

# COBHAM

BUS MUSEUM

# MAGAZINE



The Journal of the London Bus Preservation Trust  
Issue 63

Summer 2009

£2

# BUS TRIP TO Isle of Wight Rally & Running Day Sunday 18th October 2009

In an interesting Cobham vehicle  
Departs C. B .M. 08:00      Return 21:00 approx.

**Price £25-00**

includes ferry, admission to rally and fuel.

£10-00 deposit secures seat  
(we have to take a deposit in advance to book ferry)

for more details or to book contact

Alan Heasman

5 The Mill .Whittets Ait,

Jessamy Road.

Weybridge Surrey.

KT13 8LE Telephone 01932 840758

[alanheasman@fsmail.net](mailto:alanheasman@fsmail.net).

(Cheques payable to LBPT Ltd)

## **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

6	Editorial	
6	Open Day Thanks	
7	From the Cab	Peter Duplock
8	Membership Report	Steve Hook
10	Cobham's MLA Status	David Kinnear
11	Members' Day Report	
14	Brooklands Update	Roger Stagg
17	Restoration and Maintenance	Roger Stagg
18	RF 30 Running Day	
22	Spring Gathering Report	John Shirley
30	Spring Gathering Surprise	Michael Wickham
34	RT 30 Events	
36	HCVS London -Brighton Run	Roger Stagg
40	She's Gone on a Summer Holiday	
41	Tribute to Simon Douglas-Lane	
42	Slough Running Day	
45	RM546 Open Day Model	Chris Stanley
46	Letters	
47	Book Review	Michael H C Baker

### **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.

This has not been an easy edition to compile, having rashly decided to make a centrefold feature of some open day photos sent in by Michael H C Baker - his shots always show more than just the bus, which makes his books all the more interesting. Peter Zabek has contributed some great material as well, as have Peter Starks and John Stiles, so there have been many shots to choose from. It was a difficult pleasure to have to do that.

There is plenty of news to share in this edition, and if all goes well, plans for RT 1 and Brooklands will come to fruition at about the same time, but only with members' help. Think of RT 1 as a kind of road-bound "Flying Scotsman", both are equally important! Does anyone know an MP with a few quid to spare?

Apart from the open day, some important anniversaries have been marked; the end of RFs in service, the end of RTs in service, RT 1's 70th, and RMs get a look-in as well. I wonder if the Tridents will be similarly remembered, railway modern traction fans, if paralleled in the bus world, would suggest they might. But, without the previous generations of buses and the people who designed, built, maintained, crewed and rode on them, the bus equivalent of "modern traction" fans would have nothing to remember. I hope that in the future Cobham can give them that!

**2009 Spring Gathering - a 'thank-you'****Michael Wickham**

John Shirley has reported in this issue of the Magazine on this year's Spring Gathering. As the Trustee concerned, I wanted to thank and pay tribute to all those who were involved in making it such a success. Running an event, on two sites, for some 4,000 visitors requires a massive amount of planning, dedication, creative thinking, good judgment, organisational ability and sheer hard work. John and his committee prepare for the event for months in advance (they have already started planning for 2010!) and it all comes to a climax in a period of intense activity in the last few weeks and over the weekend itself. The Council of Management extend sincere thanks and congratulations to the Events Committee for a highly successful event.

We also want to thank all those volunteers who turned out to help at the event, in 101 capacities, many on the day before as well. We could not have staged it without you. If you were not one of this year's volunteers, why not join us next time? It's not just about helping the Trust or about getting free entry to the event, it's also very enjoyable. Watch out for more details nearer the time.

## From the cab.....

The dust is settling after “Wisley” and all the feedback confirms it was as good as it seemed. John Shirley and his team did a magnificent job and aided by a bright sunny day the event was very enjoyable. A sincere thank you to all Trust members that helped on the day (and the days before and after). Good teamwork and professionalism were the order of the day. The special EFE model of RM 546 sold very well and, as I write this, just a few examples remain in the shop. The rally plaque for the day represented a London Transport bell push and it was well received. Just a few of these are available and if you would like one, contact Richard Jones at the Cobham shop.

Probably the worst keep secret for Wisley was the re-launching of RT1. This iconic historic vehicle arrived on site at lunchtime and attracted a great deal of interest as it posed next to RT 4825 (the last RT). Months of negotiation meant that we were able to secure RT1 for the event. Thanks to the owner, Mike Selt, who has spent a small fortune having the vehicle professionally restored.

Very importantly, the Trust has been given the opportunity to raise funds to secure the long term future of the bus. At Wisley the appeal, spearheaded by Ian Allan Publications, was launched and there was generous support from Ian Clements, Deputy Mayor of London.

