

COBHAM BUS MUSEUM MAGAZINE



The Journal of the London Bus Preservation Trust
Issue 62 Spring 2009 £2

THE LONDON BUS PRESERVATION TRUST LIMITED

Hon. President: Colin Curtis, OBE
Curatorial Adviser: Gary Wragg

Council of Management

Chairman: Peter Duplock
Hon. Secretary: Chris Wheble
Curatorial Trustee: David Kinnear
Engineering/Maintenance Trustee: Paul Morris
Finance Trustee: Bernard Willis
Fundraising Trustee: Michael Wickham
Human Resources Trustee: Position vacant
Marketing & Publicity Trustee: Colin Borg
Premises Trustee: Tony Lewis
Restoration Projects Trustee: Roger Stagg

Officers

Away Events Organiser: Brian Russell
CPC Holder: Ian Barrett
Events Committee Chairman: John Shirley
Facilities Hire Manager: Tony Lewis
Financial Controller: Norman Davey
Information Officer: Graham Smith
Magazine Editor: David Jones
Membership Secretary: Steve Hook
Publicity Officer: Kevin Hibbs
Waybill Editor: Colin Borg
Webmaster: Nick Abbott

COBHAM BUS MUSEUM LIMITED

Directors

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

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.

Contents

5	Editorial	Dave Jones
6	From the Cab	Peter Duplock
7	Cobham's Bid for Accreditation	David Kinnear
9	'Ello, 'ello, what 'ave we 'ere?	
10	Restoration and Maintenance	Roger Stagg
12	News from the Cobham Shop	Richard Jones
13	Membership Report	Steve Hook
13	Wanted for the Big One	
14	The Elephant Will Never Forget	Colin Read
15	More Wants	
16	Museum Security and Safety	Tony Lewis
17	A Birthplace of London's Buses	Brian Jones
22	King Alfred Running Day	Alan Heasman
24	More Winchester Wanderings	Alan Heasman
25	Putting up the Barrier	
27	Letters	
29	Croydon's Last RTs	Michael H C Baker
38	Leland Anniversary	Peter Osborn
41	Book Reviews	Phill Cruise
43	London's Buses in Miniature	Alan Pursey
47	Routemasters in Thailand	Keith Jones

**DON'T FORGET
SUNDAY MARCH 15
MEMBERS' DAY**

Cover Photo - an incredible scene that must have taken as much luck as it did organisation. RTLs 139, 1163 and RTW 75 captured in the moonlit shadow of St Paul's. The modern equivalent of the Leyland Serves London Poster? - Peter Zabek

Back cover - Two icons for the price of one - Tower Bridge and RML 3 on the occasion of the Christmas Lights Tour last year. - Peter Zabek

Editorial

Welcome to another edition, another year. This one is back to its usual size and “dominoed” with goodies, shoe-horned in during the “off season”. We have an interesting piece about a little known LGOC works, and to mark the 30th anniversary of the end of RTs in regular service, a look back to Croydon in the era between trams. The end of RTLs is commemorated and illustrated with some excellent pictures by Messrs Zabek and Stiles. Finally, to combat the winter gloom, tales of Thailand.

Back at the museum, behind the scenes, much is going on administratively and with planning for the Trust’s future. Having been involved in the early museum registration process, I can testify to the fact that a great deal of work is involved, with very little visible end result, other than the ultimate safeguarding of our vehicles and artefacts. Those who beaver away out of the limelight deserve as much praise and support as those who get down and get dirty!

Talking of which, on the right is a close up from the ST photo. The chap leaning on the headlamp (is that wise?) looks like a young Tim Nicholson, but I could be wrong.

**Big thanks to Debbie Morris
for her hard work at this
year's Christmas Lunch.**



THE LONDON BUS PRESERVATION TRUST LIMITED

Registered Charity No. 1053383

Registered Company No. 1061762

COBHAM BUS MUSEUM LIMITED

Registered Company No. 05903873

The Registered Office of both companies is: Room 6, Tudor Business Centre, Kingswood Station, Waterhouse Lane., Kingswood, Surrey KT20 6EN

MUSEUM ADDRESS: COBHAM BUS MUSEUM, REDHILL ROAD,
COBHAM, SURREY KT11 1EF Tel: 01932 868665

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.

From the cab.....

There is a lot of activity right now at Redhill Road as plans for Open Day crystallise (more correctly known as The BIG one! Annual Spring Bus & Coach Gathering at Wisley Airfield). Soon after last year's event had ended John Shirley and his team of volunteers began the hard work to ensure everything is in place for the 2009 event. It goes without saying that we are hoping for better weather this year, but come what may, we will host the show that starts the season. If you think you can help please get in touch with John. This event is our major fund raising event of the year and it is important that we maximise our revenue so that we can carry on the work for which Cobham is renowned. Please help by buying the special EFE model of RM 546 on stall at the Cobham Shop.

I'm pleased to say that Roger Stagg has taken over leadership of the Brooklands project (see Roger's report elsewhere in the Magazine). Roger's professional skills in the building and construction industry enable him to handle some of the complex issues that arise with ease. I am confident that 2009 will see action on the project despite the gloomy background that is all around us.

Whilst on the subject of Brooklands, a number of questions sent to the editor have asked, quite rightly, whether the proposed new building will be big enough to house all the exhibits. The simple answer is that we will always be able to utilise more space, but we have to face realities. We operate in a very expensive part of the UK (but we want to be in the former LT area!) and we have to balance what we can afford (initial as well as ongoing costs).

We do not want to create a modern museum that is sterile, and so we expect to house all the exhibits that we own, plus a few more. More importantly, we expect to rotate exhibits, create themed exhibitions and events. This will, in my view, create the longer term need for back up facilities that may be storage and /or part engineering. The back up storage unit facility that we currently have in Sussex is a trial for the kind of facility we may need in the future.

In the last couple of years we have acquired the horse buses, UMP 227 and RF 395. It would be unthinkable that we will not be offered more vehicles as the bus preservation movement continues to mature. We will see the owners of excellent vehicles look for a long term future for their cherished vehicles. We have been working on a wish list for vehicles going forward, but critically, finances will generally govern whether we can take on these buses when they are offered. Going forward we will need to be very creative in this area. Vehicle

sponsorship is just one of the many areas that are being developed by Michal Wickham and his fund raising team. If you can help, please contact Michael.

From time to time some we are asked to give talks to clubs and societies about the work of Cobham. Generally these are very enjoyable to do and often very interactive. Following a recent talk someone in the audience contacted me the following day and offered a couple of photos he had taken of ST 922 whilst returning from a train spotting trip to Old Oak Common (those were the days!). The Editor has kindly agreed to put them in this magazine – does any one know the identity of the miscreants engaged in conversation with the Met?

I look forward to welcoming and meeting as many members as possible at Open Day and there is a stop press – it is just possible that we may have a very special exhibit at the show. Currently things are tentative but I hope we can pull it off. See you there!

Peter Duplock Chairman of LBPT

Cobham bids for official Museum Accreditation David Knear

After 7 months of hard work, assisted by Gary Wragg, head curator of Milestones Museum in Hampshire (our curatorial advisor) and company secretary, Chris Wheble, I have formally applied to the Museums, Libraries and Archives Council (MLA) for official museum "Accreditation". This replaces our now obsolete "Registered Museum" status, now defunct.

The massive 66 page application questionnaire dug deep into every aspect of Cobham Bus Museum from logging every artefact, to conservation management, handling of public events, admissions, financial integrity, security, health and safety, staffing, future museum development and exhibition planning. It had to be submitted on-line to the MLA's museum assessor by last November. Missing information and procedures from former years meant a big catch-up operation to start up SPECTRUM international museum standards. This was achieved just ahead of the deadline. As a result, members will notice some changes to the way we do things, particularly with regard to security and Health & Safety.

