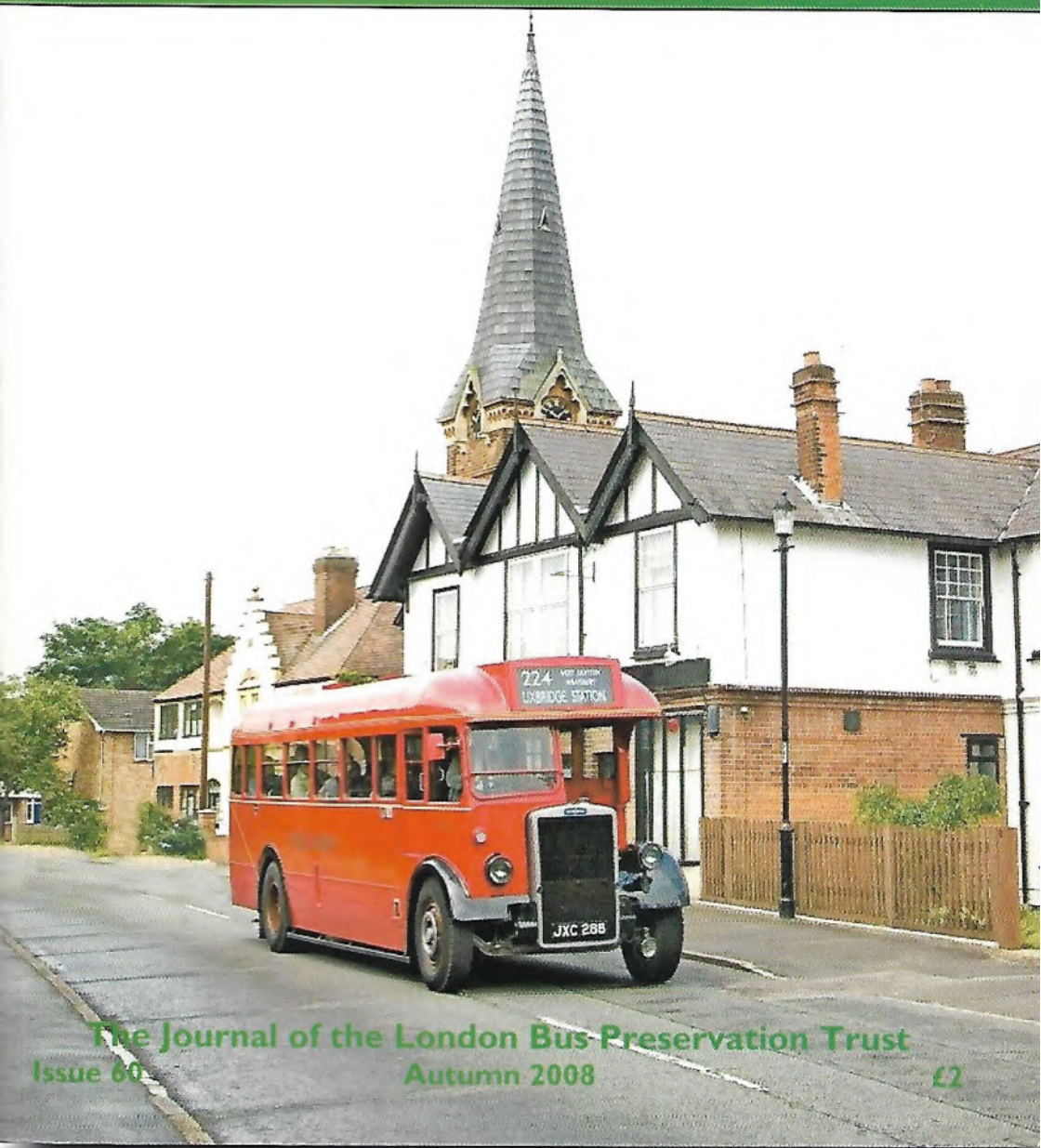


COBHAM

BUS MUSEUM

MAGAZINE



The Journal of the London Bus Preservation Trust
Issue 60 Autumn 2008

£2

IMPORTANT NOTICE – ANNUAL GENERAL MEETING

THE LONDON BUS PRESERVATION TRUST LIMITED COBHAM BUS MUSEUM

Registered Charity No. 1053383 Registered Company No. 106172

Included with the last Cobham Bus Museum Magazine, Issue 59, Summer 2008, was Notice of the forthcoming Annual General Meeting of the Company, to be held on Saturday, 25th October 2008.

At the time, in April 2008, we had booked the meeting room at the Weybridge Library.

On Thursday 14th August 2008, Cobham was informed by Weybridge Library that this room had been double booked for that date and was no longer available to us.

Rather than change the date of the AGM it has been decided to move to another venue.

We have now arranged for the meeting to take place in the Chequered Flag Room at the Brooklands Museum, Weybridge on Saturday 25th October 2008.

I should emphasise that this re-arrangement is due entirely to the action of Weybridge Library, and was completely beyond our control. Please take note of this change of venue.

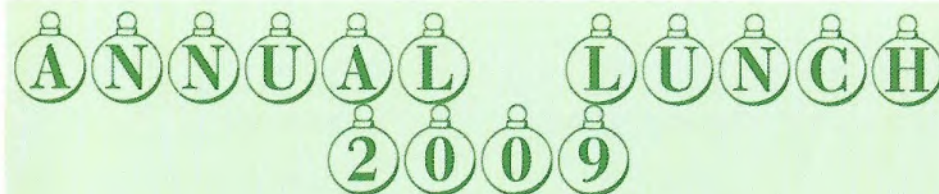
Bus Trip to Isle Of Wight Bus Museum Running day On Sunday 19th October

Bus (RML3) departs CBM at 08-00
arrives IOW at 11-30-12-00
departs IOW at 17-00 arrives CBM 20-00-21-00

Tickets are £25-00 Adults £10-00 Children
For further information contact Brian Russell
Phone 07796 930969

E mail broutemaster@talktalk.net
or to make a booking

please send cheque made payable to
"LBPT Ltd" either to the Museum or to
Brian Russell, 21 Roskell Rd, London, SW15 1DS



Date: Sunday 18 January 2009

Venue: Silvermere Golf Club/Inn on the Lake Restaurant

Time: 12.00 noon, lunch starts at 12.30 p.m.

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

4 course carvery lunch including a glass Bucks Fizz/soft drink

Selection of cold meats, seafood & salads
Choice of 2 roast meats, roast potatoes & fresh vegetables
Selection of gateaux, cheesecakes & assorted desserts
Fresh coffee & mints

**GET THERE EARLY TO SIT WITH FRIENDS OR
FAMILY**

Money to be paid in full by Monday 8 December 2008,
Make cheque payable to: LBPT Ltd

Contact Debbie Morris to book places, send cheque to:
12 Lawrence Close, Maidenbower, Crawley, West Sussex
RH10 7DR

Telephone number: 01293 886678

Paul's mobile: 07778 933 778

THE LONDON BUS PRESERVATION TRUST LIMITED

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COBHAM BUS MUSEUM LIMITED

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Chairman:	Michael Wickham
Directors:	Stephen Bigg (non-executive), Tony Lewis, Bernard Willis (Finance)
Company Secretary	
	Chris Wheble
Officers	
Acting Shop Manager:	Richard Jones
Northchapel Premises Manager:	Tony Lewis

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THE LONDON BUS PRESERVATION TRUST LIMITED
Registered Charity No. 1053383 Registered Company No. 1061762
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WEBSITE: <http://www/lbpt.org>

CONTACTING TRUSTEES, DIRECTORS & OFFICERS
If you wish to write to any of the above persons, please do so c/o **the Museum**, not at the registered office. The Museum telephone will be answered on Wednesdays and at weekends, at other times a message may be left.