Michael Wickham and his team have a big job ahead to raise the money quickly to ensure that RT1 stays in the UK. London buses are popular around the world and it would be a great pity should RT1 leave the UK again, possibly to fester in a private museum hidden away from enthusiasts. If you can help save RT1 please get in touch with Michael or a member of his team. I must also express particular thanks to volunteer Tony Lay. Not only did Tony work tirelessly on the Open Day weekend but he has played a major role in getting the RT1 appeal on the road.

The Brooklands project is hotting up now as we get down to final detail and terms and conditions are agreed. It has been a long haul with many setbacks. Look out for update from Roger Stagg in the Magazine and the Waybill.

Returning to Wisley briefly it was a pleasure to honour Simon Douglas-Lane with a small memento (a model of his bus - RT 3491) as a thank you for masterminding the Open Day event for 12 years. There was a small gathering at Redhill road for the presentation. In a tribute given by Michael Wickham it was acknowledged that organising the Wisley event is no small undertaking and as result the Trust has

benefited substantially from hosting the event that is the premier gathering of the rally season.

The Trust membership is the highest it has ever been and I'd like to welcome all of the recent new members. As always the success of the trust depends on volunteers and if you can help, please get in touch.

Peter Duplock Chairman of LBPT

## Membership Report

Steve Hook

Welcome to the following new members who have joined our ranks. Please come and help as a volunteer if you can. Apart from the valuable work which you will do, it provides an excellent opportunity to get to know other members.

1418	Eric Mahoney	East Molesey	
1419F	Edward Stevens	Aldershot	
1420	Paul Smith	Swindon	
1421	Robert Mellis	Banbury	
1422	Chris Spencer	Reading	
1423F	John Lewis	West Horsley	
1424	Simon Gagen	New Malden	MW
1425	Edward Warren	Tonbridge	MP
1426	Damon Cross	Eastbourne	
1427	John Capes	Tonbridge	
1428	Dave Taylor	Haywards Heath	MW
1429	Christopher Stanley	Hastings	RMC1500 RF489
1430	Ashley Lennox-Kay	Folkestone	RM1397 RF489
1431	David Muirhead	Hythe	RML2750
1432	Richard Thomas	Hitchin	CF
1433	Dr Wolfgang Meyer	London SE3	MW
1434	Robert Davidson	Watford	MW
1435	Ian Cormack	Putney	JC
1436	Roger Smith	Ruislip	
1437F	Trevor & Claire Hawes	London NW3	
1438	John Norman	Chessington.	
1439	Stephen Rolls-King	West Byfleet	
1440	Brian Chaplin	Southfields	RJ
1441F	Mr & Mrs Mick Butt	Bedfont	RJ

1442F	Hugh O'Neill	Walton-on-Thames
1443	J Barnes	Bromley
1444	John Walker	Nuneaton
1445	Michael Edwards	Sunbury
1446	Paul Richardson	Chandlers Ford
1447	Mike Cotton	London SE9
1448	Ronald Plunkett	Staines
1449	Derek Upson	Sutton
1450	Jeff Levy	Laleham
1451F	Angela Hume	West Horsley
1452	Brian Oxborough	Godalming
1453	Gerry Colyer	Billingshurst
1454 4	Alan Barton	Burton-on-Trent
1455	K Willmott	Leatherhead
1456	Andrew Trinder	Wallington
1457	Roy Bernard	Cookham

AL : Tony Lewis CF : Colin Fradd JC: John Cope MP: Melvin Phillips  
 MW: Michael Wickham RJ: Richard Jones

*With help from various Cobham Wednesday "regulars", the new Curatorial jack-leg cabin office arrives at CBM on 28th March*



## Cobham Bus Museum Wins Vital MLA Status

In a letter dated 23rd March 2009, the Museum Libraries and Archives Council (MLA) awarded Cobham Bus Museum 'Provisional Accreditation'. Congratulating us on this award, the MLA's letter stated that it demonstrated that CBM aspires to good practice in its work. The MLA accolade is widely recognised as an indicator of responsible management by funding bodies, which means a much better chance of making successful grant applications in future.

Curatorial trustee David Kinnear who led six months of intensive work to prepare the successful application, said that it was excellent news for CBM. It recognised us without doubt as a bona fide museum, confirmed our charitable status and led the way to a more secure future. There was, though, much work still to do to get all the museum systems running up to the required international SPECTRUM cataloguing standards. This meant eventually logging every item at Cobham, not only buses but all associated artefacts, such as books, historical records, photographs, uniforms, tickets posters and all other ephemera, even vehicle spares – and - equally important - knowing where it all was. This was, David commented, a massive job, but with our growing team of curatorial volunteers, we had until February 2010 to get the new systems running. He was confident we could achieve this and convert our award to full Accreditation.

This upgrading of our museum function had highlighted the lack of space and a dirt-free environment to carry out the work of logging and cataloguing. Following negotiations with the management of St. George's Hospital, Tooting, a self-contained "portacabin" office was donated to us free of charge. This will be used as temporary accommodation until CBM relocation plans are finalised. The Curatorial Office, as it is known, is currently being fitted out for the job.