After lots of questions during January 09, our assessor, an independent museum professional, was finally satisfied that Cobham's application was ready to present to the MLA's Council at in London HQ at the end of February. This eminent panel will now decide whether we will be granted official Accredited Museum status. I am pleased to tell you that the signs are very encouraging. Their decision will be made known to us at the end of February (this month).

So why is this academic-sounding exercise so important to Cobham members?

Quite simply, gaining MLA recognition is nothing short of our future survival. It is independent recognition that we are a fully functioning museum. There will, though, be a great deal of work to be done, especially on the non-bus side. If the MLA decides to award us Accreditation, we expect to be given about a year to complete the process of putting all our systems in place.

Cobham members need to be aware that the Charities Act of 2006 demands that all voluntary organisations like us prove that they deliver a public benefit - or lose their charitable status. As we depend on the financial advantages of our charity status, such as 80% rates reduction, and other tax benefits from HMRC, without them, CBM would not be viable. Successful MLA accreditation should also open many more opportunities for grants.

Conversely, it would not now be possible for Cobham Bus Museum to survive now as a privately run bus preservation society, as it was in its early years. If we had not adopted museum format, it would have led to loss of charitable status, consequently inability to generate sufficient income to survive. The only sure path to secure the future for our priceless collection of London buses and associated historical items, is to develop as a proper museum. This we have begun.

I commend the foresight of the former Trust in winning 'Registered Museum' status back in 1996, a valuable asset for Cobham. But in a letter from the MLA to the CoM at the end of 2007, under Government minister Tessa Jowell's new rules from the Department for Culture, the Media and Sport, they scrapped our hard-won Museum Registration', in favour of the much higher standard of MLA 'Accreditation'. This compelled us to enter the immensely complex application process we have just gone through. It demands that all museums, regardless of size or resources, must reach the same basic standards, whether they are big well-funded nationals such as the Natural History Museum, SS Great Britain, Chatham Dockyard - or minnows like Cobham Bus museum.

The fact that we are being considered at all for Accreditation, is a sign of how far we have progressed recently, a real tribute to the immense work of our core of committed Cobham volunteers. But we need more members to join the bandwagon - could that be YOU?.

Meanwhile, we wait for the decision of The Museums, Libraries and Archives Council as to whether they will grant us that vital accreditation. Why not come along to Members' Day on 15th March and find out?



You can almost imagine the conversation as bemused officers try to work out whether it's worth the paperwork, or best let them get on with it. The photos of youthful innocence (road tax, officer?) mentioned by Peter Duplock.

Chris Cuss (Surrey Vintage Vehicle Society).



It seems hardly possible that another 3 months have slipped by since the last magazine and I am writing up progress again. This is of course one of the coldest quarters and that often has its impact on the rate of progress in our current cold and damp surroundings, making the canteen breaks somewhat longer than in the warmer months.

On RT2775 Nick Abbott and his hardy stalwarts have made noticeable progress and with a degree of internal environmental upgrading have moved on to allow the internal painting on both decks. In the very near future the re-covered cream and green window cappings will be refitted and she will really be taking shape. The new engine that the Trust acquired many years ago, the last to be overhauled, has been removed from the stores and checked. Currently it is being cleaned prior to a decision as to whether to utilise this or reinstall the original engine.

Gerry Job and Chris Wheble continue their regular works refurbishing UMP227 (perhaps we should call it RF0); tasks that have kept many volunteers busy as many of the parts necessary to be removed to facilitate rewiring have not been unscrewed since the original build over 60 years ago. The damaged ceiling panel has been removed and a replacement is currently being cut and bent to shape. Clearly there is still a lot of work to do but there is light at the end of the tunnel. New volunteers are always welcome.

The task of getting G351 back in the running fleet fell to long term member Andy Baxter and over the last few months he and his crew have replaced a main rear wheel bearing, removed and replaced the weak rear springs after refurbishment at Brost Forge, honed the rear wheel cylinders and repaired and replaced the damaged clutch. She will be off for MoT with the rest of the fleet in March.

On behalf of colleague Paul Morris, who is currently flat out getting everything ready for MoT's I can report that a substantial amount of work has been carried out on the mechanical running fleet to keep it running. An extensive mileage was undertaken by the fleet last year and

this has a corresponding effect on the degree of repair and maintenance required to keep everything “on road”. In addition new acquisition RF395 has had to have a number of jobs undertaken to meet Paul’s well-known high standards, but only the bushes in the rear stabiliser are now awaiting attention.

Paul, Simon Kreisler and Mark Winston have been hard at work undertaking a complete top end overhaul of RMC1461 and by the time this appears in the magazine it will be back in service.

In conclusion, with the work of the various managers together with their enthusiastic crews the level of restoration and maintenance remains at an all time high despite the restrictions on funds caused by the Open Day problems and the backlash of the recession. All of us are benefiting from the skills and dedication of these members, too many to name, that are keeping Cobham what it is---The Home of London’s Bus Heritage.

The HCVS London to Brighton Run takes place this year on 3rd May. G351 and RF395 have been accepted as entrants and RML3 and M6 will also be travelling as “tenders”.

Seats for this unique event will available for members and guests shortly. Contact Colin Borg or Kevin Hibbs in person at the Museum or in writing C/O the Museum ASAP for details and to reserve your seat.

ITEMS FOR THE MAGAZINE

Contributions in the way of photographs or articles are always welcome.

Please send them to:

David Jones

Epping Close, Romford, Essex RM7 8BH

or e-mail to 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 13th MAY 2009

This year's limited-edition model for the Spring Gathering on 5 April will be RM 546, the first Routemaster to venture overseas to promote British interests abroad. Delivered to Hanwell garage in December 1960, it was driven to Basle, Switzerland in February 1961 for a 2-week stint in service in the Swiss capital. The bus subsequently went on further trips to Holland, France and Sweden before re-entering service at Hanwell in December 1962.

Our model depicts RM 546 in service from Hanwell garage on trolleybus-replacement route 207, destination Hayes End. The model will carry the 'GB' plate on the rear which, traditionally, all London buses which went abroad retained after their return to London service. It will have an authentic appearance with the 'Cobham 2009' branding on the box and the certificate only, not on the bus itself.

The model will be available exclusively from the Cobham Shop at Wisley Airfield on 5 April (not available at Redhill Road), priced at £27.00 to Members (please show your membership card) and £30.00 to non-Members. If there are any models left over after the day, they will be made available in the Cobham Shop at the May 31st event or by mail order. To enquire about availability after 5 April, you can call the Museum on Wednesday afternoons on 01932 868665 and ask for the Shop Manager. P&p for one model is £3.50 and £2.50 for each additional model.

Members who volunteer at the Spring Gathering will have the usual privilege of reserving the model in advance and collecting at their convenience on the day. The necessary order form will be sent to volunteers before the event. If you haven't volunteered yet, there is still just time - see the form enclosed with the last Magazine.

It is hoped to have 3 further limited-edition models this year, one at each of the Event Days in May, August and October but negotiations are still in progress with the manufacturer. Full details will be published in future Magazines and on the web-site.

A warm welcome to the following new members.

1408	David Wilsdon	Hounslow
1409F	Robert Moorhead	Feltham
1410	Richard Blackmore	Crawley Down
1411	David Davies	Bisley
1412	John Felix	Ludlow
1413	Robert Aitchison	Redhill
1414	Clive Wymer Brown	Edge Staffs.
1415	Richard Bradley	Horsham
1416F	P Bance	E Molesey AL
1417F	Ron Edgar	Bexleyheath

AL - Tony Lewis

WANTED FOR THE BIG ONE!!

