 10 minutes to complete the restoration of our only RT - 2775 - so its Leyland cousin would have to deputise. We made sure the RTL's front ultimate blind was set to 'Cobham Bus Museum'.

Luckily on returning from their bus ride, they had a few minutes to spare. Sir Cliff smiled when I asked if we could photograph him alongside a bus similar to the one in *Summer Holiday*. Without hesitation he agreed.

All too soon our visitors were away, each clutching a copy of our publicity leaflet (I wonder who gave them those?), having been given the invitation to come back whenever they wished. Everyone who met Sir Cliff that day said how pleasant he was and how easy it had been to talk with him. Out of respect for his privacy, I decided it best not to write in our magazine at the time about his visit nor to attempt to feature him in any of the Museum's publicity, however tempting that would have been.

Five years on and I think it's time enough now to tell of the day that Sir Cliff Richard visited Cobham Bus Museum, so this is the story behind the cover of our last magazine.

Will he come back to the Museum one day? I certainly hope so, perhaps to join us in celebrating the completion of RT2775's restoration?

### **DON CRAGGS**

January 26<sup>th</sup> 1939 –9<sup>TH</sup> march 2008

Don, in his later life, was to open a world -renowned model shop in Hong Kong. Whilst in there he started the ABC Asian Bus Company producing highly detailed 1/76 scale cast model buses. Through no fault of his, the company foundered but Don moved on to start the very successful Britbus and later the Base toys business we are so familiar with today.

Don's models set a new high standard of detail for the die cast model scene, with poseable wheels and opening engine compartments.

His first model, the MCW Metropolitan, was commissioned by the London branch of the M.B.F. in memory of Peter and Leah Burrows who ran the Cobham shop for many years.

He was always pleased to meet fellow enthusiasts when in his later years would be seen at Showbus and Cobham's annual bus and coach gathering promoting his latest models.

The model bus scene is a sadder place for his passing, may he rest in peace.

## London To Brighton HCVS Run, 6th May



*Two exemplary specimens as T31 bowls past the Royal Pvilleon on the last leg of the journey.*

*D 142 poses next to Southdown's Leyland on Madiera Drive.*

*Both John Stiles*





*TD 95 also had a day at the seaside, along with GS 76*

*T31 rests beneath the arches next to an articulated Fordson tractor unit.  
Both John Stiles*



## **From Royalty to Mars, An Event Account from an E-mail by Graham Smith, slightly adapted by Dave Jones**

Thanks to a truly magnificent effort from Team Cobham (restoration > maintenance > blinds production > preparation > publicity through to crewing on the day), I achieved on Sunday 11th May what was, unashamedly, at the top of my list of remaining ambitions for our vehicles, viz. to run STL441 on route 441. To the best of my knowledge, STL441 had never been used before on a bus running day and the 4th Slough & Windsor event provided such an opportunity.

Trust member Peter Cartwright, who owns two superb vehicles, (RML2440 & GS13) is the event's organiser on behalf of the Amersham & District Motor Bus Society ([www.amershammotorbussociety.co.uk](http://www.amershammotorbussociety.co.uk)). Peter took all of five seconds to agree to the idea when I raised it with him last year. He compiled a most interesting schedule, starting and finishing at Staines Station, with the first journey running the full extent of the original 441 route through to High Wycombe. We had run through to High Wycombe the previous year in rather wet weather with RMC1461 but this time the sun shone for STL441 to make its running day debut, a mere 74 years after it was built.

Out of respect for the vehicle's venerability and in consultation with Peter Goodfellow, driver for the day, we agreed to limit the passenger loading to twenty, rather than go up to the insurance maximum of thirty. I printed a notice to display on the vehicle's platform as we foresaw there would be great interest among the more discerning of those attending the event to ride a 'leaning back' STL. To have an official notice at which to point was considered essential to avoid any arguments on the day.

It was agreed to try to keep secret the likelihood of STL441's appearance, for two main reasons. One was to act as a 'surprise' to the fraternity on the day itself (as we had done when we ran T504 at the first SL/WR event in 2005) and two was to minimise the risk of an excessive number of enthusiasts assembling at Staines Station only for some to be disappointed. Obviously, the plan to use the STL was not kept secret from the band of Cobham's faithful regulars. I took the public relations opportunity to invite a handful of Cobham's influential supporters including Leon Daniels and Dave Stewart, asking them to keep the STL's intended appearance a secret.

So, only five weeks after the Arctic conditions of Open Day, the weather for the SL/WR event was rather different, by some 20 degrees - that's 36 degrees in old money.

To say the day went well would be the understatement of the year. Peter C's organisational abilities are tremendous and Peter G's expert driving skills are known to us all. The reactions from all those who saw STL441 running on a brilliantly sunny day and especially from those fortunate to have a ride were absolutely amazing. Kevin H's colourful publicity material went like hot cakes and the suggested initiative to seek donations for surplus Cobham Rovers yielded almost £45 [deposited in the Donations box at CBM].