As another hectic rally season comes to an end and the summer drips to a close, it seems to me that Cobham has been very busy this year. The unusual circumstances of the Open Day seem to have brought about a kind of “Dunkirk Spirit” and I doubt if so many Trust buses have ever been so active. A great debt is owed to those stalwarts who organise crews, buses, blinds, route learning and all the other essentials that go towards a successful and safe running day, especially the holders of purse strings with fuel the price it is these days. These seem to have replaced the “lines of buses in a field” event that used to be so common and provide an opportunity to show “Joe Public” what we are all about. The fruits of all these are shown in a terrific selection of photos from the record number that I received for this issue.

Elsewhere, we have the customary updates on progress, both in metalwork and paperwork, and reviews of both as well. Ever more onerous legislation rears its head with driver CPC and the London LEZ having an impact on our hobby and references to both can be found within. There is also a cautionary tale for double deck drivers.

A couple of changes to note - the venue for the AGM and also the e-mail address for the magazine, which is now non-person-specific.

ITEMS FOR THE MAGAZINE

Contributions in the way of photographs or articles are always welcome.
Please send them to:
David Jones
3 Epping Close, Romford, Essex RM7 8BH
or e-mail to NEW ADDRESS: magazine@lbpt.org
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 26 November 2008

Cover photo: TD 95 featured in a couple of events this year, being captured on silicon by PePeter Zabek during the Uxbridge Running day.

Inside rear cover :Peter Zabek also captured STL 441 crossing Tower Bridge en route to Bow Garage open day. A little off route 8, but what a picture!

Rear cover: John Stiles' timeless study of GS 34 in Tring High Street .

It is good to be able to record two new additions to the Trust fleet - a red open door RF (RF 395) and UMP 227 (the bus registration number). UMP was one of the vehicles used in trial evaluations before the eventual order was placed for the extensive RF fleet. The RF looks superb and is just about in *go mode* – a few technical tweaks under Paul Morris' watchful eye before it is to be seen regularly at Trust events. UMP requires rather more work but a team of volunteers has already started on this project. More information on and some pictures of UMP (as once was) can be found in Ken Glazier's excellent RF book (page 20+)

Another development is the potential long-term loan of STL 2093 (the current Cobham Cinema Bus) to Ensign Bus. As I write, full details are yet to be finalised but in broad outline, the plan is for Ensign Bus to restore the bus (at their expense) to former glory. The advantage to the Trust, members and the interested public is that (apart from not incurring the huge cost of restoration) this veteran will be restored to a high standard within the immediate future and will thus be seen on the streets of London once again. Thus there is the real prospect of a small fleet of STLs being roadworthy and restored. Without the intervention and potential help from Ensign Bus STL 2093 is likely to have been just a restoration project for many, many more years. This project will be watched over by our own Mr STL (Roger Stagg) and I hope that I am able to report conclusion of the agreement in the next issue.

Additional vehicles in the Trust fleet do put pressure on Trust funds. Every new vehicle acquisition needs maintenance, insurance and general storage and this increases our cost base. This is one of the reasons why we have stepped up our fund raising initiatives under Michael Wickham's direction. Part of the initial success has been an increase in the number of donations, particularly of items that can be sold at “Cobham” events to raise cash. I spoke to one member who donated a number of fine prints and drawings who said, “I'm not able to get to the Museum to help with the detailed work but I hope these prints and paintings will raise the funds to compensate in some way”. Many members are in the same position – often living some distance from Cobham and / or have other commitments that

preclude hands-on volunteering work. Donations like this go a long way to ease the strain on the regular volunteers at Redhill Road. Can you help in this way?

The Brooklands situation remains high priority. Brooklands themselves have a number of issues to resolve (mainly landscape issues) and we continue to press their management to resolve these so that we have a clear run in hammering out an agreement satisfactory to both parties. Meanwhile Tony Lewis and his band keep the Redhill Road site in working order so that we can continue to operate in a "professional manner". As a matter of course, we keep the re-location of the Museum as a top issue.

Another top issue is gaining Museum Accreditation. David Kinnear and his team have put in a great deal of work in 2008 in order that this can become a reality for us we approach 2009. David's team have also started work in sorting and cataloguing some of the smaller artefacts such as photographs. This is time consuming, but very valuable work for the Trust.

Finally, I would like to urge as many members as possible to attend the Annual General Meeting (AGM) in October. This is now to be held at Brooklands after a double booking by Weybridge library. Brooklands has the advantage of free parking and the chance to look at some of the other exhibits on the site. Attending the AGM is a good way of keeping abreast of current developments at "Cobham" and also provides the chance to meet up with others members with similar passions. I hope to see to you there.

Peter Duplock Chairman of LBPT

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

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Cobham Bus Museum Limited (CBML) Including The Cobham Shop

The Museum's trading company is slowly getting into its stride although it will mainly be next year before further developments emerge.

I'm delighted to advise that Steve Bigg has been elected to serve as a Director of CBML. Steve will act in a non-executive capacity, giving us advice and guidance (see the piece in the last Magazine for more about the rôle). He is a Member of the Trust, a long-standing transport enthusiast, a volunteer at the Bluebell Railway and a recently-retired senior executive of Marks & Spencer plc. I'm sure that Steve's retail skills and experience will be invaluable to CBML in the future and I know that he will have Cobham Bus Museum's interests very much at heart.

The Cobham Shop operation has now been absorbed into CBML. Richard Jones, Acting Manager, reports that the Shop has had a busy and successful season so far, attending events at Northolt Airport, Hemel Hempstead, the Bow Garage Centenary, Potters Bar Garage, Byfleet, Whiteley Village and the Alton Bus Rally. The EFE model of XF8 on route 271, specially commissioned for the Father's Day event at the Museum has now sold out. The next Cobham EFE bus model will be green RLH32 running as WY 8 on route 462 to Weybridge Station and this will be released at the Country Bus & Green Line Day at the Museum on Sunday 26th October. This will be a limited edition of around 280 pieces only and is expected to sell out quickly so it is recommended that, if you want one, you come along on the day as it is possible that there will be none left over afterwards.

CBML has now taken possession of the Northchapel premises under the management of Tony Lewis who will combine this duty with the similar rôle he performs for the Trust at Redhill Road. There is storage space at Northchapel for 12 vehicles and 5 of the spaces have been taken by the Trust either for those vehicles on which restoration is not expected to start in the near future or for storage of parts. The remaining 7 spaces are available to individual bus-owners with preference being given to

Members of the Trust. At the time of writing, there are just 2 spaces left so, if you know of anyone who might be interested, please get them to contact Chris Wheble c/o the Museum.