**Any member interested in knowing more about volunteering to help with this interesting new museum work, is invited to contact David Kinnear at [d.kinnear1@ntlworld.com](mailto:d.kinnear1@ntlworld.com).**

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.

## Members' Day 2009

Some 300 people took advantage of the sunny, mild weather on Sunday March 15<sup>th</sup> to attend the annual Members' Day when the Museum opens its doors for a 'behind-the-scenes' showing to our valued members and their invited guests. This year, event organiser Michael Wickham packed more than ever into the programme and, as a result, barely had time to draw breath between his PA announcements!

Peter Duplock and Roger Stagg provided an update on progress towards the potential move to Brooklands, Roger having produced a scale-model of the proposed new building, complete with 1/76<sup>th</sup> scale buses representing the Cobham Collection. As if that were not enough, visitors were then taken on site-visits to Brooklands, with Roger providing a guided tour of the prospective site of our new premises. The trips to Brooklands were operated by the Dennis, the Q and T31, thus providing Members with a rare opportunity to sample some of the Museum's less frequently used buses. Such was the demand for the rides that an RT and RF were pressed into service as reliefs.

Other attractions on the day included a talk by our President, Colin Curtis on how London Transport traditionally brought a new bus through its concept, design and development stages, David Kinnear updated Members on the excellent progress that has been made on the path to Accredited Museum status and David Mulvey gave his usual, highly-enjoyable historical talks. Bill Miller raised valuable funds with his tombola stall, the Shop and the donated items stall both enjoyed excellent trading and this year, for the first time, we also had a private stallholder in attendance. 12 new Members joined on the day and we extend a warm welcome to them all. Several Members also offered to become active volunteers and these offers are now being followed up.

The day's attractions were made even more pleasurable by the all-day presence of the refreshments table, staffed once again by the Cobham ladies to whom we owe a huge debt of gratitude for their hard work and stamina. Thanks to them, visitors and staff alike remained fortified throughout the day and, to boot, the Museum's Restoration Fund has benefited from a substantial donation from their efforts.

Organiser Michael Wickham said "this was a magnificent team effort by the Events Committee and other volunteers, without whose hard work this growing event could not have taken place. Many of them were on duty from 6.30am until 8pm and I am sincerely grateful for their support. Now we have to live up to this success next year - all ideas and suggestions gratefully received!"



*Chairman Peter Duplock updates Members on progress towards the move to Brooklands (Peter Zabek)*

*"What am I offered for these?" asks Roger Staggs as he displays his hand-built model of the proposed new Museum building. The real one will have a roof, of course.... (Peter Zabek)*



*Roger Stagg commences his Members' Day guided tour of the Brooklands site in front of the vehicles which came over from Redhill Road. (Graham Smith)  
Two contrasting but revolutionary modes of transport meet at Brooklands as Q83 poses alongside Concorde during the Members' Day visit. (Graham Smith)*



I am very pleased to be able to record that a large number of members who attended the member's day held in March took the opportunity to travel to Brooklands and see the site for the proposed new museum building. Reaction from members was extremely encouraging and there were a large number of positive comments and much support for the move.

A model of the new building within its surroundings and filled with model buses to the same scale was demonstrated in the museum along side a two dimensional model with the existing museum collection laid out within it. Attending members were able to make a direct comparison and observe facilities and in particular the space for vehicles, together with proper circulation around them. This will mean that visitors will be able to inspect the whole collection whilst inside the building and will also provide some room for future expansion.

The question is always asked as to why we cannot make a new museum even larger but always we have to come back to the same problem that makes it a compromise between what we ideally want and what we can actually afford. In our case as well as being able to afford to construct it in the first place we have to take due recognition the cost of running it in the future. We have had to give very serious thought to the combination of those factors to arrive at the 64m x 30m building that we currently propose. We are however ensuring that the land that will come within our control at Brooklands will give room for some limited extension in the future should circumstances so permit.

One of the problems of our existing building has been that even in mid summer, and more so in winter, it is always substantially colder inside the building than it is outside and this is brought about by the damp environment giving a similar effect to wind chill factor. As our vehicles will to some degree be going in and out of the shed, although to the lesser degree than they have to at the present time, one thing we would not want to do would be to significantly artificially increase the temperature inside the building. This will have a detrimental effect on the vehicles themselves. What we do need to achieve is a drier environment by dehumidification with temperature maintained just slightly above external during the colder months. This will provide an ideal environment for the vehicles and give the impression of warmth when entering the museum. Specific heating measures will be provided for works areas such as workshop and restoration bay and of course canteen, meeting rooms and archiving.

In regard to latter provision is being made for an archiving centre and a large first floor area that will not only give balcony viewing as to what's going on in the workshops but will provide for exhibition cases for smaller artefacts supplementing display areas which will be possible on much of the area of the inside face of exterior walling. We

shall even be having electrical operated external vehicle doors to reduce the number of potential hernias suffered by opening the existing hanger doors which appear to be getting heavier as we get older.