We have been so successful in 2008 with the sale of donated items that we are now very short of items, particularly smaller ones, to sell at the Open Day at Wisley. Can you help? With such a large audience of customers expected we can really maximise our fund raising potential, so please have a look at your model/book/sign/badge etc collections. This would be a good time to make the most of your support for Cobham by donating items no longer required but too good to throw away! (Unfortunately we can not accept magazines, sorry)

Experience has shown that any transport related items can be sold, not just buses/LT! So give us a call to discuss. Items can be brought along to Cobham on the Members day 15th March or to Wisley on 5th April but **please contact us in advance** to ensure we can accept them.

Fundraising team members: Melvin Phillips 01342 [REDACTED] 600 (day) 01342 [REDACTED] 177 (home) and Bob Bailey 01483 [REDACTED] 006 (home) or email us [melvinphillips@\[REDACTED\].com](mailto:melvinphillips@[REDACTED].com) or [bailey.bunch16@\[REDACTED\].com](mailto:bailey.bunch16@[REDACTED].com)

Those members present at Roger Stagg's excellent fish and chip and DVD evening at the Museum last November will, no doubt, have enjoyed seeing this film yet again.

No. 12 in the British Transport Films LT Cine Gazette Series, The Elephant was written and directed by John Krish (who gave a talk on his filming experiences at London's Transport Museum some five years ago). There are a number of interesting facts behind the making of this classic film which, to the uninitiated, commemorated the passing of the first generation on London's trams.

The original intention was simply to record on film the final scenes at New Cross depot in July 1952, including that (quite forgettable) speech by John Clift, LT's deputy chairman. Mr Krish reckoned that there was some good additional material to be had on the subject but Edgar Anstey (head of BTF) would not hear of it, even though the film itself bears his name in the credits. He could not have been more wrong!

Krish and his team travelled to south London by bus for the filming and used film-stock taken from BTF without permission. Ultimately it cost Krish his job! The sequence where the tram runs through a large rain-puddle was specially staged using co-operative local residents with many buckets of water! The shot on Blackfriars Bridge was filmed with the help of a local bobby, with whom an elaborate system of torch flashes was worked out in order to stop the other traffic (such as it was in 1952). It was then discovered that the constable didn't actually have a torch, so flags in the form of white hankies were used instead! Woolwich, Deptford and the New Cross area are recognisable locations in the film.

The music hall song Riding on top of the Car was initially recorded at the Lewisham Darby and Joan Club but the end result was found to be unusable so had to be re-made, presumably in a studio. It will be recalled that as the song starts, we see a tram descending into the Kingsway Subway and one gets the impression of a theatre stage, the illusion being enhanced by the singing. This turns out to be nothing more than the

underside of Waterloo Bridge as the car emerges into the daylight. From my multiple viewings of the film, I had often wondered whether this was deliberate or a coincidence. Mr Krish confirmed that it was indeed intentional - a brilliant piece of cinematic deception.

The very elderly couple on the top deck were not husband and wife, as Krish wanted to portray them actually talking to one another! The incidental trumpet music is an adaptation of Riding on top of the Car dropped down an octave and re-set in a minor key, to give the impression of melancholy.

Archive tramway inserts were of the Sunderland and Leeds systems. The script from the film has moved into tramway legend: "...now that all the paraphernalia that was only theirs is in the attic"; "...aimed the arm and got it up first time, most times" and, of course, "It was too early in the morning for the buses - and the next tram had gone." Wonderful stuff.

More Wants!

Urgent shots needed of our Q on the Worcester Park running day.

Cobham are intending producing a DVD of the last Worcester Park running day and have a lot of material taken by our dedicated camera man for the day and in between driving the RTL also myself, . However during the editing I am now doing, I notice we don't have any shots of the 'Q', mainly because we were not around Wimbledon. Obviously we would like to include the 'Q' on the film, so someone out there must have som - just to borrow for a short time to copy.

What do you get in for allowing your museum to use your material?, three things:

It improves the DVD, so will increase sales for the shop.

You will get credited on the titles.

You will receive a free copy of the completed DVD

All of these are too good to resist.

Museum Security and Safety

The Council of Management has reinstated the previous practice whereby CBM keys were restricted to relatively few members.

From Wednesday 11th February 2009 there are in place new procedures to ensure the safety of members and visitors and the security of Museum artefacts and members' property.

LOCKS

A new high security recording lock has been fitted to the Members' entrance door and a limited number of members have keys. The names of keyholders will appear on a rota and CBM will only be open from 1000 – 1700 on Wednesdays and from 0930 – 1700 on Saturdays and Sundays, subject to external events.

FIRE/FIRST-AID

It is a requirement of our MLA Accreditation that a Fire Marshal is present at all times when the Museum is open and also a qualified First Aider if more than one person is present. We also have a legal and moral obligation to ensure the safety of members and visitors. All keyholders have already received Fire Marshal training and the First Aider provision will be phased in over the next two months

Fire bells will be fitted to exits at Cobham, also procedures to be followed in the event of fire will be displayed. It is a requirement of entry to the Museum that members follow the instructions of the Fire Marshal on duty.

Tony Lewis
Premises Manager

COMING SOON - THE COBHAM 462 CLUB!

Your chance to win cash prizes and, at the same time, support the Museum's restoration work. Look out for full details in the next Magazine.

With the change in arrangements for the provision of bus services in London, the requirement for in-house specialised bus construction and overhaul premises disappeared. The major works facilities at Aldenham, Hertfordshire and Chiswick, West London, that had been pivotal in ensuring that London Transport sustained bus construction, maintenance and repair facilities that were second to none closed, respectively, in 1986 and 1990. Both sites were completely cleared for redevelopment and now remain but a fond memory in ex-employees' and older enthusiasts' memories.

In Islington, North London, however, a structure from a far earlier period has so far resisted major change. The building appears broadly in the same layout and as it was when the large-scale construction and maintenance of the London General Omnibus's (LGOC) horse bus fleet took place there 120 years ago. A nearby works, known as the building shop, was located in Upper Street, Islington, also produced horse bus bodies for LGOC in the late 19th century.

For short periods, in 1904-1905 and again in 1906-1907, the premises, that had opened, at 39-41 North Road, in 1871, also provided stabling for numbers of the motorbuses that were beginning to displace its core product from the Capital's highways.⁽¹⁾.

In the early years of the new century motor bus body assembly started with little initial change in the skills needed, as mainly wooden construction and a marked similarity in design epitomised General's initial adoption of mechanical road transport. Production commenced with double deck bodies on Leyland X type chassis, the first of which entered service in December 1909. Subsequently chassis from the Walthamstow works of the Associated Equipment Company Ltd. (AEC)⁽²⁾, which had been purchased by LGOC, were be road delivered for body mounting. The completed buses then drove back to Walthamstow for inspection before delivery to their new home garages. During the period 1910 to 1919 production at North Road was focussed on bodies for the well-known B type class.

In-service overhaul, maintenance or repair of bus bodies was undertaken both at North Road and Olaf Street, West Brompton. On arrival at either coach works the body would be removed and the chassis sent back to its home garage for any mechanical work required to be undertaken before returning to be reunited with its body.

At the end of the First World War, faced with a critical shortage of buses, LGOC was sanctioned by the Government to construct and put into operation the infamous lorry buses. In addition to converting lorries, North Road also shared construction of the bodies for the K class double-deck with LGOC's other coach works at Seagrave Road,



Photo 1 - a lorry bus on the forecourt of Victoria Station

(General)

The opening of Chiswick Works in August 1921 lead to the centralisation of overhaul and repair of buses and the construction of their bodies all within a site of 32 acres. North Road consequently lost its purpose and many staff transferred to work in West London. The building survived the years with little external alteration although most of the adjacent area, including all of the immense Caledonian Cattle Market, was redeveloped to provide apartment blocks and a large recreational space. Photos 2 and 3 were taken in December 2007 during an organised local walk and show the North Road side of the premises and a detail of one of the former entrances from that road (note the inscription on the lintel).