Next year, CBML proposes to arrange some bus trips using classic London buses to visit places of transport interest or to recreate historic bus services. We envisage using RT & RM-family vehicles plus the occasional RLH. The trips will be open to all but there will be a discount on the ticket prices for Trust Members. What we would like now are your ideas and suggestions for destinations so that we can incorporate these into the planning process. Please send your ideas to me, either by email to mpf.wickham@btinternet.com or write to me c/o the Museum.

During the winter months, we hope to get some separate pages for CBML onto the Museum web-site and these will feature items like the programme for bus trips and, hopefully, in due course, a Shop catalogue that will enable Trust Members, as well as the general public, to buy online from Cobham.

Michael Wickham Chairman, CBML

STILL WANTED.....

A big **“Thank You”** to those members who have responded to our requests in CBM magazine for donation of transport items to sell to raise funds for the Museum. We continue to receive some excellent items, and are raising many hundreds of pounds for Museum funds, but we need more items to keep our fund raising team in business!!

We are generally happy to accept 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, regretfully recent issue magazines are of little value.

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

Please feel free to contact us, fundraising team members: Melvin Phillips 01342 310600 (day) 01342 315177 (home) and Bob Bailey 01483 824006 (home) or email us melvinphillips@btinternet.com bailey.bunch16@ntlworld.com

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.

Membership Report

Steve Hook

I am extremely pleased to be able to report that, to date, we have attracted 70 new members this year. Furthermore, more of you are finding time to join the happy band of volunteers. Don't be shy, come and have a go: your help is vital, and, importantly for you, you get to know more about what is going on.

Bearing in mind the difficulties that some members have encountered with their banks in dealing with standing orders, it would be very helpful if members could let me know if they have cancelled their bank arrangement, so that I can send them a normal renewal reminder when appropriate.

Welcome to the following new members:

1351	Philip Riding	Hemel Hempstead	
1352	Cohn Evans	Gillingham	
1353	Robert Cook	Ruislip	
1354	Nicholas Boardman	West Byfleet	
1355	Alan Taylor	Colchester	
1356	Philip Mackness	Dagenham	
1357	Edward Pinniger	Cookham	BJ
1358	Brian Barlow	Hinchy Wood	BJ
1359	James Tassell	Andover	
1360	Stuart Vince	Chippenham	MW
1361	Mrs C Andrews	Cardiff	HONORARY MEMBER
1362F	Cohn Keers	Woodham	AL
1363	Martin Brain	Bromley	
1364	Norman Osborn	Lincoln	RF 315
1365	John Pimlott	Banstead	
1366F	Andrew Day	Chessington	
1367	Jennifer Brown	Chiswick	
1368	Eric Monk	Kingston	
1369	Donald Dunkley	Kingston	
1370	Terry Johnson	Crayford	
1371	Cohn Williams	Leamington Spa	
1372	Ivor Seymour	Sunhury	
1373	D Dawson	Reading	
1374F	John Snashahl	Pvrford	
1375	Glen Tarrant	Putney	
1376F	O Zavos	Weybridge AL	
1377	Anthony Peters	Ashted	
1377	Stephen Gillett	Upper Belvedere	
1379	Alison Smith	Dorking	
1380	Anthony Seal	Weymouth	

AL: Tony Lewis MW: Michael Wickham BJ: Brian Jones

Changes to driver licensing from Sept 2008 affecting PCV licence holders

From 10th September 2008 working PCV drivers will have to undergo 35 hours of periodic training every five years (5 days at 7 hours/day) in order to be able to continue to drive professionally. By 9th September 2013 all existing PCV drivers must have completed the five days training to be able to carry on driving professionally beyond that date. Driving professionally after 9th September 2013 without having done the 5 days training will be a criminal offence, similar to driving without a licence.

This does not affect drivers who drive buses on a Group B (car) driving licence, nor does it affect drivers who drive on a Group D (PCV) driving licence if they only drive for non-commercial carriage of passengers. Those with restricted (not for hire or reward) Group D licences are also unaffected. A flow chart is appended at the end of this report to assist in understanding which drivers are affected.

Those who want to qualify for a full unrestricted Group D licence from September 2008 and do not currently hold one will have to satisfy an additional qualification process in addition to this. The process has become known as CPC training. For newly qualifying drivers this is technically correct, but should not be confused with the CPC required for an Operator's Licence - there is no direct connection between the two.

The "qualification" belongs to the driver once gained - like the driving licence itself, it can be regarded as being "the driver's", not an employers.

The change comes from an EU Directive and also affects lorry drivers with effect from Sept 2009. Those who hold both bus and lorry licences need only do one set of five days training - so it may be that there are drivers using museum vehicles who do the periodic training in trucks - which would keep their bus licences valid for professional use. (The rules will affect all those with Groups C1, C, D1, or D on their driving licences (and any of these groups with "E" (trailer) entitlement added) who drive professionally.)

There is an exemption in the Regulations for vehicles which are being driven for “the non-commercial carriage of passengers”. Quite what this will mean is not yet clear in all cases – but things are only just beginning, and there is time to sort this out for everyone who already holds a full PCV (Group D) licence.

Whilst the five-year cycle for periodic training starts in September 2008, it does not create a direct issue until 2013 – a driver could legitimately take all five days training in that year. However, by 9th September 2013 any driver who cannot claim one of the exemptions of the requirements must have completed the training. A single journey of this kind by a driver generates the need for him/her to have undergone the full periodic training.

There are certain exemptions, some of which may be relevant to Cobham’s normal museum activity.

The exemptions are drivers of :-

- A. Vehicles with a maximum authorised speed not exceeding 45kph (28MPH)
- B. Vehicles used by, or under the control of, the armed forces, civil defence, the fire service and forces responsible for maintaining public order
- C. Vehicles undergoing road tests for technical development, repair or maintenance purposes, or of new or rebuilt vehicles which have not yet been put into service
- D. Vehicles used in states of emergency or assigned to rescue missions
- E. Vehicles used in the course of driving lessons for any person wishing to obtain a driving licence or a CPC, as provided for in Article 6 and Article 8(1) of the Directive
- F. Vehicles used for non-commercial carriage of passengers or goods, for personal use

G. Vehicles carrying material or equipment to be used by the driver in the course of his or her work, provided that driving the vehicle is not the driver’s principal activity.

The exemptions in points a, c, and f appear relevant to the activities of the museum. Road testing etc can be conducted by a pcv licence holder without having undertaken periodic training. The exception about vehicles restricted to 28 MPH appears to relate to vehicles with solid tyres. Non-commercial carriage seems to cover use at (for example) public running days, if any person is free to use the bus and no money is taken, either directly or indirectly. (If a free bus service were provided to/from a station to the museum, but was only open to those attending the museum, for which entry was charged, the issue would be less clear. In these circumstances I would suggest that drivers should be fully qualified, including periodic training when that becomes required).

Strictly, it is the driver’s responsibility to ensure he or she takes periodic training – not the operator’s responsibility to provide it. However, using drivers who should have a periodic training qualification but did not is an issue which could be considered in relation to the Operator’s Licence, and also a direct criminal offence by the operator. In some circumstances I consider that it could become criminal for the operator at a different level. Certainly, were a fatal accident to occur in which the driver of an operator’s bus were regarded as culpable, and where the driver had not undergone training but the operation was such that he/she should have, I would consider that the new offence of corporate manslaughter would be a real consideration in the police investigation. Were a Cobham vehicle to be involved in such circumstances, the Trust could be prosecuted in this way.

