

# COBHAM

BUS MUSEUM

# MAGAZINE



The Journal of the London Bus Preservation Trust  
Issue 67 Summer 2010

£2

# COBHAM TOURS

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## Castle Point (Canvey Island)

Sunday 10th October

£10 (Ride only)

This trip is excellent with a bus display, shuttle service and a display of over 350 vintage cars .

Departs Cobham at 09.00hrs and arrives back at approx 17.30hrs

## Isle of Wight

Sunday 17th October

£25 including of ferry and timetable/programme.

Departs. 07.30hrs prompt from museum back at Cobham approx 19.30hrs

Over 35 seats have already been reserved

(Would all of the people that have reserved seats please send a cheque now to confirm your booking.)

To confirm your booking you need to send a cheque made out to L.B.P.T.Ltd and sent to:

Alan Heasman, ■ The Mill, Whittets Ait, Jessamy Road,  
Weybridge, Surrey KT13 8LE

(Plenty of Parking at Museum)

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Front and back cover photos:

RT 1 safe in her short-term new home before settling at Brooklands.

The one that got away - Issue 66's original cover, RTL 1163 on the occasion of the RTL anniversary run.

Both Peter Zabeck

The eagle eyed reader will have spotted the mis-matched photos and captions last time. Having selected the photos and sent off the CD, I then found the ones I had been looking for all along. These were sent on replacement pages with replacement captions, but only the front cover was changed at the printers.

Welcome to another post-Open Day edition, packed with photos of recent goings on. The selection of pictures has been difficult as there were so many to choose from, so I can only apologise if any contributions have been left out, there just wasn't enough space.

The relatively brief item on the 412 has brought forth two interesting items, the larger of which has been held over until next time. The photo of the B type has also resulted in some interesting feedback and our letters pages are quite full.

One interesting programme on TV last week (they are there if you look closely enough) was a “fly on the wall” effort about the goings on at the Leyland Commercial Vehicle Museum. The museum was struggling financially and a new Chairman had been appointed to sort things out. The results were somewhat predictable and not dissimilar to parts of our own history. People gathered in corners, whispers were whispered and buses and displays disappeared. At the end, it appeared they had turned a corner following a revived Leyland Festival and despite the upheaval, all but two of the protagonists were back at the museum and KBO as Churchill said. I haven't spoken to any non-enthusiasts who saw the programme (the rest of the evening's offerings were not bad), but I can imagine there would be some tutting and disparaging comments. I hope that we do not find ourselves in the same situation in a few years time; I doubt we will with the clout of Brooklands behind us. If we do, though, unless they come with serious wads of money, never let a documentary-maker through the doors unless you have it signed in blood that the buses are the only item on their agenda!

So, give that cuppa another stir, dunk the bickie and enjoy the read.



I couldn't resist dropping this in, from Michael H C Baker and spotted at a recent family outing.

Maybe we should have one of these in “Kiddies Korner” at the new site?

If anyone wishes to send in a witty caption, feel free. No prizes other than the kudos of your name in print!

## From the cab.....

Well, we did it! In just one year we raised the £150,000 necessary to buy RT1 and secure the future of the bus in the UK. It will forever be one of the stars of the “Cobham” fleet. I know through reading the enthusiast press and also from comments made to me personally that some enthusiasts believe that we should have used the money to do something else. These arguments miss the point completely. We didn’t have the money to buy RT1 and it is only by the support from many, many contributors around the world that we have managed to raise the money. Would we have been so successful raising the money for a vehicle less well known as RT1? The answer is an emphatic no. The very fact that people were able to see the bus and knew of the very real threat of the bus leaving the UK made the cause appealing.

RT1 was our chosen entry to the Historic Commercial vehicle London to Brighton run on the first Sunday in May. The bus gained a creditable 2<sup>nd</sup> prize in the relevant category but missed out on the first prize because the bus did not have its original chassis (a fact that is more documented than almost any other aspect and of course part of the bus history). This result both amused and dismayed attending volunteers knowing that some previous award winning entries had been restored from a single surviving wheel nut (or similar). Quite rightly, in our opinion, these entries went on to claim glory for providing great results from painstaking effort. We learn to take these things in our stride.

Time to close the debate and enjoy seeing RT1 on the road.