Photo 2 - North Road Frontage (author)

Photo 3 - Detail of entrance doorways on North Road frontage, note lintel.



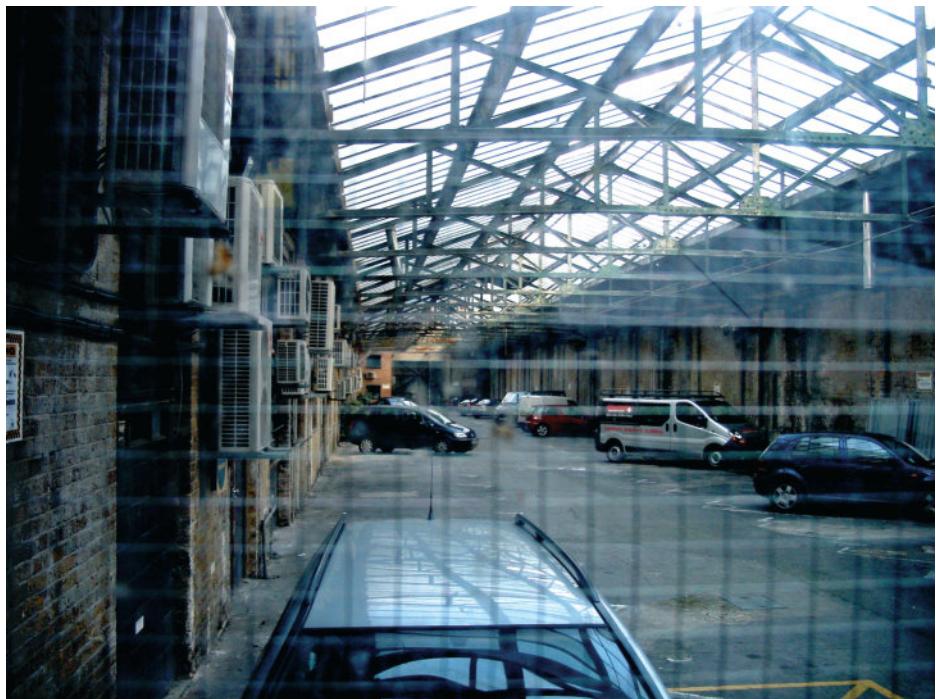
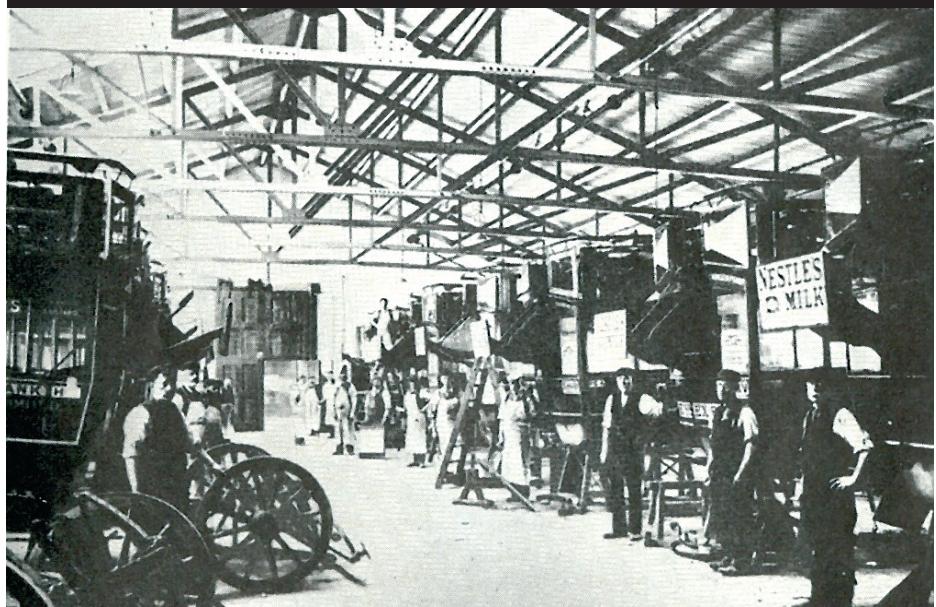


Photo 4 - view of ex factory area. (Author)
Photo 5 - view of factory in 1904, note identical roof supports.



The refurbished premises are now operated as the Omnibus Business Centre with offices sub-let to a number of companies, mainly in the IT and marketing fields. An emergency staircase to the adjacent Pleasance Theatre provides an opportunity to overlook the largely empty workshop/garage area (photo 4, taken through wired glass).

Notes

- (1) Incredibly, despite competition from motorbuses, trams and the Underground, LGOC's horse bus fleet continued to grow in the early years of the 20th Century, reaching a peak of 1,418 vehicles in December 1905. The change to motorbuses was, however, then quite rapid, with LGOC's final horse bus service operated in October 1911. The final (independent) horse bus route, from Waterloo Station to Somerset House ended in 1914.
- (2) On takeover, in July 1908, the factory in Hookers Lane was being utilised for maintenance by the Vanguard Motor Bus Company. AEC was created on 13 June 1912 as a subsidiary of the Underground Electric Railway Company of London, which itself had made a successful takeover bid for LGOC in early 1912.

References

- The AEC Story Part One – Brian Thackray – Venture Publications 2001
“London’s Bus Garages”, article by Andrew Jefferys -LOTS Magazine No.135
Chiswick Works by Colin Curtis and Alan Townsin – Capital Transport 2000
The Battles of the General by Ken Glazier – Capital Transport 2003
The First Thirty Years – Dryhurst Publications July 1962.
London General, the story of the London bus 1856*1956 - London Transport 1956

Special thanks to Don Kennedy, who organised the walk on which I first saw the North Road Complex.

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.

Photographs and articles in this magazine are copyright and can only be reproduced with the written consent of the respective authors or owners.

In the last copy of The Waybill Kevin Hibbs asked if anyone was interested in going to King Alfred Running Day at Winchester on January 1st , would they please let him know. A number of members

replied to say they were interested, so I quickly arranged with F.O.K.B. to take GS34 for static display only.



I arranged with Kevin to meet at Redhill Road at 7am on New Years Day (when I expect most of you were still asleep after

celebrating the previous evening). The Garage was like a giant refrigerator and the lake at Silvermere was frozen over, it was quite amusing to see dozens of golf balls sitting on top of the ice as golfers on the previous day had tried to drive to the hole on the other side of the lake. After some gentle coaxing GS34 sprang into life and we left her to warm through while the doors were secured and the rear gate unlocked. It was then that Kevin informed us that unfortunately he was not coming, much to his and our disappointment. I took the bus to the stop by the front gate and waited for the passengers to board.

The little GS went like a dream at a steady 35 MPH, every one aboard were amazed that she climbed the hill out of Guildford in top gear and still maintained 35MPH. The journey was uneventful and we arrived at Winchester in 1 hour and 40 mins. We were directed to St. Catherine's Park and Ride car park, where all the display vehicles were lined up. After displaying the bus and placing the two story boards under the front wheels, we had a quick coffee and caught the shuttle (brand new Scania) to the Broadway where all the services were starting from.



The sales stalls were situated in the Guildhall this year, so we decided to go there first giving us a chance to warm up, after which a quick snack was the order of the day. Feeling refreshed we made our way to the bus stop and looked at the timetable to

decide on the trips we would take. The first one was to be The King Alfred PD2 (24) one of two that they had with Wilson Epicyclic semi-auto gearbox.

Having told my passengers that we would like leave approx 3.30pm we had time for one more trip, and decided to take a 40min trip to OWSLEBURY on a King Alfred Leyland 0.680 Panther single decker. Time to make our way to the park and ride stop where we boarded a Portsmouth PD2 for the final trip back to the GS.