Unlike the PCV driving test itself, there is no “minimum vehicle specification” for vehicles used to conduct the periodic training, and museum vehicles would appear to be suitable for this purpose, if it proved necessary/appropriate to have museum volunteer drivers trained using them. Training must be conducted by an approved body on an approved course which complies with the laid down syllabus. Courses will be

Quality Assured by the Driving Standards Agency. There is a formalised process for recording training completion.

A separate issue was raised with me, querying whether Restricted (Gp D, not for hire or reward) licences would be phased out by this new set of requirements. The DVLA at Swansea assure me this is not the case.

So where does all this leave us? If you drive a bus on a car licence, or on a pcv (Group D) licence with Restriction 101 (not for Hire or Reward) it does not affect you at all. If you need to get a new unrestricted pcv licence you will – as of 10th September this year – have to do some additional qualification for it to gain the cpc element.

If you already hold a full pcv licence, and wish to maintain it as unrestricted you will need to complete the five days periodic training, provided by an approved training body, on an approved course(s) by 9th September 2013. It seems likely that there will be a huge rush to get such training done in 2013, so being ahead of that looks wise. Be aware that once you complete the five days you become issued with a card to prove it, which you must carry whenever driving a vehicle in circumstances that require the qualification (and carry it means just that – not be able to produce it within 7 days like the licence itself). And once you have completed the five days and had the card issued you start the next five year cycle then.

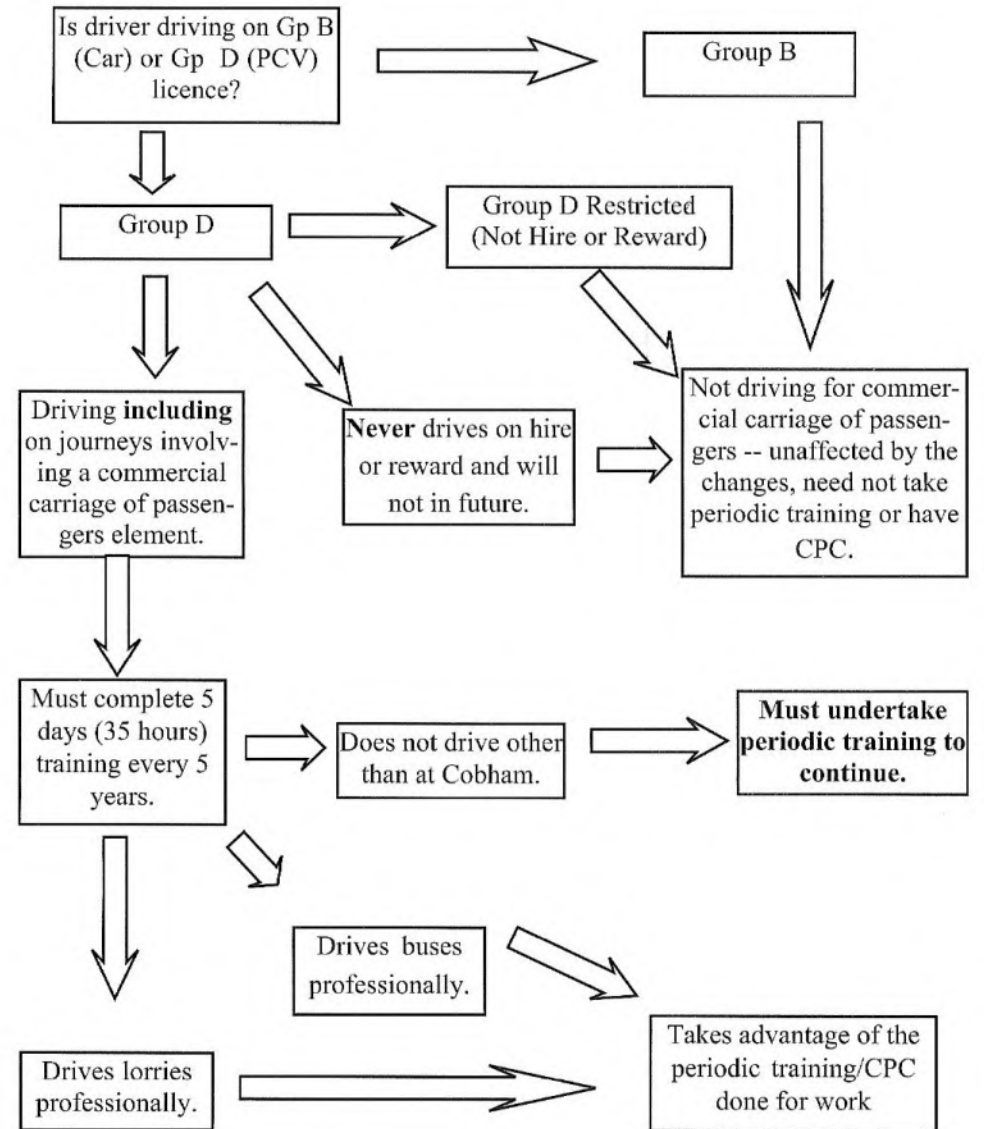
Doing four days soon, and a single day in 2012/13 looks good to me!

If you drive a lorry or van in licence groups C1 C, or C1E or C+E the training you do for that will count as the training you need for your bus licence (or vice-versa). So, if you do that for a living you can rely on the training for your work, provided that it gets done by Sept 2013 (because vans and lorries start all this next year, be careful your bus licence doesn't get caught in the years difference)

Peter Rodger

Chief Examiner, Institute of Advanced Motorists (and Cobham member)

Flow chart - Does a driver require to undertake periodic driver training post 10/9/08?



Restoration and Maintenance Report

The summer is upon us and hence the period when members are more active in the rally and show appearance field than getting covered in oil and grease.

Despite this, there has been a sizeable enthusiastic gathering on Wednesdays, even if the weekend crews have been somewhat down on numbers. All of us are aware of the difficulties of the financial constraints placed upon us by reduced takings from Open Day and this has necessarily had to be reflected in the reductions in budgets for activities during this year. Fortunately we have been able to keep most of the budget in place to allow the ongoing restoration of RT 2775 which under Nick Abbott's leadership is making good progress at an extremely high standard.

Paul Morris and his team are succeeding in keeping the mechanical side going, aided on the older vehicles by those of us making up the Wednesday teams. Use of the vehicles of Class 6 as well as Class 5 services and appearances of a large number of rallies and shows has kept everybody busy keeping the fleet on the road.

At this time of writing a un-precedented number of Cobham vehicles are fit for service, a major change in less than 12 months and the dedicated workforce will be ensuring that the bulk of the collection remains accessible for members to enjoy.

An unforeseen hiccup prevented the anticipated return to service of the SMS for Rear Engine Day when it was discovered during final assembly that rear crankshaft oil seal on the donor crankshaft was of a different external size to that used on the original vehicle, unfortunately necessitating a dismantling exercise and the manufacture of a new part. At this time the engine is re-assembled and the SMS should be driving out very shortly leaving the bay vacant for G351 to have its clutch repair and rear springs re-tempered following which it will re-join the running fleet.