Currently we open the museum on Wednesdays, Saturdays and Sundays subject to outside events. There are very few days where we can arrange the collection in such a manner that it is accessible to the general public and that would make it reasonable to charge a proper entrance fee, rather than depend upon a voluntary donation.

Understandably the current environment tends to be suitable for those members whose prime interest is getting their hands dirty and it is not the most welcoming place for those interest that lays within the vehicles in a more historic and curatorial fashion. This is where the big opportunity is coming for members who want to be involved but currently only see limited opportunity for their expertise or interests.

Once we have a new museum building at Brooklands, and currently the prospects are all looking good, we shall be expected to be open to the public for 6 – 7 hours a day 360 days per year and this introduces the opportunity for members who are keen to spend one or more days a month or a week amongst the vehicles, passing their knowledge amongst the visitors. Brooklands itself operates almost exclusively on a volunteer basis and the so called dirty hands brigade represents a very small number of those who have taken their interest into being amongst the vehicles and visitors in a pleasant environment. Reaching out to this level of the membership, do you think you would wish to join into the new museum activities? Enclosed with the magazine is a form to return to David Kinnear and following this we will convene some meetings at the museum to have a talk about what can be done and also visit Brooklands museum to see what similar volunteers do there to give a far better idea.

*A computer generated image of the design. It is to be hoped that the actual name will include some reference to Cobham.*





*Outside the gates on Members' Day, Q 83 and RT 2043 were involved in guest transportation and are captured here by Peter Zabek between journeys to Brooklands. TD 95 was also offering transport of delight and is seen here in Esher. - John Stiles*



How times flies by, it hardly seems more than a few weeks since I had to write the last installment. As before, to save unnecessary words and not to bore the membership, Paul Morris and I have got together to produce a combined report.

Nick Abbott and his team remain at work on RT2775 and his separate summary in his own words appears hereunder.

“Since the last update, good progress has been made on the lower deck, which is now nearing completion. The ceiling and lighting panels have all been painted and refitted, and the area under the stairs has also been painted. The floor slats and other woodwork have been stained and new cork tiles have been fitted. The whole lower deck floor has now also had two coats of varnish to protect it, and all the low level fittings are now in the process of being refitted. The brown rexine panels have been refitted and trial fitting of the seat frames is currently being carried out, so that the seat brackets can be fixed and hopefully the seat frames can be finally fitted shortly. Once the lower deck is complete, the same tasks need to be repeated for the upper deck. Refitting the engine is scheduled to be carried out soon, and once some work has been carried out on the brakes, the RT should be mobile again”.

Work progresses steadily on UMP227, the ceiling is now in place and cleaning down and polishing is being concentrated to the underside of luggage rack level. Towards the front all signs of corrosion have been removed, coated and then Hammerite finished. The contents stored inside have now been removed to a stillage allowing the wood to be seen through the trees. A visit to Brooklands College has opened up a possibility for remanufacturing the mudguards.

The period leading up to Open Day is always busy with MOT's being due but this year, and by way of the considerable effort by a number of members, and for the first time, every running vehicle in the collection was serviceable on the road. A far cry from just a few years ago when there were more vehicles off road than on. It was a close call however with G351 getting its MOT on the Wednesday before the event.

Our collection is out on the road at sometime virtually every week, and as such keeping them in top class condition is no mean feat, meaning that from time to time one or more need to be off roaded for repair or adjustment,. We are, however, making every effort to avoid vehicles being unavailable. Currently our biggest difficulty is the petrol engined fleet as the stock of Solex carburetor jets were removed from the Museum two years ago and to date replacements have been impossible to obtain.

The number of members involved in keeping vehicles running and restored is considerable and it would be unfair to identify some whilst leaving out others, thus I take this opportunity on behalf of all the membership to thank the active volunteer force in its many forms for their work which enables us to stay at the forefront in London's Bus Heritage



You wait 30 years, then 25 turn up at once! Peter Zabe  
commemorative event organised by Peter Osborne. Ou  
times, even the MG was fortuitous! Rfs 486, 4





...k captured this line-up at Easher on 22nd March at the ...  
...t on the road, Graham Smith takes us back to different ...  
...421 and 534 were out and about, as was TD 95.





RF 534 back on the road after recent restoration loads up at Esher. RFs reunited, 672 and 673 together again. All 4 by Peter Starks





Cobham's other single decks were also on display and "new" RF 395 was kept busy, its air conditioning being very useful.



I would like to start this piece by expressing my sincere thanks to all the Volunteers and Team Leaders who gave-up their time on 4th and/or 5th April to assist with the running of our main annual event. A special thank you is deserved by those 20+ Volunteers who opted to work eight hour duties by ticking the “all day” box on their volunteer cards. Most Team Leaders also worked extended hours.