Returning to the bus we found she was generating on lot of interest among the visitors, perhaps they have never seen a GS in these far away places, Criss Crump (one of our passengers) was showing them around and said there was a lot of interest in the bus and of our next open day at Wisley. This made us late leaving and we arrived back at Redhill Road around 5.30PM everyone, although feeling very cold, said they had a most enjoyable day on the first Running Day of 2009.



More Winchester Wanderings

Alan Heasman

Last year David Kinnear asked Garry Wragg (the principal of Milestones Museum and Cobham's Curatorial Advisor) if it was possible for our volunteers to visit the Milestones restoration facility, (which is not open to the public). The trip was arranged for 10th December.

I put a notice up in the Cobham Canteen and soon had the 30 passengers (the max. insured load for class 5 vehicles). I used M6 as it has doors on it and 1461 was off the road at the time.

Owing to a crash on the A3 at Wisley (the preferred route via A31) we used the M3 to Basingstoke (Milestones Museum) where Garry met us and escorted us to the lecture theatre for coffee and biscuits, after which we were shown a slide show on the history of the museum.

We then had 2 hours of free time to have lunch (in the excellent cafe) and wander round the museum, before boarding M6 and making our way to Winchester.

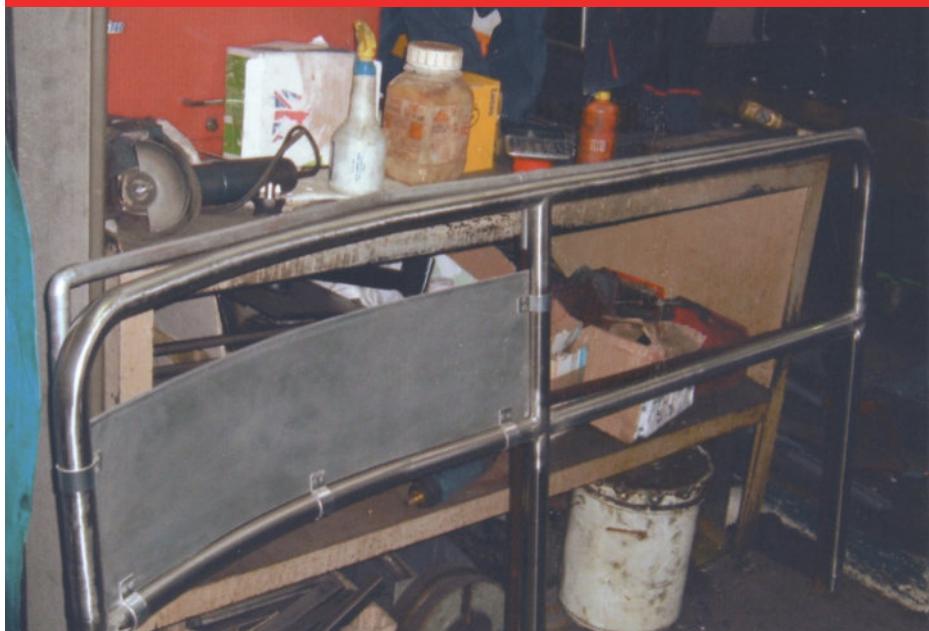
Everyone enjoyed the trip and most of the passengers requested a return trip in warmer weather as they really needed a full day at Basingstoke to see it all.

M6 with the volunteers posing outside the restoration facility of Milestones museum at Winchester.

Alan Heasman



Putting up the Barrier



*AFC Rail at member Derek Robey's works – ADR Engineering Uxbridge
And after four coats of paint.*





Left - The completed frame fully fitted. Despite extensive research by M6's supporters, it was not possible to find any colour photos of the barrier when new, no any drawings so some guess-work has gone into the final result. It now finishes the bus off a treat.

Below - M5 passes the now demolished Dollis Hill Watling District Offices, just north of Cricklewood Garage (W) on 6th July 1979. The bus had been at Fulwell (FW) as a trainer prior to moving to W in July. For use on the 16 and 16A

Photo - Dave Jones



Letters

From Peter Terry

Further to the mention of Sir Cliff Richard and the film Summer Holiday in Cobham Bus Museum Magazine-Issue no 60, and the comments from Mike Beamish about RT2305 in Issue no 61, I didn't know if any members would be interested in the other two RTs used in the making of Summer Holiday.

If so, here is all that is known of the three RTs

RT2305

4/62-Elstree Distributors-Associated British Picture Corporation
-/62-Used for location work at Elstree Studios & Aldenham Works
Registration no WLB991
1/64-Shipped to Europe as publicity vehicle for Summer Holiday
1/65-H&C Coaches, Garston.-firstly used for spares then as mess room
No recorded date of its fate!

RT2366

4/62-Elstree Distributors-Associated British Picture Corporation
-/62-Shipped to Athens for location work-Reg no WLB991
2/64-Returned to UK-Margo's Coaches, Addiscombe, Surrey _for spares
5/66-Unknown Breaker-for scrap

RT4326

4/62-Elstree Distributors-Associated British Picture Corporation
-/62-Shipped to Athens for location work-Reg no WLB991
2/64-Returned (0 UK-Margo's Coaches, Addiscombe, Surrey-for spares
9/64-Unknown Breaker-for scrap

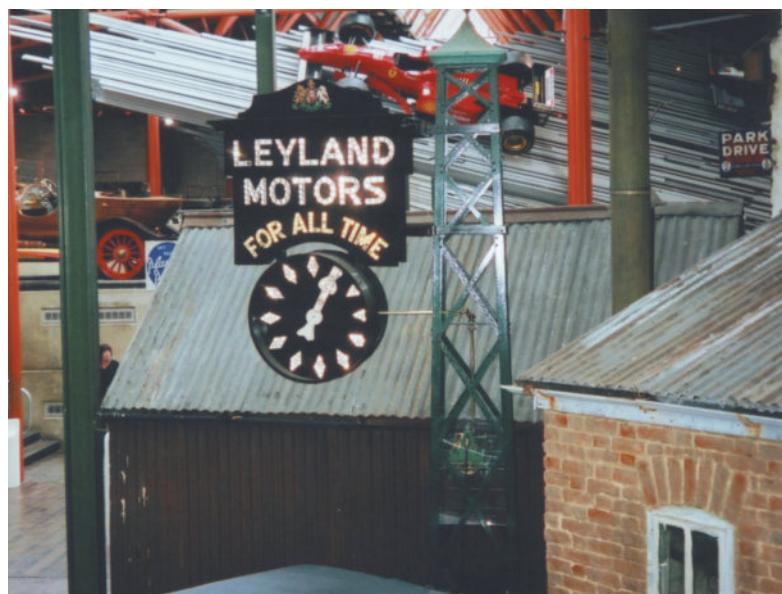
And if any of you are wondering about the RT in the BBC children's programme, "Here Come the Double Deckers" (You weren't, were you!) check out the following website: www.thedoubledeckers.com/bus.htm

From Colin Read

Thank you for yet another excellent CBM magazine (Autumn) with splendid coverage of recent Running Days in which we've participated. My lady wife (Elvira) was, however, a little upset at not being credited with the photograph of the TD on the Brighton HCVS Run (page 23), so perhaps you would be good enough to set the record straight. The fault was entirely mine.

You might like to consider publishing the enclosed two photos, which were definitely mine! I don't think the idea of the new-style sociable al fresco Ladies loos at the Museum, taken this summer, will catch on somehow!

The Leyland Motors clock was spotted at the excellent Beaulieu Motor Museum in July 2007 and makes an interesting comparison with ours. It is stated as having come from Vinegar Hill on the A1 at Alconbury,



Cambs, being one of seven. The Museum also houses Saunders-bodied RT1808, incidentally, complete with a less than accurate descriptive notice.