UMP 227 has now re-joined the museum having been purchased by members of the UMP Club who donated together with a sizeable stock of spare parts from Ian Barrett for this unique vehicle which was, of course, the prototype for the RF. There being plenty of work that can be undertaken without the necessity for further expenditure a group of those interested in putting UMP back together will be meeting shortly to start getting the works under way.

With a shortage of funds no new projects that would involve expenditure can be commenced at the current time but this has given us the opportunity to clear up a number of outstanding jobs on a number of vehicles that might otherwise have remained on the back burner.

Your managers covering restoration and maintenance set out last year when taking over this aspect of the works to get as much as possible of the running fleet "fit for service" and we both hope that you will agree that we have been able to live up to that promise even if, because of the financial problems, we have been unable to progress on additional vehicle restorations to the degree that was anticipated we look forward to not just keeping the vehicles on the road but bringing you more of them in road worthy condition.

Roger R. Stagg & Paul Morris Trustees

RT 2775 Recent Progress

Nick Abbott

Roger asked me to put together a summary of the recent work carried out on the restoration of RT 2775 since I took over as the project manager for the restoration. So in no particular order we have achieved the following:

The components stored in the paint bay and bus have been emptied into the new storage container, which is now nearly full. The bus has moved to the location occupied previously by the Guy and STL 441, which is a bit more visible to the visiting public, although this location seems to offer less actual working space than the previous location.

All woodwork for the lower deck has been finished, which has included making approximately 100 individual pieces. This includes the new floorboards, all the slats and other small pieces that go to make up the lower deck floor. The same now needs to be done for the upper deck although this will involve a lot less pieces, as we do not need to replace the floor, only the slats and trim pieces.

All new lino has been cut for both decks, and the lower decks has been fitted. The plywood side panels have all been cut and the lower deck panels have been covered with brown rexine, the upper deck ones are in progress of being covered.

The green cappings have all been cleaned of old rexine and glue, and have been sent away for powder coating, before applying the rexine. Powder coating stops the aluminium corroding under the rexine, and producing nasty bubbles, which

can be seen on some preserved buses – the cream ones were recovered a year or so ago, and are ready to be refitted.

All the seat frames have now been cleaned up and are either in primer or undercoat. We now have enough of the correct colour top coat to finish the painting of the seats, although there is no real hurry for this until we are in a position to put the seats back in the bus, as they are awkward shapes, and it's easy to damage the paintwork during storage.

The engine has been removed, and the front section of the chassis has had a start made on cleaning all the muck and grease off of it, the back three quarters of the chassis has already been cleaned and painted silver. Several cracks in the front bulkhead have been welded up, and the whole area is nearly ready for painting. The cab was stripped several years ago, and now a start has been made on painting it, along with cleaning and painting of the individual components to allow them to be refitted when ready.

On the upper deck, all the slats have been removed as they were either worn out, or not fixed down properly anymore. All the existing old brown rexine has been removed, and the areas cleaned up ready to apply new rexine. This includes the rear vanity shield and all side and stress panels. In recent weeks, work has started on cleaning up the paintwork on the stairs.

Painting of both deck ceilings is the next major task that needs to be accomplished, and once that has been done, assembly of a considerable number of components can begin, including the rexine covered cappings and rexined side panels, which will make a huge difference to the interior of the bus, and get quite close to the point where the seats can be put back in.

A lot of people seem to be under the impression that work on the RT has only been resumed recently, but that is not the case. Work has never really stopped over the whole restoration period, although other more important tasks within the Museum have taken priority at times, and the volunteers working on the RT have changed at various points, as people come and go. The work has not always been visible from the outside, but a slow steady progress has been maintained under the previous leaderships of both Peter Plummer and Richard Hussey, and I think at this stage, the project completion is in site, although I'm not promising a final finish date!

Sunstar RT and EFE 2RT2

Roger Stagg

Thank you to all of you who have written since the publication of the article on the Sunstar model. Apologies that it has been impractical to reply to you all personally.

There are of course many more errors than those mentioned in the magazine but I tried to concentrate on those that detract from the appearance of a 2RT2. Amongst the worst of the faults I did not mention was the width of the pillar between the upper front windows and a number of you have referred to this.

Seemingly nobody has received a model with the bonnet stay and the underside tangle of plastic "pipes and cables" seem to be a general problem. Whether anything will be corrected in future releases (if there are any) seems unlikely as Sunstar have ignored any correspondence.

Regarding specific questions:-

- 1) Modifying the radiator requires a Dremel or similar modelling drill and cutting discs together with a steady hand to reduce the casting to the profile of the modified radiator. If this is not reduced in width the radiator will not fit over it as it laps the casting
- 2) It is impractical to try to modify the rear wheel dustbin lids even on a lathe.
- 3) The mirrors as supplied are correct for the period modelled. The nearside mirror fits under the canopy midway and looks back through the saloon to the platform not alongside the vehicle. It was to see the platform not the road. Post war it would be fitted in the conventional position like the early RT3s then be changed to the small circular pattern in the early 1950's.
- 4) Fixing of the small items such as mirrors and handles is difficult. Superglue works for the handles but is not too good for the mirror. For this, a spot of epoxy resin under the canopy projection is best, but a section of tape is required to keep it in position until hardened then peeled off. These items are extremely fragile, meaning the model is best kept in a glass cabinet especially if you have children or grandchildren!

Since arrival of the Sunstar model we have also seen EFE's 2RT2 using their new mouldings. With EFE producing so many really excellent models now this one came as a disappointment. The radiator on their latter issues of the RT was

spot on for shape, spoilt only by them painting the area of the number plate silver instead of black. The new model seems to have lost its tapering shape somewhat. One of the distinctive parts of the 2RT2 was the curved and tapered rear offside quarter, virtually copied from the STL. On this model it is omitted and cast without taper or pronounced curve exactly as a later RT3-8 except for a moulded in battery box door. Presented in wartime livery it sports a 1950's nearside mirror—see above. However the absence of moulding in grossly oversized strapping has given the model a superb finish. Come on EFE we can forgive the mirror on the basis of later liveries but the rear quarter is unacceptable---as it says on the tin “this is not a toy”

A Tiger Goes to Brighton

Colin Read

I knew it was going to be a good day on Sunday 4 May when TD95 arrived at Crystal Palace early that morning, in the charge of Kevin Hibbs and I was given the opportunity to take the wheel for the next leg of the journey.

Having been duly briefed as to the route, I must confess to being a little wary of the awkward right hand turn and steep upward gradient of Anerley Hill, but this did not present a problem and I was soon exploring the Upper Norwood one-way system and heading towards Streatham Common and the A23. With my ‘other half’ safely seated in the saloon, I soon spotted one or two camera-toting familiar faces on the London Road then it was along the Purlev Way to Purley and Coulsdon, where we took the traditional route through the town as opposed to the newish by-pass, which I noted was taken by some of the entrants!

Down along the Brighton Road, past Hooley and Merstham and into Redhill, where Kevin expressed a wish to take over, it being his old stamping ground. It was quite noticeably quieter in the saloon compared with the crashing and banging assailing the cars up at the sharp end. I often wonder just how the old drivers put up with the discomforts of driving the older vehicles in years gone by - surely they wouldn't believe the luxuries of modern day buses! Mind you. I'm not complaining. The old girl is a joy to drive and I feel privileged in being able to do so.