In previous years many Volunteers have been forced to work protracted shifts due to staff shortages. Thankfully this year we were fortunate enough to have a healthy influx of new Volunteers and the organisers were able to use the human resources more efficiently. The target four hour shift system seemed to work very well. There were a total of 148 Staff deployed at the event comprising: 8 Event/Sector Managers; 17 Team Leaders; 115 Volunteers; and 8 non-operational Volunteers. Add to this some 60+ guest service bus crew members and you will appreciate the size of the task in managing and providing for these individuals.

As I write this piece I am mindful that the next Events Committee meeting will be held on the date of the deadline for this magazine article. I am therefore not able to report now on any definitive matters that have come out of the feedback received from Volunteers and visitors which will be discussed at that meeting. I can say that very high on the agenda for the Spring Gathering 2010 is the welfare of Volunteers. We have gone some way to ensuring that Volunteers are rewarded as far as possible in the form of meal vouchers and free entry to the event. I believe we need to do more for Volunteers and I will be looking to provide better Staff facilities in 2010, including the provision of a mobile staff room and folding chairs for those working on barrier points at Wisley.

From a logistics point of view there are still things that can be improved upon. After all, there’s no such thing as a perfectly run event! There are too many minor details to mention in this article but if anyone wishes to make suggestions for improvement I would be happy to hear their views. Either write to me c/o the museum or email [events@lbpt.org](mailto:events@lbpt.org).

The event was kept well within the budget approved by the Council of Management. Indeed the expenditure incurred was nearly £3,000 less than originally predicted with savings being made on Police, Tree pruning and Bus Services/blinds, etc. The total profit has been recorded as just over £22,000. I am happy to report that this is the highest figure since at least 2005 - I do not have figures prior to that date readily available.

## THE FUTURE

I have looked at a number of alternative sites for the Spring Gathering 2010 including Longcross Test Track (scene of Open Day 2007), Dunsfold Aerodrome and Crowthorne Transport Research Laboratory. Wisley Airfield is subject to continuing planning issues and the owners have now ceased to allow the general hiring of the site for events. Thankfully the Trust has been exempt from this restriction up until now, but it is not clear for how long we will be allowed to hold events at Wisley.

In mid-May 2009 the Events Committee will decide between Wisley Airfield and Dunsfold Aerodrome as the primary site for our Spring Gathering 2010 and the result will be publicised on the Trust's website, in the Waybill and in the next edition of this magazine. Incidentally the other sites mentioned in the previous paragraph refused our request to hold an event. Next year's Spring Gathering will be on Sunday 11th April 2010 (the first Sunday in April (4th) is Easter).

Current Events Committee members are:

John Shirley: Chairman.	Richard Jones: CBML Shop.
Norman Davey: Finance.	Graham Lunn: Stallholders.
Debbie Morris: Revenue.	Peter Osborn: Bus Services.
Ken Wheeler: Health & Safety.	Steve Edmonds: Displays.
Colin Borg: Publicity.	Roger Staggs: Site Facilities.
Peter Brown: Site Facilities (Redhill Road).	

Michael HC Baker contributed a number of photos of the open day from a different perspective, a selection of these appears on the next page.

### 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](mailto: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 2nd SEPTEMBER 2009**







RT 3183 was one representative of the Country Area, whose use of RTs was almost as long as that of the Central Area in which they last ran in April 1979. - Michael HC Baker  
 One of the themes of the Open day was RT70 or RT30 (or both), and a fair number of the class were in evidence, including RTL 326, recently restored. - Dave Jones





*RMs were also celebrating, and were hardly under-represented in both the display and the service. Considerable care seems to have been taken in lining up this selection. Of course, there are other bus companies and here's a splendid line of Southdown's finest.*  
*Both Micheal HC Baker*





Star of the show was RT 1, shown here with its class' immediate ancestor, STL 2377. Activity elsewhere involved the end of Redhill Road, used as the turning point for routes 477 and 499, but also as a "studio" for some shots of RT 1 with a period car, which looks far more dated than the bus. Both Peter Zabek





*TD 95 and G 351 also visited the end of Redhill Road, with STL 441 in the background.*

*Peter Zabek*

*RTL 326 also paid a visit, while RT 3062 and RMC 1461 wait to turn before their next journeys in service*

*Peter Starks*



Those of you at the Spring Gathering at Wisley on 5 April will have seen the day's surprise package - the re-launch of an immaculately-restored RT1. Thanks to the dedication (and financing) of its owner, Mike Selt and the skills of its restorer, Cobham Member Ian Barrett, this iconic vehicle has been returned to the condition and livery in which it was first revealed in March 1939.

Mike Selt had generously allowed Cobham to feature the re-launch of RT1 as the highlight of this year's event and so it was that the bus arrived at the Museum the week before, new paintwork gleaming, the re-created, original advertisements barely dry and with a just-issued MoT certificate. Carefully hidden away in the paint-bay until the last moment, at 12.30 pm on Sunday 5<sup>th</sup> April, RT1 emerged into the sunshine and driver Roger Stagg and conductor Mike Scott eased it through the stunned crowds in the Museum yard, out onto Redhill Road and over to Wisley airfield.