I am sure Dave Stewart (Managing Editor of the LOTS monthly TLB newsletter for those who may not know) will not mind if I quote from an email he has sent me:

"Special thanks for granting me the privilege of riding (twice) on "441 on the 441". In the period up to 1953 we had lots of these 'leaning back' STLs at Alperton on the 83 and 79. I rode on them numerous times in service, including to school (before I was given a bike, that is). So it was the first time for well over 50 years for me. And, I was impressed with the hill climbing, knocked spots off our RM737 I must say. Perhaps I leave it in 3rd too long?"

Another passenger, a Trust member known to some of you, was Brian Moore. In his younger days and among other ventures, Brian was actively involved with the 2RT2 group (RT113) and with the rescue of our own T504. He joined us for a 457D trip from Slough to Pinewood and back and the journey made his day.

We were pursued throughout the day from CBM back to CBM by a posse of four 'elite' photographers (some are Trust members) whose sole focus (pun intended) was STL441. Also, they donated £15, making almost £60 received for the day.

Other pics of the day can be found at:

<http://jimmyshengukbuses2.fotopic.net/c1508979.html>

<http://ukbusrallies.fotopic.net/c1509049.html>

<http://steves-travels.fotopic.net/c1509157.html>

So, in summary, another memorable day for CBM. Thanks, again, to all those who made it possible.



*Home to Mars, Ricky Gervaise' Office and Thunderbirds, Slough has secured its place in history! So has STL 441, seen here departing the bus station with Graham Smith on platform duty.*

*Who says you need to be blond with long legs to get into Pinewood? STL 441 guest stars at the famous studios on 11th May.*

*Photos Peter Zabek*



*In timeless surroundings, it was tempting to reproduce this in black and white, but there's not enough photos of STLs in colour, so I didn't! Has her majesty been bus spotting, one wonders? 441 on the 441 leaves Windsor for Staines in glorious sunshine. Photos Peter Zabek*





*OK, I give in! Here she is at Windsor, and below at Beaconsfield, the date only being given away by the modern clothes, cars and bus stops.*  
*Photos Graham Smith*



## Wombwell Diesels, 1977

Following mention in an earlier issue of the famous scrapyard, Bob Williamson sent in these photos of days before H & S.



RTs 3324 and 2296 await their fate, as had many before, and quite a few after. Opened by a Mr Hoyle in the 1940s, the business, originally dealers, passed to his sons, who ran it until retiring 1994.

Unidentified green RTs, no longer fit for service, rejoin their former red stablemates for the last rites.





RTs 628 and 699 embrace for the last time, reunited under a single owner once again. Soon to be reduced to a skeleton as shown by RT 590, the bus was probably driven to its final resting place.





Unidentified SM class vehicles also assembled at Wombwell for their last journey, including an early London Country MB(S). I doubt if anyone will look on the passing of Tridents in quite the same way.



### SCALESCENES .COM

Fellow railway modellers have designed the models on this web site that has been laid out in three sections.

RAILWAYS, TOWNSCENE, and SCRATCH BUILDERS YARD in both OO and N gauge.

RAILSCENE includes bridges, retaining walls, tunnels, viaduct arches, station platforms.

TOWNSCENE, tarmac road with realistic road markings a choice of period modern or pre 60s road signs, complete with bollards and pavement.

CORNER SHOPS, and TERRACE HOUSES The two separate kits are complete with detailed interior fittings for the shops and houses and are designed to compliment each other. The kit contains clear step by step instructions in graphic form leaving the modeller a choice of low relief or the full complete buildings with back gardens. Windows are included which can be scanned and then printed on overhead projector transparency film. Film is available for both laser and ink jet home printers.



SCRATCH SCENE feature roof tiles plus a large range of brick colours corrugated iron sheets, cobbles, paving slabs, and many more.

You are able to do a test printout online and check the colours against your screen, as all printers produce a slightly different interpretation of colours.

You do need to provide your own card to complete the models in three different thicknesses. Together with a straight edge, sharp craft knife, cutting mat, and PVA glue.

You can purchase online and within minutes your models are e-mailed to you in ADOBE ACROBAT format leaving you to build as many as you wish.

Chimney pots for my model were made from wooden skewers from the barbecue and from the Langley range.

Items of street furniture and figurines in white metal to complete your diorama can be acquired from Langley models that stock a large range in 4mm scale.

Langley Models      Three bridges road, Crawley, Surry, RM10 1LE, 01293

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## **GARAGE KITS and UNDERGROUND DEPOT**

John just missed the last magazine deadline for these two new kits the three-entranced Harrow Weald,HD. Plus the imposing offices over Plumstead,AM garage. Two new models announced in May are Addlestone, WY that can be built with the offices in line to fit a shelf, or can be built with the offices at a slight angle. Both options are catered for in this kit.