On then to the Broadfield Stadium (Crawley) stop for a breather, along with many other entrants and where I met up with my brother, a former enthusiast almost from an earlier generation. I took over the controls again and with careful guidance from Kevin found my way through the Sussex villages, most of which had seemingly turned out their inhabitants to wave us on our merry way!

Re-joining the A23 on the outskirts of Brighton, we were faced with the usual major traffic jam and somewhere near Patcham, T31 had pulled over, seemingly in trouble from overheating. I stopped in front to see if we could render assistance but fortunately, a passing vintage fire appliance was hailed and came to their rescue with a gigantic container of water, which soon found its way into the AEC's radiator, whilst the event was being duly recorded on film.

Suitably refreshed, she was soon on her way, no one taking up the offer of a transfer to the TD for the last leg into Brighton. Kevin had the honour of taking her in and across the finishing line and we parked up as usual and went off in search of lunch.

After the judging - we gained 3rd prize for our category - I took over again for the run along the coast to Shoreham and cross-country via the A283 and A24 to the refuelling stop near West Grinstead, where Kevin took over for the run back to Cobham. We decamped at Dorking for our trains home.

All in all it had been quite a day!



Three for the price of one! T 31 in a spot of bother on the outskirts of Brighton on 4th May, with TD 95 having stopped to render assistance as a Southern Vectis Lodekka trundles past
Photo - Colin Read.

Uxbridge Running Day 1 June



TD 95 in Bury Street Ruislip on the Lido Shuttle and below at Laleham
Photos - John Stiles



Hemel Hempstead Running Day 22 June



GS 34 takes the right road at Aldbury and below, T 792 leads an RF
through Redbourn High Street.



Bow Garage Centenary & Heritage Route - 28 -29 June



RMC 1461 retruns to its old haunts to operate on the express X25 to and from the LT Museum. RML 3 also took part in the service, while RTL 139 and STL 441 were among the buses on display. Star attarctoin was Q1 trolleybus 1768. Photos - RMs - Peter Starks, 1768 - Dave Jones



STL Sets out for greener pastures, passing RM 1933 in its platinum livery. RTL 139 spent a night in the garage, ready for its Sunday duty on the 15 heritage service. RML 2589 keeps her company. Photos - Dave Jones





Peter Zabek captured STL 441 with St Paul's in the background on Saturday evening, whilst the cathedral also appears in Graham Smith's shot of RTW 75 on the Sunday. An event in London meant that all-day through running had to be abandoned and route 15 worked only from Tower Hill to Aldwych, where it could be many years ago as RTW 467 passes RTW 75 and snapped by Graham.



LOTS Pre-LEZ Tour 1 July



M6 joined DM 1052 and T 1 on a final foray into London before the LEZ came into force. The cost of making T 1 complaint was such that East London Bus Group decided to sell the bus, which is seen below being handed over to Roger Wright by General Manager, Jon Batchelor.

Photos - Paul Morris



Potters Bar Running Day 5 July



STL 2377, TD 95 and RT 3871 in typical LT surroundings at Potters Bar Garage on the occasion of the running day. Life in the slow lane on the fringes of London's central area, TD 95 at Northaw. Photos - Peter Zabek



Crich Leyland Gathering 13 July



This event at Crich saw an amazing assembly of buses, including many from Mike Sutcliffe's collection. Photos - Graham Smith





Leyland coaching on a grand scale. Photo - Graham Smith
 Also on show at Crich were RTLs 554 and 1163. Photo - John Stiles



Letters Received

From Brian Reynolds

As a member of a number of different societies, I have, over the years, written many letters on a variety of issues, some generating agreement but others greeted with unadulterated apathy! I must admit that when I expressed my views on the Samuel Ledgard livery applied to RLH 32, I fully expected to receive some support. So it came as a shock to see nearly three pages of the magazine devoted to converse views! As the tone of the letters betrayed a degree of anger, I feel that I must exercise my right of reply.

First of all, it was impertinent of me to say that owners of vintage buses had an obligation to maintain them in LT/LCBS liveries. Of course everybody has a right to do what ever they want with their own property, just as they have a right to sell their vehicles for scrap, if they are unable to maintain them. Obviously, we hope that they don't, and most owners will have made arrangements to ensure that their vehicles remain in good hands. Nevertheless, a number of preserved vehicles have been lost in this way - notably the last surviving "tunnel" STL some forty years ago.

Contrary to Eddie Knorn's suggestions, I do not resent non-Londoners' right to enjoy the nostalgic sight of vehicles in liveries which they recall. It was quite right that the 40th anniversary of the demise of the Samuel Ledgard company should have been remembered by operating a vehicle in that livery, in the area in which it once served. But couldn't it have been an RT (of which Ledgard bought several) and of which there are numerous preserved examples? Let's face it, apart from the much altered former RLH 44, there is currently only one green RLH still operating in this country, namely RLH 48. My nostalgic affection for RLHs derives from many years of travelling on my local 410 route during the fifties - all green of course. Surprisingly, I never got to see a red RLH in service! Wouldn't it be nice if some of the many survivors in the States could be repatriated! (*In addition to Ensignbus' RLH 61, that is. Ed*) Mr Knorn says that 'it would be unfortunate if the only survivor(s) of a particular LT or LCBS class were preserved in a non-London livery' so, presumably he would not advocate G 351 returning to the Burton Corporation livery in which it ran for some years!

Graham Smith suggests that I should acquaint myself as to which vehicles are actually owned by the Trust. I would like to inform him (and Michael Wickham) that I joined the Trust several years ago because I passionately believe in

the preservation of old vehicles, and indeed of anything from the past which is good (I have hundreds of vintage music broadcasts going back to the forties) so I know precisely which buses are owned by the Trust and which appear at events by courtesy of their owners!

Speaking of events, Mr. Wickham is understandably disappointed that I did not enjoy the August 2007 event as much as others. It is all rather distant history now but I can only state my own reaction (actually backed up by one officer of the Trust) that it seemed unusually quiet for these occasions. I had come hoping to ride on the Q or the TD or even, dare I say, an STL! Also no visiting RLH or Craven was a disappointment (although this is not Cobham's fault!) I may be wrong but I only noticed about four buses giving rides, but perhaps that's because I left early.

But, as I said, this is all history. There have been other events since then and I only wish it was possible for me to attend more of them. Sadly, I shall never be able to attend the "Big One" in April, much as I would like to, as it always coincides with the AGM of a music society for which, as a committee member, I have responsibilities. Why, oh why do so many Societies and groups have their meetings on the same Sunday each year?

At which point I feel it appropriate to draw a line under this thread of correspondence - Ed.

From Bob Williamson

On page 30 of CBMM 59 para. 3 refers to the strange WLB 991 reg.no. plate used in the film. Just by chance I was looking at the PSV Circle "editorial" for October 1963 which gives a full description of the buses used etc. There were three RTs used to make the film and ALL were registered WLB 991 which was in fact the reg.no. of a Ford Consul car belonging to one of the film crew! There is a lot more info. about which buses were used in the countries visited etc. The three RTs were 2305/2366/4326 although RT 1881 also appeared at the beginning of the film as it had just arrived for overhaul and the other three had already been prepared for the film with painted-on destinations etc.