Over at Wisley, a special edition of *The Waybill* had been issued to all visitors announcing the re-launch at 1pm and so it was that great excitement awaited the grand old lady's entry to the site. She made her way round the perimeter and up to the runway where she took pride of place next to RT4825 which the LT Museum had kindly brought along to the event so that first and last could be seen together. By now, the crowds were gathering, the PA system was ready, hundreds of cameras were clicking and, almost exactly 70 years after the vehicle's first appearance, London Deputy Mayor Ian Clement announced to a delighted audience the return of one of London's treasures and, in the view of many, its most historic bus.

Ian Clement and Councillor Nigel Cooper, Worshipful Mayor of Elmbridge Borough Council, presented certificates on behalf of the Trust to Mike Selt and Ian Barrett in recognition and appreciation of their magnificent efforts in bringing RT1 back from the dead and this was followed by the launch of the fundraising appeal by David Allan, Chairman of Ian Allan Group, which brings us neatly to the next step!

### **LET'S BRING RT1 TO COBHAM - YOUR HELP IS NEEDED**

RT1 was almost lost in the 1980s when it nearly ended up in an American scrapyards; now, once again, its future needs to be secured. The owner wishes to

sell the bus and, whilst he would like to see it come to Cobham, he cannot ignore a very attractive offer from a private collector in Switzerland. Your Trustees feel that letting this historic bus leave the country once again would be a tragedy and that its importance to, not just London's but also the UK's, transport heritage demands that it be found a home where it can be kept in trust for posterity, where it will be well looked after and where it will be kept on the road for enthusiasts and the public to enjoy. All of this can be achieved if it joins the Cobham Collection.

This is where we need your help; we need to raise a six-figure sum in the coming months, there are no hidden reserves in the Trust's accounts and the magician's hat has so far only produced a couple of white rabbits. Grants are a non-starter in this kind of timescale so we have to look to the bus enthusiast fraternity to enable us to achieve our goal. Whilst we will also pursue every other conceivable source - corporate sponsors and the general public via the media, amongst others - it is the Cobham Membership who will make or break this project. You are the dedicated London bus enthusiasts who appreciate what RT1 means in terms of the development of the modern bus and we are certain that you would wish to secure the future of this magnificent vehicle.

Please give generously - we can't do this without you. If every Member gave £100, we would have the lion's share of the money needed. Now, I appreciate that this is more than some of you can spare and we will, of course, welcome smaller donations as well. On the other hand, many of you may be able to give more than this and, don't forget, you can also contribute by monthly standing order over the coming months. All donors will receive a regular newsletter which will report on the progress of the appeal as well as feature articles about RT1 and details of where the vehicle will be making appearances during the fundraising period.

So, don't let the opportunity for Cobham to acquire this historic bus pass us by; ***act now by using the enclosed forms to send in your donation as well as to set up a standing order via your bank for the remainder of the appeal. Your Museum needs you!***

Thank you for your support.  
Michael Wickham  
Fundraising Trustee



*London Deputy Mayor Ian Clement makes an impassioned appeal at Wisley to bring RT1 to Cobham. In front of RT4825 are Elmbridge Mayor and Mayoress, Councillors Nigel and Elizabeth Cooper along with RT1's owner Mike Selt.*

*RT1 owner Mike Selt and restorer Ian Barrett hold the certificates of appreciation from the Trust presented to them at Wisley by London Deputy Mayor Ian Clement (left) and Elmbridge Mayor Cllr. Nigel Cooper (right). Both Graham Smith*





*First and last together, was this the first time? The LT Museum has had RT 4825 spruced up and made roadworthy for the 30th anniversary of the end of service and it will (if not already) temporarily replace another vehicle in the Covent Garden Museum, from which its removal was viewed as rather controversial.*

*RT 1 in full flight along the runway at Wisley.* *Both Peter Zabek*





*To mark the 30th anniversary of the end of RT's in regular service, John Hinson arranged a run over the old 62 route on 13th April. RTs 1784, 2043, 2688 and RT 4275 (sporting a bonnet plate for RT 3885) took part. Above, they are seen at Barkingside, Fullwell Cross, and below at Barking Garage. Both Peter Zabek*





*Also that weekend, Roger Wright's London Bus Company and Ensignbus ran RTs on three routes in the Romford area. Above, RT 624 pauses at the Thatchers' Arms, Warley and below, RT 3228 at Brentwood Station prior to turning for a run to Epping. Many memories were stirred that day! Both Dave Jones*



The Trust entered two vehicles for this year's run: G351 and RF395. Also accompanying were RML3 and M6 as tender vehicles the former carrying, as well as Trust members, the winners of the raffle held at this year's Spring Gathering.