Given that Croydon was one of the first garages to be allocated RTs post-war it is perhaps a little surprising that it lost its last ones relatively early on. Mind you one certainly has to keep the term relative firmly in mind, for until the Routemaster era the period over which the RT was withdrawn from passenger service in London set an all time record for both London and the provinces.

The first went, if not quite with the paint still wet, when their chassis were only four years old, in 1958, the last succumbing in 1979, twenty-one years later. The ludicrously premature withdrawal of some members of the class was all down to the fact that after overhaul an RT might emerge from Aldenham bearing the bonnet number it had entered with, but with neither the same chassis nor body – in other words it was a completely different bus. Just think about that for a moment. As a young bus spotter in the 1940s and '50s I simply couldn't take this on board, it was too barmy to be true. There was, of course,



Thornton Heath, Craven RT1515 of TH, 1955.



RT line up at Catford with Craven RT1518 prominent, November, 1955



One of the original 1947 RTs, 214, Thornton heath Pond, 1955

a certain logic to the system but clearly whoever at 55 Broadway, Chiswick or Aldenham – it wouldn't have been Brussels in those days so we can't blame them - decided to dispose of standard RTs from January, 1958 onwards they were as

nonplussed as I was. Thus the very first post-war 3RT to enter service, RT402, was sold carrying the body which had first been put on RT4820, delivered in March, 1954 and had been overhauled just once. Not even the chassis dated back to 10 May, 1947, when RT402 entered service, but had arrived at Chiswick on 22nd August, 1949 as RT1212.

We seem to have strayed rather far from the title of this lecture, Dear Students, but this preamble is to ensure that with any luck we shall all be utterly confused by the end and that, to quote the Good Book, we may well find that the first shall be last and the last first.

The reason Croydon received so many early RT3s, the first three, RTs 154, 155 and 407, arriving in July 1947, was that it had been a Tilling Garage and had



West Croydon 3 March, 1959. Last day of 654 trolleybuses.

Two B1s pass with TL and GD RTs in background.



Newly overhauled RT193 with original type body, Croydon Old Town, March, 1959 on trolleybus replacement service.

been home not only to Tilling petrol engined STs and STLs but also to a large fleet of early ex General petrol engined buses of those classes.

Forward the best part of two decades and we find Croydon receiving its first Routemasters, and thus first losing RTs, in January, 1964 for route 64. Elmers End Garage had had been using RMs on the route since July, 1960 as part of the 630 trolleybus replacement programme. Interestingly the replacement of the 654 trolleys on 4 March, 1959 saw an increase in RTs on the streets of Croydon for the RMs were not yet ready and newly overhauled RTs, a number of them



West Croydon, May 1959 TL RT4679 and two Godstone RTs, 3192 leading.



RT723 on the 109, outside Grants department store, Croydon, c1965.

earliest HLW and HLX registered ones from the ex-Tilling garages at Croydon, Bromley and Catford, through the years when roofbox body RTs and, from 1964 onwards, RTLs, could turn up on any chassis including the last OLD registered ones, until they finally disappeared from passenger service in London in the summer of 1970. The very last was Saunders bodied RT1903, which was based at Merton and worked into Croydon on the 154 and the 157.

We also had a number of Craven bodied RTs, the very first red ones, 1429-39, going to Nunhead and Elmers End in May, 1949 and working into Croydon on the 12 and 194, Croydon garage getting 1447/8 a month later. These, of course, were amongst the very earliest RT withdrawals, most of them having a longer working life with their new owners than they did with

being the earliest, roof number box variety, were sent to the former trolleybus depot at Carshalton.

The roof number box is a feature of London buses which has always had a special appeal; no-one seems to really know what philosophy lay behind all the later standard STLs being so equipped but not the later RTs. The streets of Croydon were plied by the roofbox RT for some twenty-three years, from the



RTW 170, Thornton Heath pond 1966



FRM 1 at Roundshaw when it operated route 233 in this livery between December 1969 and spring 1971

75. The former route was destined to be the very last operating RTs in Croydon some twenty-three years later, of which more anon, another reminder of how long it took to withdraw the RT fleet.

Gradually, over the years the RT in Croydon had to make way for newer types. The first significant inroad into the Country Area fleet was the arrival at Godstone, East Grinstead and Reigate garages of RMLs on 3 October, 1965, replacing RTs on the 409 and 411. The KXW and KY registered RTs at Godstone had always been kept in immaculate condition, as were the RMLs, at least until NBC days.

A very significant date as far as RT withdrawal was concerned was November, 1967 when some of the very last SMKxxxF registered RMLs began to take over the 130 group of routes. These served New Addington, or as it was known to some, 'Little Siberia.' This was a

London Transport. Brixton, Streatham, Rye Lane and Thornton Heath garages were all operating Craven RTs on their very last day in passenger service in London, 26th April, 1956 and at least one green one could also still be seen in Croydon around this time. Catford's RT1518 was the only one I ever managed to photograph, at its home garage in, November, 1955, on the 89 but it quite often appeared on the 54 and the



RT4459, one of the last Saunders bodied roofbox RTs, of AL in South Norwood, winter 1970.



Croydon garage May, 1972 with RML 2733 on 130 route and newly repainted RT537

vast estate built up on the windy North Downs above the village of Addington and what had once been the Archbishop of Canterbury's summer palace. It had been started just before World War II and was vastly expanded afterwards. Many Croydon applicants for council houses stipulated, 'But not at New Addington,' not least because of the expense of

getting into central Croydon. The father of a great friend of mine was based at Croydon Garage and on late evening runs used to see just how fast he could get his RT down the hills from New Addington; fortunately he and I were never on the same bus. Another friend who lived at New Addington got married whilst she was still a student. None of us had any money so we took a 130 to the reception at her parent's council house. One of our number, Andrea, deciding that she really ought to make some sort of effort to celebrate the occasion, bought her self a large picture hat. As she teetered up the stairs of the RT on her high heels, clinging to her hat, we amused ourselves by asking throughout the journey in loud voices, 'Are you going to a wedding, Andrea?' which we thought amazingly funny. Andrea, dear soul that she was, forgave us and remained a very good friend until her premature death.

In 1972 Routemaster coaches, demoted from Green Line work, replaced RTs on the 405 and 414 routes. Meanwhile the 234 in 18 April, 1970 became London's first RT route to succumb to OMO double deckers



Newly repainted RT537 inside Croydon garage (TC) May, 1972



George St, Croydon 1973, SMS821 of ED and RT4685 of TL.

when XA Atlanteans replaced them. A very much more distinguished bus which appeared on both the 233 and the 234 from Croydon garage was FRM1.

Croydon Garage's last allocation of RTs was for the 197. By the early 1970s overhaul of RTs had ended but, because of problems with OMO double and single deckers a

number of RTs had their lives extended with re-certification and repainting. Some of these appeared at Croydon on the 197. At this time, the Spring of 1972, we were expecting our first child. He duly arrived on 28th May and side by side in my negative file are captions, 'William aged four hours', and 'shiny RT.' Eventually DMSs replaced the RTs on the 197 at the beginning of 1974.

Logic would suggest that important trunk routes would receive new buses first, leaving minor, suburban ones until later but LTE thinking in the 1960s and '70s did not follow these lines. Thus the tram replacement 109, connecting Purley with the Embankment and running through the heart of Croydon and requiring no less than 62 vehicles at peak periods, remained an exclusive RT preserve, although it had also been operated at times by



Chelsham - Brand new MBS494 and withdrawn, engineless RT, 1973.