Our success in fundraising for RT1 has inevitably turned our intention to the next major vehicle project. This will be the NS. A great deal of work has been completed already on the chassis and mechanical components. However, a significant amount of money will be needed to construct a new body using the rotten body that we have as a pattern. So the Fund Raising team have to do it all over again!

In the last issue of the Magazine I mentioned that we had an unmodified Greenline RF on loan. I’m pleased to be able to say that thanks to the generosity of a single donor we have been able to buy RF226 and add it to the “Cobham” fleet. This bus has a long association with Cobham. I’m told, by Cobham members around at the time, that a great deal of work was carried out on the bus before it was sold by Cobham many years ago. I know that there are many RFs around but the option to acquire an unmodified Green Line example in good condition was just too good an opportunity to miss. Look out for RF 226 on the Green Line road run in July.

The dust is settling on what looks like being our most successful “Wisley” event ever. The weather was kind to us and the added attraction of one of the Trust’s horse buses providing rides added to the success. Indeed, one of the Trust’s horse buses was filled to capacity all day and our Curator / Trustee (David Kinnear) was to be seen in period attire issuing tickets. Rumour has it that he is still wearing the outfit whenever he can.

This huge event is organised and staffed entirely by volunteers and I would like to pay a tribute here to John Shirley and his team for organising this prestigious event. One special day takes a year to organise but it ran like clockwork.

It is mid May (as I write) and we await the results of the planning application for the Redhill Road site. This is due to be received in mid June. In the meantime a great deal of work is being done to sort out spares from “junk” at Redhill Road. This work is being carried out under the watchful eye of volunteer Gerry Job. It is a big but necessary task and indeed I have just seen an email that suggests we have 100 RT mudguards. There may not be enough RTs around!

Peter Duplock  
Chairman of LBPT

## **PLEASE SUPPORT THE COBHAM FUNDRAISERS BY DONATING YOUR SURPLUS TRANSPORT ITEMS**

We want your enamel signs and plates, badges, destination blinds, ticket machines, maps, timetables, books, slides and photos, EFE/Corgi models and other ephemera - preferably London Transport.

We can turn that into cash and all the money raised is put directly into Museum funds.

***IF YOU'RE REDUCING YOUR COLLECTION, HELP YOUR MUSEUM BY CONTACTING:***

Melvin Phillips on 01342 [redacted] 177 or melvinphillips@[redacted].com  
or  
Bob Bailey on 01483 [redacted] 006 or bailey.bunch16@[redacted].com

## Membership Report

Steve Hook

As previously announced, we have now introduced the Direct Debit system to enable us to handle members' subscriptions more efficiently. This has been used for subscriptions that fell due on April 1 and I am pleased to report that most members have completed the necessary form.

In order that the new system functions properly, I would mention that those who chose to pay by other methods will be asked to adopt payment by Direct Debit next year, in order to make the task of our volunteer members less arduous and time consuming.

We are pleased to welcome the following to our membership:

1517	Steven Wood	Hertford	RM1699 & KHC369 Eastbourne Regent V
1518	William Taylor	Guildford	
1519	Michael Ellis	Purley	RT604 RF600
1520	Anthony Rolfe	Isleworth	
1521	Chris Powis	Tonbridge	RT3183
1522	Michael Neighbour	Melksham	
1523	Alasdair Maclean	Sutton	
1524	Philip Jelly	Ryde	
1525	Dave Holliday	Cheam	
1526	David Shillitoe	Hitchin	
1527	Matthew Brothwell	Sheffield	
1528	T Vennell	Bournemouth	
1529	Richard Mellor	Great Amwell	
1530	Ray Stanmore	Frimley	
1531	Raymond Thom	Shepperton	
1532F	Robin Hewitt	Cranleigh	
1533	Paul Jackson	Watford	SH
1534	Kevin Miles	Selhurst	
1535	Roy Roberts	Bradford	
1536	Patrick Hooper	Isleworth	
1537	Nigel Spong	Cranleigh	
1538	Iain Monro	Hornsey	
1539	M Trudgill	Ilford	
1540F	J Kinchin & G Stacey	S Croydon	
1541	Nigel Edward-Few	Chesham	RMC1500
1542	Henry Rayner	London SE14	

1543	Richard Shirley	London SW11	RF644 (50% share)
1544	Charles Cyman	London E5	
1545	Mike Ward	Totternhoe, Beds.	
1546	David Williams	Horley	
1547	James Carruthers	Welling	
1548	Roland-Wilcox	Leeds	
1549	J Lockyer	London W10	
1550	Roger Huckle	Bedford	
1551	James Eades	Woking	
1552	C Watts	Tonbridge	
1553F	Alan James	Harpenden	RM188
1554	Nigel Henty	Newbury	CF

SH : Steve Hook

CF : Colin Fradd

Rod Lucas informs us of the sudden death of Gordon Coleman, member (1156), at the young age of 68. For a while, he suffered from some form of cancer and a finally a stroke.