A record number of passengers travelled this year including some 70 Trust members and their families, the more hardy ones departing on the Guy, RF and the RML at 6.45am, and those with longer distances to travel to the museum, on M6 at 9.00am. The introduction of the LEZ now renders it impossible for M6 to take part in the full event and thus it travelled direct to the Broadfield Football Stadium at Crawley where all four vehicles met up.

Shortly after leaving the stadium all the vehicles were involved in a tortuous traffic jam covering less than a mile in three quarters of an hour caused by a boot fair being held at Pease Pottage, the seemingly massive turn out for this, particularly so late in the morning, perhaps says something about the current financial situation in the UK. Fortunately once this obstruction was passed, progress down to Brighton was good, with a large number of enthusiastic groups lining the route and even the crawl into Brighton was not quite as bad as some previous years, despite the fine weather. At least our final few miles to the seafront were aided by the ability to use the bus lanes resulting in our biggest delay in being getting sufficient lapel passes for the passengers at the finish line.

Once on display the Guy was joined alongside by the East Kent Guy MFN 888 of the Reverend John Lines, G351's first private owner and the man responsible for it being available for the Trust to restore between 2000 and 2005. We did not go down for the intention of winning prizes and thus we considered it a bonus for the Guy to achieve second prize in the double deck class and the RF third in the singles.

Thanks go to the members who crewed the vehicles. Roger Shaw, Graham Bartlett and Kevin Hibbs on the RF, David Kriesler, Rob Lucas and Simon Kriesler on the RML, Alan Heasman and Tony Lewis on M6 and Andy Baxter, Ian Barratt and David Kinnear who joined me on G351.

A special mention however has to go to Simon Kriesler who worked at the museum until approaching 10pm on the Saturday night undertaking suspension repairs to M6, but was still at Cobham at 6.15 in the morning to take on the position as conductor on the RML.

I think it is fair to say that the crews, all of whom dressed in appropriate uniform for the period represented the Trust immeasurably along with the vehicles, to the general public and thereby raised the profile of the museum significantly. Those who travelled enjoyed the day from the oldest passenger who wished to remain nameless to the youngest being Ruby Barrett aged only 21 months. It is perhaps a little early to start taking bookings for 2010 but the Trust will certainly be applying to take vehicles on the run and you will be welcome to join us for what will be the 49<sup>th</sup> London to Brighton.



*John Lines shares the limelight with his current vehicle, East Kent WFN 888 and G 351, which continues in preservation thanks to his pioneering efforts many years ago .*

*Roger Stagg*

**COMING SOON - THE COBHAM 462 CLUB!**  
Due to the launch of the RTI fundraising appeal,  
the start of the 462 Club with its cash prizes  
has been postponed until the next Magazine.



*RF 395 a long way from Weybridge on the road to Brighton, part of the four vehicle Cobham contingent that had a day by the seaside.*

*RML 3 heads for the sunny south through Staplefield Green*

*Both Peter Starks*





*Is it a London bus? It was good to see this one out again as an example of a first generation "Airbus".*  
*Peter Starks*  
*G 351 and RF 395 reach the end of the road at Brighton.*  
*Chris Stanley*



## She's Gone on a Summer Holiday



The agreement with Ensign Bus to take loan of and restore STL2093 came to fruition on 8th April when she left the Museum for Purfleet on the back of what surely has been the biggest artic ever seen in Redhill Rd. No vehicle could have been more expertly buried than 2093 and she exhibited her

reluctance to leave by sulking with a seized pump rack. Nevertheless with Andy Baxter on hand the pump was swiftly changed and her 7.7 litre engine roared into life.

At 4 pm she was driven onto the low loader, chained down and departed with a large audience of members. At 6.45 she arrived at Ensigns at Purfleet where she now resides alongside the 10T10. From what we hear all the enthusiasm is for an early start and we are all looking forward to seeing some progress.

No dates have been given yet and RT8 needs to get off the stocks but please be assured that the Agreement does require Ensign to utilise the Cobham expertise to oversee the restoration works. We all hope that this holiday will be a short one!



## Tribute to Simon Douglas Lane

On 29 April a considerable number of Members gathered on the balcony at the Museum to hear Peter Duplock and Michael Wickham thank Simon Douglas Lane for his many years as Chairman of the Open Day Sub-Committee. During his time, from 1996 - 2008, the event grew to become one of the most popular and notable ones in the rally calendar, helping greatly to put Cobham Bus Museum firmly on the map and making a very significant contribution to the Trust's funds. Following a hearty round of applause, Simon was presented with a special, limited-edition (1 only!) model of his RT "Evadne" with an inscription on the case reflecting the Trust's appreciation of, and gratitude for, his efforts.

*Simon Douglas Lane holds the model of "Evadne" presented to him in appreciation of his chairmanship of the Open Day Sub-Committee from 1996-2008. Photo: David Kinnear*



On the last members' day, a member spoke to Rod Lucas about buying a Gibson ticket machine, please can he contact Rod on 01737 812703 as the machine has now been found, but the member's name has been lost.