West Croydon 1974 RCL2253, RT1012, DMS501

RTLs and RTWs, until May, 1976. From that date RMs gradually took over at Brixton, followed by Thornton Heath, the process not being completed until late in the

year. It has to be said that many of the RTs at Brixton and Thornton Heath had been allowed to deteriorate to a disgraceful extent at the end, with torn and faded upholstery and externally paint so worn that bare metal showed through in places.

By this date there were just three RT routes working through Croydon, Chelsham's 403 and Catford's 54 and 75. The 75 became a DMS route in February, 1977. Undoubtedly the best known of all the RT routes which ever worked through Croydon was the 403 on account of the three NBC liveried buses which appeared on it right at the very end of the RT era, when it seemed this had gone for ever. In 1977 the terminus of the 54 was in Park Lane, outside the Fairfield Halls. The 403 also passed this way and thus the location became the very last one in the London area where



A DMS, RT2149 on the 109 and RM1899 of TC on 190, North End Croydon, 1974.



RT 1191 West Croydon, sometime between December 1975 and October 1976.

red and green RTs could be seen side by side on ordinary passenger duties.

It all finally came to an end, first when on 22 April, 1978 Catford garage replaced its RTs on the 54 with DMSs, and then just over a month later

when RT604 suffered an engine failure and was taken out of service. The preservationists have ensured that RTs are still seen in the streets of my home town from time to time, not least RT604 which belongs to the Purley Transport Preservation Group and roof number box RTL453, its owners being the RTL453 Group, Croydon.



Chelsham Summer 1977, RT 604, RCL 2240, RT 1018



Park Lane Croydon, January, 1978, Catford RT2318 passes Chelsham's RT604.

Leyland Anniversary

Peter Osborn

It is not 40 years since Leylands last ran in London Transport service – the XA class lasted until 1973 and the Nationals outlasted LT – but 29 November 2008 marked 40 years since the fondly-remembered RTL class last ran in service. Following the RTWs' withdrawal in 1966, the RTL class soon followed. Both had served main central London routes, and this was true to the end in both cases. The last garage to operate RTLs was Willesden (AC), on routes 226 and 176, with RTL543 the last bus running in on the 176.

To mark 40 years, Cobham teamed up with The Classic London Bus Society to run a trip on 30 November 2008 covering the old routes and visit some of the garages that operated the class. Our RTL139 was joined in this celebration of the Leylands by RTL1163 and RTW75, gathering early that Sunday morning at the site of Victoria's Gillingham Street (GM) garage.

GM and AC ran RTLs on the 52 between 1955 and 1966, so the buses set off to Willesden on the 52 with RTW75 in the lead. Hyde Park Corner, Kensington Church Street, Ladbroke Grove – the 52 hasn't changed in well over 50 years. It was still raining, much as it was on that last day 40 years ago according to those who were there.



You wait 40 years then three come together! RTL 139 leads along route 176. Peter Zabek

At Willesden, the blinds were turned to show the 226, a route not much frequented by enthusiasts in the 1960s as it used the back roads and trolleybus replacement route 260 was a faster way of getting to Cricklewood and Golders Green (the 260 was of course one of RML3's workings when she was at Willesden). We duly explored (and correctly remembered) the tortuous route by Dollis Hill, Gladstone Park and Pennine Drive, with a photo-stop in the latter, once a short-working terminus. The 226 was an STL then RT route in the 50s, with RTs taking over in 1962 for six years. Today's 226 still operates along the same route, but with single-deckers.

Arriving at Golders Green, the buses parked as pre-arranged in the side court, the old trolleybus turning circle. However, as this was a little congested, some local negotiation resulted in RTL139 being permitted to lay over in the bus station itself. The rain failed to dampen the spirits of our passengers or the curiosity of local staff. After a short break, the next journey was back along the 226 to Willesden Garage, where we were kindly invited in by Metroline and duly lined up before the run-out on the 176. RTL139's worn appearance seemed somehow appropriate to those of us who remember the condition of some of the RTs still operating in the 1970s.



South of Waterloo. Peter Zabek

The 176 started life in 1951 as a tram replacement route worked from Walworth (WL) with RTLs, extended north of the river in 1956 to run from Willesden to Forest Hill and Catford, with WL's RTLs joined by those from AC. Both garages replaced RTLs with RTWs from 1962 to 1965, then the RTLs returned. Later, the northern section was lost and today's route is closer to the original. Our journey from

Willesden took us through central London, via Euston Road, Trafalgar Square, Waterloo and Elephant & Castle to Walworth Garage, where Travel London made us welcome and more photographs were taken.

We then popped across the road to run through Camberwell Garage (Q), now London Central but also a former RTL garage, most notably perhaps on the 159, a route later to become famous. With the light failing, we headed south along the 176, down Dog Kennel Hill and as far as East Dulwich *Goose Green*, then turned north to the site of Old Kent Road garage (P). We ran back in to London



Just visiting. John Stiles



Across the road in Camberwell. Peter Zabek

Bridge and Bank on the 21, the first route to operate production RTJs in 1948. Night had fallen and the rain had eased off, time for the grand finale.

Bank and Victoria are of course linked by route 11, perhaps London's best known tourist route and about

100 years old; it was operated mainly by RTJs or RTWs (frequently both alongside each other) between 1949 and 1966, when Routemasters took over completely. The two RTJs and the RTW donned route 11 blinds and headed for St Pauls Cathedral. This classic photo location was well lit and quiet, providing the ideal opportunity to recreate a scene from the 1960s. A fitting final location to mark the passing 40 or more years previously of these London stalwarts.

Our thanks go to TCLBS and the Cobham volunteers for organisation, the operators for access to garages, to Peter Cousins for bringing his RTL up from Devon, to Roger Wright for providing RTW75 and to the Cobham vehicle team for keeping RTL139 in fine fettle.

Playing buses at St Paul's. John Stiles



LONDON TRANSPORT in the 1980s Michael H C Baker Published by Ian Allan at £16.99

Michael moves forward to what would become the last decade of the 'real' London Transport in his latest review of his decades of transport in London. Among the topics covered are the modernisation of the bus fleet with large scale replacement of Routemasters, so soon after many were resurrected for service and the Greenline jubilee and modernisation of the London Country fleet with the eradication of most of its LT heritage. On the Underground, the classic designs of the 1930s were seen for the last time in service, being replaced with efficient but undistinguished successors. LTs own Golden Jubilee was celebrated at Chiswick, Aldenham and Acton works but all too soon only Acton was to survive. The photographic selection is superior to the earlier books in this series as so much material would have been available. Cobham's own Graham Smith is credited with about 30 shots, of which about 26 are actually his. The book ends with the emergence of the Privatised services and the Docklands Light Railway and the old London Transport was gone forever. As so much ground is covered in 96 generously illustrated pages much detail has to be glossed over. However, this book gives an overview of what was probably the most turbulent decade for London's transport since the 1930s.

BENEATH THE WIRES OF LONDON Charlie Wyatt Published by Capital Transport at £25.

This book was the 'star' release at LOTS this year and rightly so. The format is unusual, being nearly square (wider than A4 and shorter) with a hard back cover and 216 brilliant pages. Charlie Wyatt started at LT as a trolleybus conductor in 1951,becoming a driver in 1955,until trolleybuses were replaced by Routemasters at his home depot, Finchley, in the winter of 1961/2. He then went on to drive RTs and RMs before other changes in his career. It is his life on the trolleys that is chronicled in fascinating detail in this wonderful book. The detail and personal anecdotes combine to make this book so interesting. Supported by many 'new' photographs in monochrome and colour by many well known trolley photographers such as the legendary Fred Ivey, Tony Belton and Don Thompson, the text transports us back to those halcyon days. Maps of Finchley's routes and diagrams of turning circles, pictures of tickets, route blinds and even a diagram showing how to make an overhead wire 'shorting' device are included. If you wonder how driving a trolley differs from a diesel bus, or how the overhead works, all is revealed. Being a book written and edited by people who really know their subject, the facts are correct and the style being personal memories of someone on the sharp end means that once you start reading this book it's hard to put down. Even if the reader has no personal memories of the routes run out of Finchley Depot, this book can be almost guaranteed to be a hit. If you remember the 609 521/621 645 660 and 666 then you will have to buy it. A great record and read, 10 out of 10. Don't miss it.