The fourth model is based on the style of Ealing Common underground depot. It accommodates five roads at two inches centres. The depot is approximately 11” wide and 10” deep. The intention is to use the model at the end of a layout with the tracks passing through to a fiddle- yard. The kit is printed on stout card and has a double layer walls with internal and external detail, complete with glazed windows and roof lights. The garage kits are £13.00 underground depot £15.00 incl. p/p

Available from John Howe,      Whitehall Road, Grsys, Essex, RM17 5NX or  
Radley models, [www.radleymodels.co.uk](http://www.radleymodels.co.uk)

## **MODELING TIPS**

There is a very good article recently added onto the worldwide model buses web site by Siggy De Reuther on card kit building, well worth a read.

## **REAR VIEW MIRRORS**

One of those items often missed and not included in resin models are the rear view mirrors. Each pack contains three pairs priced at £1.00 per set F30a are round driving mirrors, F30b are oblong driving mirrors side hung, indicative of the standard mirrors fitted to LT. Buses in the 1930s, 40s, and 50s. A top hung oblong has now been added to the range.

Cheques payable to H.M.Hughes, Orchard Rise, Tibberton, Gloucester, GL19 3AT. Please include a SAE,

## **FORTHCOMING AND NEW REALESE IN RESIN PARAGON KITS**

Available June or July model no. PK23 1950 Massey Lowbrodge bodied Regent 11 with its attractive curvaceous lines, in the Southend style. Pre order to A.N.Goodwin, Paragon Kits, St, James park road, Northampton, NN5 5EU, e-mail [linfo@paragonkits.com](mailto:linfo@paragonkits.com)

## **MARSDEDN MODELS**

Neil Mortson will be releasing two models about now of a 1939 Bristol L with ECW front entrance body. Northern Guy Arab 111 with Brush B38F bodywork.

## **LITTLE BUS COMPANY**

Among the many new models announced this year by the Little Bus Company will be an STL6/1 open front entrance country d/d from the second batch with bodywork by Weyman more details to come.

## **MODEL BUS COMPANY**

These two new kits mark the start of a unique series of one-offs that are to be found in an otherwise standard fleet. These kits will generally form an initial limited run which is unlikely to be repeated once sold out.

The latest model in the series is Kit 5b Tilling T370 the only Tilling to serve in the country area. It was to lead a chequered life considering its short service life of six years with the L.P.T.B. It was acquired in 1933 from Charles Russet and sons who operated as St Albans & District. At the time of acquisition it carried a second hand Short Brothers 30 seat rear entrance body mounted on a 1930 AEC Regal

In 1936 Chiswick rebodied it with the one spare central area Tilling body dating from 1932. It was painted in the standard pre-war country are livery of duo

green with a silver roof. It acquired significant body detail namely the heavy floor line beading found on ex- General buses.

It was known to operate from several country garages including Hertford. After just three years service with the new body was withdrawn and dismantled in 1939.

The second model in this series represents T45 one of the rebuilt front entrance vehicles from the first batch of 1T1s. T45 was one of two that over the years was to receive a rounded cab as used on most of the ex general buses. The other vehicle was T34 but this differed in the beading detail. T45 acquired its round cab in 1947 and is thought to have lasted in this form until dismantled by LT in 1952. Known garage allocations for T45 were Kingston and Enfield. A decal set for Enfield route 205 is available for this T45. A decal set for Hertford route 329 is also available for T370. £2.50 per set. Kits are £32.50

Thanks to Graham Orchard for the history of these two unique vehicles.

These very popular models are produced on a small scale and do sell quickly, an early response is recommended, to avoid disappointment. Ring Graham before sending any remittance.

M.B.C.                      Perranuthnoe, Penzance, TR20 9NR. Tel 01736      982



## Routemaster Owners Cub (ROC)

Formed in 2007 by a group of Routemaster owners past and present.

Our aim is to support the continued operation and preservation of the London icon the Routemaster bus, to raise the profile of these by attending running days and rallies and local groups meetings. But most importantly try to ensure members are able to enjoy their buses.

Membership is open to any Routemaster owner or serious enthusiast in the United Kingdom. Our membership runs from 1st October to 30th November each year.

We publish a full colour magazine each quarter which is posted to all paid-up members, containing a wealth of articles and features, details of forthcoming events, as well reports and photographs of recent rallies and running days

We also intend to carry technical article each quarter as well as a children section

We will support many events up and down the country. In 2007 we supported events in London, the south coast, midlands and York.

ROC is a member of the FBHVC.

For more information please check out our website  
[www.routemasterownersclub.co.uk](http://www.routemasterownersclub.co.uk)

Graham Lunn (Public Liaison Officer)

Cover photos:

Front: RML 3 and RTL 139 ready for the off, as Inspector Mike (Blakey) Scott gives last minute instructions. Photo Peter Zabek

Rear cover: RT 3491 (aka Evadne) with the Reverend at the wheel would have blended into the background, but for the snow! Photo John Stiles

Inside rear cover: RTW 75 trundles along Redhill Road between journeys. When was this - winter 1963? Photo John Stiles



COBHAM AND WISLEY AIRFIELD  
CHELSEA

EXTRA

KGK 575



COBHAM AND WICKHAM  
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GREENE LANE

GREENE LANE

RT 3491

LYR 910