From Peter Mundy

My wife and I would like to express our thanks to all the volunteers, stall holders and vehicle owners who turned out on what was a pretty miserable morning, I could not believe it when we awoke in our camper van to see snow! Well done to all.

I also noticed that there is what I take to be a Leyland chassis that has appeared since our last visit to the museum, could you enlighten me as to what it belonged?

I could, but Colin Read can do better, as follows.

More on the TF Chassis

Colin Read

Browsing through some old Information Sheets of the erstwhile London Bus Preservation Group recently - I was once part-owner of RTW467 - I came across the following, which I am sure will be of interest.

The mid-October 1969 issue mentioned that "Rumours have it of the bottom half of a TF in existence in the Midlands and we are endeavouring to have confirmation of this and if possible to secure the remains."

The mid-November issue had more information, as follows:

"The TF chassis is most interesting - apparently it came from Lindseys of Epworth, Yorks in about 1952, already converted to a lorry with Beaver cab and dropside body. The cab utilises all the bus fittings - control switchbox of LT standard, speedo housing, gearchange. etc - the wheels still have the fixing brackets for LT trims, the front brackets being of the type we are currently having made up for our T 9, T 10 and RT2s. It only ran for a short time with the present owners before a rod popped through the top-side of the engine - and it has stood in the yard ever since, quite well protected by other vehicles and a spare body on top of the existing one, so that the whole thing is in a well preserved state. I am told that with the engine repaired, the chassis would be in running order - anyone care to have a go? The asking price is in the region of £100 - £150 but not too much attention has been paid to this aspect as yet. The chassis appears to be that of TF 67, FJJ764."

Its identity was confirmed by a photo on the cover of the December issue, which showed part of the rear, surmounted by a wooden-planked body. The vehicle had been withdrawn from service in May 1953, so the 1952 estimation was a

little early. John Hambley's book *London Transport Buses & Coaches* covering the year 1957 shows a not dissimilarly converted TF24 with Allweather Surfaces Ltd. and fitted with a tank.

Issues of the LBPB Information Sheet at the time also featured the removal of LT1059 and other vehicles, with which we are familiar today.

It's remarkable to think that the TF chassis should turn up at Cobham some 38 years later. What we do with it remains to be seen!

Alton Bus Running Day & Rally, 20th July 2008 David Humphries

This rally was held in conjunction with the Mid-Hants Railway and buses met train services at Alton Station, running to and from the rally field as well as other exotic Hampshire destinations including Medstead and Four Marks and Alresford. The weather was wonderful and the turnout seemed impressive.

The huge site at Anstey Park was well stocked with buses, over 100 I believe and London examples were numerous featuring RMs, RTs, RFs and GS. A fantastic line up of RMs and other London examples dominated ones side of the field and many vehicles were turned out to exemplary standards, certainly in better fettle than I remember them in service!

Sadly, due to family and time constraints, I didn't manage to ride any London examples but did enjoy a journey on an Aldershot & District Dennis Lo-Line and my son of four enjoyed his special trip on a 1/2 scale London General B Type bus, which to be honest looked more fun!!

I have enclosed some photos of the day and hope to return next year for a very enjoyable bus



Two more views from Alton, LS 24 reminds us of a class which might have been called Marmites! Photo - Dave Humphries
STL 2377 was also in attendance. Photo - Tony Seal



Worcester Park Running Day 10 August



Worcester Park running day showed that the "old-uns" have their foibles too. STL 441 and T 31 both needing attention during a very busy day at which Cobham had a sizeable presence.
Photos - Peter Zabek



During a more mobile moment T31 passes Sutton Garage, while Q83 passes along suburban serenity in Worcester Park
Photos - John Stiles





Former Cobham resident RT 190 passes STL 441 at Worcester Park Station. Photo - Peter Zabek
 Surprise visitor was "D130", Quantock Motors' Huddersfield Daimler in LT post-war livery. Photo - John Stiles



You may well ask why this particular photograph is on our Magazine. Well, your Editor recently received a 'phone call from Leon Daniels, in the course of which the incident was mentioned and it was felt that you would want to be aware, and indeed beware, of this. Leon is including the item in the RMOOA Magazine that he edits and kindly passed it on to me.

This is a typical low bridge accident - the bus is taller than the bridge! There is much damage to the bus, and mercifully there were no serious injuries. But as you start to look at the photo you'll spot immediately no sign on the bridge. For although on the public highway any bridge under 16'6" must be properly signed (and therefore by implication you can assume an unsigned bridge is tall enough for your double-decker bus), this low bridge is on private property. It is in fact the station approach to Thornaby Station in Yorkshire.

The road is owned by Network Rail and is not dedicated as a highway. The boundary between the public highway and this road is not in any way clearly delineated, and indeed typical highway markings (white lines, double yellow lines, give way lines) are used. The driver is therefore lured into thinking this is public highway and he can rely on the bridge being 16' 6" or greater. In fact it is barely 14' tall and the consequences are clear.

The warning therefore is that we should all be really careful on access roads, at stations, and anywhere else where the road might not be public highway, no matter whether black tarmac and ordinary road signs and markings might be in evidence. And this warning relates to canopies as well as bridges. And if in doubt, stop and check.

SHOWBUS DUXFORD SUNDAY 28TH SEPTEMBER

Many of you who attend Cobham, especially on a Wednesday, will know Roger Shaw as a valuable restoration member. Roger is also a keen modeller of London Buses, some of which have been featured in this magazine. He is now building up a fleet of L.T. service vehicles and has kindly offered to describe how he has achieved this using kits and die-cast models. Inspiration to start his collection was made after reading Clive Greedus's articles on the LTSV. Plus.com web site.



Transfers for the registration plates are from the Fox range, 11mm size LT fleet names are from the MBC decals. Spotlights from RTC models, and rear view etched mirrors from Mark Hughes to complete the models.

Classix Ford E 83W 778F registration in brackets

(MXX212) drill out the rivet underneath and it will dismantle for repainting in Chiswick green, add a spotlight from RTC models that fits conveniently in the bumper bracket. The same will apply for the ford estate version.

Bedford KD 882B (JXC347) plastic Coopercraft ML kit, shortened chassis, body and runners. The tilt made from box body from base toys and covered with textured masking tape to represent canvas and again fitted with spotlight and etched mirrors.

Fordson 7V tipper 660f (FXT406) Matador models from scalelink white metal kit.

Austin K4 909AS (JXC402) Classix dropside two rivets to drill out to dismantle for painting the tilt made as for the Bedford KD.

Austin LD 1056 (TXV878) this is from the service vehicle set again dismantled by taking out one rivet, Roger used nail varnish remover to remove the LT fleet name as it is oversize and replaced it with a decal from MBC range. I think you will agree how impressive they look in the line up.

Thank you Roger for sharing those tips on service vehicles. I have already made a start expanding my own range.

BASE TOYS.

Among the 9 new models from base toys are three new London Transport Service vehicles.

D32 Leyland hippo. D34 D series dropside lorry London Country. D 35 AEC Mercury dropside lorry.