HUNTERS TRYST/TRYSTCO

A new range of resin bus kits, covering the fleets and vehicles in the Southern part of England, including London Transport are to be launched in the coming year. This is a joint venture between John Booth and Don Middleton, a number of models by Don have been included in the L.B.C. Range.

The kits will be in the popular cream resin with white metal bases plates, steering wheel etc. and push fit rubber wheels. The exception to this will be the first kit CK1 which is a special conversion kit for the die cast Leyland Olympian to make a dual door London specification vehicle.

The Hunters Tryst graphics range of waterslide transfers will be extended to cover destination blinds, registration numbers etc. Dedicated to the kits being issued, the kits will include instructions where remaining transfers can be obtained to complete the kits.

The initial range will include.

Kit CK1 a conversion kit for the EFE Leyland Olympian, comprising a new lower deck casting and seat unit, which will require a donor model to complete.

KIT S1 1953 East Lancs. Leyland Royal Tiger, Southdown, B40R LUF500-509.

KIT LC1 AEC Swift/Alexander W type Green line SMA class

KIT EK1 AEC Swift /Alexandra W type East Kent

KIT EK2A Bedford VAS1/ Marshall Cambrette East Kent.

It is hoped to release the kits in the order shown above, but this is not guaranteed. Any of the kits can be pre- ordered, without obligation, and you will be notified when the kits are in production, and ready for dispatch.

For more information and pre -orders contact John Booth

Hunters Tryst Coachworks, Rosslyn Avenue, Harold Wood, Romford, Essex,
RM3 ORQ. E-MAIL foomf@com

PRICE INCREASES

Tony Asquith of the L.B.C. has held the price increases for the past two years.

From 2009 single deck kits will be £35.00 and double deck kits £40.00. This will apply to new kits only and not any which may still remain.

Pre-ordering.

In the present climate future production will be run as far as possible to match pre-orders so any surplus will be minimal. Therefore to avoid disappointment and to ensure the kits you want are produced it is essential to pre- order, it costs nothing until the kits become available.

EFE

The new models for 2009 are new BET style bus and coach castings with various combinations to include four and six window bays, single and double headlights plus, bus and coach seating.

Bus and coaches to the British Electric standard design were built by a number of body builders, including, Weyman and Willowbrook, and fitted to AEC and Leyland chassis.

The four window bay version with a Willowbrook body was used by LT for its coaching services and given the class code of RC.

METCALFE MODELS

Well known in model railway circles for their card models in 00 and n gauges, have produced a kit of a small service station complete with a service bay showroom and petrol pumps. Typical of many service stations found on our country roads, ideal for railway layouts or dioramas. Price £12.50 this and their full range can be viewed on their web-site at www.metcalfemodels.com

MARK HUGHES

Has now produced an etched brass Foden grille panel price £1.20 plus a standard sae. Tram items have dominated the past few months, new items are a Blackpool trolley tower (English electric lowered type) a one piece brass fold up assembly £6.50. And a bow current collector, £5.50, both etched brass. Both items send a large sae to:

Mark Hughes models Orchard rise, Tibberton, Gloucester, GL19 3AT.



LEYLAND PS1 HARRINGTON BODY COACH 1948 L.B.C.

Thomas Harrington commenced his motor coach building in 1897 in Brighton. As car manufacturers began to build their own bodies, so Harrington's turned their attention to commercial vehicle bodies.

One of their most important customers was Southdown Motor Services, and the association lasted more than 50 years. Many of the designs were developed jointly to reflect the operator's high standard of comfort. This model is based on a 1948 prototype, the



Leyland PS1 half cab. Southdown had a fleet of six but only one (HUF 4) is identical to this kit. Other operators who acquired these coaches were Surrey Motors and Grey Green of Stamford Hill north London.

This model, from a master by Don Middleton, clearly shows off the sweeping curvaceous style of bodywork appearing in the late 1940s early 1950s. This highly detailed model from Don features the high back coach seating so typical of this period down to the small pegs on the window pillars to allow the modeller to easily fit the rain strips above the window line. The chrome strips which were a feature on these coach bodies, are well defined on this model and are a help when painting the differing colours, whether it be Southdown or Grey Green. This is a superb model typifying the new stylish coaches appearing on our roads in the fifties. This popular model was sold out quickly.

Photo from the L.B.C

RESIN MODELS FOR 2009

PARAGON KITS

Pre-orders are now being taken on kit No PK43, the Bedford VAS Duple Bella Vista coach. The next model due is PK35, Beadle "Chatam" A.E.C Reliance (M&D) B44F, expected in March. For more details contact: A.N.Goodwin Paragon models St. James Park road, Northampton, NN5 5EU.

MARSDEN MODELS

Neil Mortson is now taking pre-orders on kit No NCO1AB Northern Counties Albion PK26 circa 1928, due out in the spring /summer. Kit number AX01L Alexander Leyland PS1. Orders to:

Falstone Avenue, South shields, NE34 6SB. E-MAIL
marsdenmodels@co.uk

TINY BUS AND COACHES FOR 2009

TK8 1953-55 Burlingham B44F

TK9 Barton PD1 duple L53F

Tk12 1953-55 Willowbrooke DP44F/B43F

Tk13 Leyland hr40 Olympic

TK17 Alexandra straight waist DP41

TK20 1952 MCW Hermes type A. Pre- orders taken now. Contact.

Tiny bus and Coach, Mellor, Blackburn, Lancashire, BB2 7EX.

NEW GARAGE MODELS

New for 2009, STREATHAM (AK), was opened in 1913 by the L.G.O.C. It was replaced in the 1980s with a modern building, but this closed a few years later. The model is quite deep, with interior detail and is approximately 20" inches wide and 6.5" deep. This model is also available in N gauge to suit the new Routemaster model from Oxford.

DORKING (DS) was the first of a number of classic country area garages. This model incorporates graceful curves in the frontage of the building. The forecourt was used as a bus station for many routes. This model is Approximately 20" wide 13" inches deep.

EDMONTON (EM) was built at the end of Tramway Avenue a residential street lined with terrace houses. Originally a tram depot later housed trolleybuses and then in 1961 became a bus garage. This model, which includes the front of six houses, is approximately 13" inches wide and 10" inches deep. The three large kits are £13.00 with the N gauge model at £10.00

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

Routemasters in Thailand

Keith Jones



As we planned our annual trip to Thailand we were determined to visit the Jesadatechnik Museum to see RML2622 and 2707. The museum is in Nakhonphathom, a small village north west of Bangkok. After winding our way through paddy fields, banana

and coconut trees, there standing in the middle of nowhere, looking most out of place was, RML2707. It appears to be still in “out of service” condition, branded for route 94, the only additions being several small fans in the cab and both saloons to try and combat the heat. The engine was started, the Thai version of “all aboard” was shouted out and off we went for a ride through rows of stored vehicles and aircraft. Riding on the platform was a treat, something not possible in England. RML2622 and an unidentified Leyland half cab open top are also part of the collection but had been sent away for air conditioning to be fitted. We met the owner, and all the staff are very friendly and helpful, and offered to arrange a visit to the garage to view the work being carried out, but time ran out. The museum is also home to a large collection of bubble cars, scooters, old cars from around the world, military vehicles, hovercraft and aircraft. The museum is well worth a visit if anyone is on holiday in Thailand.





LONDON TRANSPORT
TOUR
FROM COACH

SLT 58