*Slough - famous for Mars Bars, Gerry Anderson and its annual running day, which took place on 10th May with STL 441 was Cobham's entry. Michael HC Baker has tried to make the bus station look appealing, but it will never beat the charms of Beaonsfield below, although the "dumpster" looks a little incongruous. Spot the chain - as if anyone would steal it, or would they!!*





441 rests at High Wycombe, while below, Conductor Smith goes about his business as efficiently as ever.  
All Micheal HC Baker





*"Gee, ain't it quaint." 441 attracts attention as it passes Queen Victoria and Windsor Castle.  
Micheal HC Baker*



Meanwhile, not far from Slough, "Browsing through some old slides the other day and came across one of my earliest pics - RT 4532 waiting its next turn on the 207 at Uxbridge Station in August 1971. RT's on the 207 were very rare indeed, all nearly new RML's then (UX had 2760 for a long time). Riding on RML's only three years old!"  
Leslie Bishop

The special model for this year's open day was RM 546 and member Chris Stanley sent these photos of the bus on a trip to Antwerp, Belgium

The crew of 546 in April 1961. The chap on left was a local helper. Then its Frederick Torrington, Inspector of Buses and Chassis and team leader, Frank



Musgrave , unit adjuster and Henry Rickard , electrical foreman . Photo copyright to Frank Musgrave via Chris Stanley. Frank was 37 when this photo was taken in 1961..he is now 85.



Fast forward to 2009 and here at Wisley is Frank Musgrave , one of the three man 1961 RM546 crew , meeting up with Mr C. (Frank was the Assistant District Engineering Manager at Forest District when I moved there in 1982, he was quite a character, DJ)



RM 546 by the statue of Brabo in Antwerp , April 1961.  
Photograph copyright to Frank Musgrave via Chris Stanley .

### Letters Received

From Graham Baker

I felt I must send a letter of congratulations on the last magazine sent. RTLs/RTWs always make me home in and forget all that is happening around me. To have three of them on one picture was something else. I also read about the request of the Q on page 15. I have often thought that, with the number of video cameras around at various events, a way of generating funds for the museum would be to have a video dairy of events where Cobham is involved, similar to preserved railway and main line steam. With 1400 members there would be no problem regarding sales and even the most ardent followers could not attend every event but would have a record of ones they have missed. I sincerely hope that the Worcester park event will be repeated this year or somewhere close. It has all the ingredients for a spectacular day.

*Thanks for your kind remarks, the RTL photos were indeed spectacular.*

London's 1950s Buses, a class album, compiled by James Whiting, Capital Transport, ISBN 9781854143280, £19.95, 104 pages hardback

The cover alone, a magnificent picture of an MCW T at Uxbridge working the 222 passing a gentleman wearing a sports jacket with a neatly folded handkerchief and a parked Ford Popular (or is it an Anglia?) tells you that this collection of London bus pictures is something special. If you are still not convinced then turn to pages 12/3 where this is an extraordinary spread of a wonderful collection of D types in a wonderful variety of liveries, including Green Line green, and passengers boarding them on the forecourt of that mecca for bus spotters, then and now, Morden station. There are so many colour gems, a Leeds Regent in front of a couple of RTLs at Sidcup in 1950, green Q15 helping out at Kingston in the same year and a 6Q6 on the 715, a couple of sit up and beg STLs as well as later ones and no less than two views of the Godstone lowbridge, front entrance variety, more Daimlers, T1, no less, on the 264 and T31 at Norbiton in 1956 about to begin its career in preservation, 9T9s and 10T10s at Hertford, Cubs and then the RT era plus pictures of the first four prototype Routemasters when new. One turns each page wondering what new gem will be revealed and one is never disappointed. One has to remember that colour photography was in its very early days as far as the commercial, enthusiast market was concerned and inevitably some pictures reveal a fair amount of grain, but this only adds to a sense of atmosphere and, of course, modern technology has also worked its wonders. There is a good deal of text too, Ken Blacker writing of his early days as a Class B Clerk, £200 per annum, Ken Tuddenham on the disastrous 1958 bus strike, John Churchman as a conductor on, amongst others, the SRTs, 'The Man who jumped Tower Bridge with an RT,' and more. The names of those involved in this publication, Alan B Cross, John A Gray, Alan Townsin, Laurie Akehurst, etc guarantee its authenticity but above all it is the wonderful colour images that make this an outstanding publication.

**Front and back cover photos:**

**Star of this year's open day, RT1, with driver Stagg about to mount his charge.**

**Graham Smith**

**STL 441 in Royal territory at Windsor Castle for the Slough Running Day.**

**Peter Zabek**



McDougall's FLOUR

WISK DOES THE BIG WASH

44 STAINES

WISK DOES THE BIG WASH

AXM693