MARSDEN MODELS

Neil Mortson has announced new resin models for late 2008 and 2009: EEO1A English Electric NGT SE4 front entrance single deck bus late 2008.

WBO1B Willowbrook Bristol VR late 2008

CRO1T Croft Thornycroft Nippy 2009.

SBO1A Short Brothers NGT SE6 three axle coach 2009

AXO2L Alexander Leyland TS7 front entrance coach 2009.

AXO3L Alexander Leyland Atlantean AN68 33 ft 2009.

Please note new address 42 Falstone Avenue, South shields, NE34 6SB.

Or E-mail marsdenmodels@hotmail.co.uk remember these models have a limited run so it pays to pre-order early to avoid disappointment.

LITTLE BUS COMPANY

(meet Tony at Showbus)

The masters for new models can now be viewed on the what's coming soon page of the Little Bus Company web site. For those without a P.C. they include Guy Arab 111 Park Royal 1950 Leyland TD5 East Lancs. Rebody Southdown.

AEC Regal111 Weyman single deck bus -1948Devon General.

Leyland PD2/12 Farington Midland red.

AEC Regent v Willowbrooke 30ft front entrance.

AEC Regent v Willowbrooke 27ft front entrance.

Weyman bodied STL6/1 London Country Due October November

L.B.C. models ltd 6 Appleyard, Haworth Close, Halifax West Yorkshire, HX1 2NN.



BUSKITS

Alan Johnson is a seasoned model producer has come up with a new concept for some future models. Building standardised resin or white metal components into a scratch built shell made from reinforced duplex aluminium sheet to produce the model you require.

Current prices are £40 for a single deck and £45 for a double deck plus £2.00 for postage For this you get the model steering wheel and glazing appropriate to the model which is packed separately for those wishing to spray the model.

Kits available so far are

ALKIT1 Leyland Atlantean MCW lowbridge

ALKIT2AEC Renown east Lancs. lowheight

ALKIT3 Daimler fleetline Alexander D type

ALKIT4 Daimler fleetline east Lancs. Lowheight with fleetline bonnet.

All models except the lowbridge Atlantean come with the destination box of your choice and with black window rubbers painted as standard.

Cheques payable to Alan Johnson 3, Hallwood Avenue, Salford, Manchester, M6 8WW.

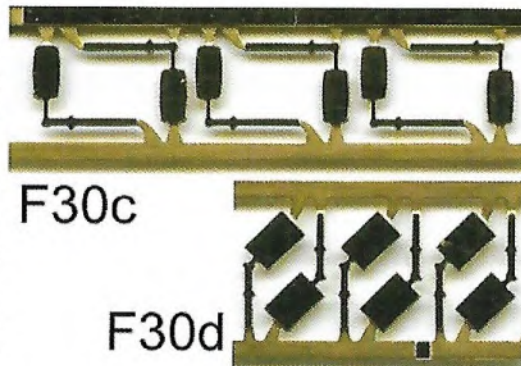
T.I.N.Y. BUS AND COACH KITS.

Founded in 2005 by members of the Lancaster area of the M.B.F. have produced a growing range of bus and coach kits in resin. Mainly for the northern area collectors,

The next kit to be produced will be TK6 Black and white Guy Willobrook release date in October pre-order now to. Tiny bus and coach kits, Willow House, 3 Mellor Brow, Mellor, Blackburn, Lancashire BB2 7EX

SIDE MIRRORS

To follow on from his two earlier releases Mark Hughes has now in stock two more side mirrors, types F30c Oblong (rounded) (3x1.5mm) top or bottom hung F30d Oblong (earlier squared corners) (1.8x2.8mm) top or bottom hung often paired with F30a. Pack of three pairs £1.00 plus large sae. To Mark Hughes models 23 Orchard Rise, Gloucester, GL19 3AT



GARAGE KITS

John Howe has sent in news of his latest kits which include a first non London model of BOGNOR bus station "Southdown" with its art deco tiled frontage, if this sells well he will consider doing other non London models. However he will require photos.

MORDEN underground station this model can be built in three differing stages of its evolution. This model, based on Charles Holden's design is approximately 27" wide. £15.00

HITCHIN HN could originally only accommodate single deck buses. It was rebuilt in 1954 to accommodate double deck buses either version can be built. £13.00

DARTFORD DT originally a Maidstone and District bus garage until take over by L.P.T.B in 1933 19" wide £13.00

SUTTON A built by L.G.O.C. in 1934 22" £13.00

M.B.C. NEW MODEL

When you read this the ST Bluebird will be available from the Model Bus Company

Ring for details 01736 711982 more in the next magazine.

ARE YOU MOVING TO YOUR DREAM LOCATION WHERE YOU WILL BE RENOVATING YOUR DREAM PROPERTY?

The 'Build a New Life' team are looking for hands-on people who are starting work on a property renovation.

The producers would like to hear from people who are moving to an idyllic part of the countryside to renovate unique and interesting properties like old buses or coaches into their dream home or dream business.

If you would like us to document your inspirational journey please call

0207 985 7165 or email Cecily.ancliffe@shinelimited.com

The above reached us via Graham Smith, if anyone is interested, please let us know as well.

Book Reviews

Phil Cruise

London's 1960s BUSES, a class album, John A Gray published by Capital Transport at £17.95.

If you have the Capital class album of London trolleys you will know what to expect from this one. The format is the same with a square hard back presentation, with all illustrations in full colour. The classes covered include all the single and double decks that were in London Transport stock during the 1960s. The first section of the book deals with double deckers, starting with the 2RTs that were being used as trainers and ending with the BEA Routemasters. An overview of the types included is followed by a section of photographs of each type with excellent captions. The photographs are interesting as they generally include a nice lot of period background detail and have not been recycled from other publications. The section on single deckers starts with the T type and its Leyland brothers, the TDs, and concludes with the MB/S classes. There are 96 pages, with some single plate illustrations and others with two. The front cover has a picture of a sparkling RT on route 114 in glorious sunshine and this sets the tone for the book. A class album says it all.

An Olympic Summer. Transport for London in 1948. Paul Collins Published by Ian Allan at £19.99.

The cover of this new publication carries a photograph of Bluebird LT 1410 parked at the Empire Pool at Wembley. The format is hard back landscape and there are 152 pages most of which have single captioned monochrome photographs on them. This is not the usual 'bus book' however. Prior to the illustrations the author gives a summary of 1948 and a background to the modern Olympics. It is a sobering thought that in 1948 the Olympics was staged in London at very short notice in an era of great austerity and at a total cost of £732,000! In 1948 this country could still make things work. That includes many of the elderly buses and coaches used as transport for the games sixty years ago. The bulk of the photos and captions deal with London or Olympic related transport, but strangely there are sections that include Portsmouth Southampton and Reading. There are two reasons for this. The first is that the photographs in this book were taken in the main by the legendary V C Jones, who was a member of the 'Southern Counties Touring Society', who made well documented visits to these towns in 1948. The second is that each town had a loose connection to the London celebrations. Consequently ships, planes, provincial buses and trolleys share the pages with London vehicles. Other vehicles are shown in Guildford, Hastings and Southend. Don't expect a picture album of London buses in 1948. This is more a book about transport with Olympic connections and as such this gives it for me an extra interest.





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