Gordon was introduced to CBM by his close friend Rod. He served on the event days sub committee when Simon was I C, but resigned when he realised that due to work commitments he couldn't spare the necessary time.



On event days he was often found doing many odd jobs around like setting the Leyland clock and taping off areas. He spent a short time stripping panels off T448 and painting the exposed areas.

Gordon was a very likable chap and very amenable to any task, although never married, he had a wide circle of friends and was into ballroom dancing, amateur dramatics, walking and the preservation of old vehicles (cars as well). He will be sorely missed.

The photo was taken at the 2008 open day when snow stopped play at 6-45 in the morning.

The disruption of the Spring Gathering and the time taken up by our efforts to move the Museum to Brooklands has ensured that readers will on this occasion be bored by but a smaller report upon what is afoot to get our “derelicts” running again.

**T504**, has taken the spotlight with the efforts to have it at Wisley for the Green Line 80 event. Considering the degree of work that was needed to rehabilitate the vehicle, its appearance at Wisley with a new coat of paint below the waistline was little short of miraculous, the Green Line transfers actually being fitted at 5pm on the Saturday.



*Baxter and Barrett bending beading to fit T504 on Members Day.*  
Graham Smith

Sadly she still has a very poor engine but efforts will be made following the end of season to make a start on that aspect. Nevertheless she is scheduled to take part in the road run between London and Guildford to celebrate the 80<sup>th</sup> Anniversary.

**UMP227**, the prototype of the RF that succeeded the 10T10’s on Green Line service moves on in leaps and bounds and on one side the lower window cappings are now being fitted against the already fitted upper items, whilst at the other the entrance steps are being rebuilt.

No small task here as little remained of the original, which had itself been “bodged” following its accident in service many years ago. After painstaking work the basic structure is now in place, the replacement ribbed aluminium resourced and the non-slip strips located and ordered. Meanwhile trial fitting of the doors took place in early May, allowing a template for a new bottom member to be made to allow remanufacture.

It is hoped that Brooklands College will be able to remanufacture the aluminium scalloped strips that formed its “smiley face” as this moulding is no longer in production and thus permit us to re-establish its original single panel front end.

**RT2775**, there are many who expect this important vehicle to suddenly be “back in service” overnight but stretched resources are dictating the rate of progress. However what is taken forward each month is of exceptional quality, somewhat better no doubt than Park Royal did originally,

**ST922**, the further area of rotted canopy has now been replaced and the panelling has been refitted. One section of 1” half round beading took a holiday but a replacement has been donated and awaits fitting.

With the possibility of a move to Brooklands now close at hand (the planning decision is expected around the time you receive this magazine, so check the website), restoration may have to take a back seat for the next 6 months with the emphasis on sorting our vast stocks of spare parts. This will involve some difficult decisions about what is to be kept and what is to go. We have to face up to the cold fact that we are now a Museum not a “Members Stores Facility” and this will dictate us keeping only an **essential stock** relating to the collection.

Look out for notifications of sales dates of excess stock that you may require for your vehicle. In the words of the retailers **“when it’s gone its gone”**

**Lastly a word of thanks to all those volunteer members who make these restorations possible. From the bus washers to the coachbuilders it would and could not happen without you.**

### 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](mailto:magazine@lbpt.org)

Text in Word, or any .doc format or typed,

pictures in jpeg (min 512Mb), 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 1 September 2010**

I make no excuse for using the same headline as in this year's Wisley programme on April 11. The RT1 Appeal, launched at Wisley exactly a year earlier, came to a successful conclusion at the end of March, thus finally enabling a secure future for this historic bus.

When we launched the Appeal in April 2009, we really had no idea whether we could do what has never been done before, i.e. raise such a large sum of money (£150,000) by public subscription *for a bus!* Nevertheless, we were determined to save RT1 for Britain and, if we failed, it wouldn't be for lack of trying. As it happens, we quickly discovered that this iconic vehicle not only holds a special place in the hearts of committed bus enthusiasts but also represents very vividly to the general public what they consider to be the classic London double-decker, and a very attractive one at that.

The broad appeal of RT1 and what it represents meant that we could attract support not only from Cobham's Members and the wider bus enthusiast community through the bus magazines but also from the "interested" members of the public who were captivated by the concern that this very British symbol could be lost to the nation. As a result, we gathered donations from over 500 individuals and organisations, many of whom donated several times over the 12 months and some of whom gave very significant amounts. Contributions came from all over world including Argentina, USA, Australia and several European countries.

So, we did it! And special thanks to you, the Cobham Members, some 250 of you who were the largest single group of donors. RT1 has now joined the Cobham Collection and its wandering days are over. Many individuals have acted as its saviours since it left LT in 1978 - the late Prince Marshall, Michael Dryhurst, Peter Gomm and the late James Stirling immediately stand out as does Mike Selt whose determination and massive financial outlay ensured the restoration of the bus to its now immaculate state - but, until now, circumstances have determined that the bus has never been fully secure. Well, that is now no longer the case; RT1 is now held in trust by an Accredited Museum and will be preserved and actively displayed as a key part of London's and Britain's public transport heritage. We are certain that it will be an outstanding feature of the new Cobham - the London Bus Museum.

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.

Nearly 450 Members, friends and guests attended this year's Members' & Friends' Day at the Museum on 21 March, a record number and an increase of 160 on the 2009 event. A most enjoyable day was tinged with perhaps a little sadness in that many of those attending were conscious that, if the move to Brooklands goes to plan, this was to be the last such event at our historic Redhill Road site.

The Cobham ladies provided their usual superb buffet, so popular that very little remained for anyone who had left it until 3pm to partake. Once again, our thanks to the ladies for their much-appreciated efforts which raised over £500 net for Museum funds and I hope their feet have recovered fully from standing all day on the cold floor. The Cobham Shop, the Donated Items and tombola stalls all did a roaring trade on the day and an added attraction this year was the presence of a collectors' market with the traders all expressing considerable satisfaction with the business transacted. Members and guests at the event donated another £3,500 to the RT1 Appeal, so helping it on the way to a successful conclusion (see separate report in this issue).

The bus rides were more popular than ever; services this year were provided by D142, G351, RT1, STL2377 and T31 with both the morning and afternoon excursions to Brooklands full to capacity. M6 provided the station link.

My thanks to the members of the Events Committee and all the other volunteers who made the event happen and so successful. My only disappointment is that relatively few of the 200+ guests joined the Trust on the day - if you brought a guest or two along and they haven't yet joined us, how about a gentle little reminder to them?



RT1 makes its first public appearance as a fully-paid up member of the Cobham Collection at Wisley on April 11, one year after the launch of the appeal to save the bus.

Photo: Michael Wickham

## *Members and Friends Day 21st March 2010*



*Members & Friends browse the collectors' market at the 2010 Members' & Friends' Day.*

*Photo: Graham Smith*

*Before the crowds arrived, the Green Line themed line up in the yard.*

*Photo Colin Read*



*Members and Friends Day 21st March 2010*



*"I ain't got no body" goes the song, but can you find it later in this issue?*

*Photo: Graham Smith*

*Queuing for a ride to Brooklands. It's a good job there's one behind!*

*Photo: John Stiles*



## *Members and Friends Day 21st March 2010*



*RF 395 was also used to transport a full load of visitors to Brooklands .*

*Photo: David Pinneger*

*Visitors were given a tour of and talk about the new museum, which seems to have captured a lot of interest.*

*Photo: Graham Smith*



*Members and Friends Day 21st March 2010*



*"Ladies in red", Cobham's finest ready for the off at Brooklands.*

*Photo: John Stiles*

*In a quiet moment Dave and Keith put the world to rights.*

*Photo: John Stiles*



## **1. Membership**

Steve Hook, our Membership Secretary has penned his final Membership update for the magazine in this issue. He is stepping down from the role for health reasons having done a very effective job for us all over the last six years or so.

His time in the job has not been without its considerable challenges. I should like to express my gratitude to him for all his support and valued contribution as he has tackled the very significant task of serving the membership in this way. His eye for detail and meticulous approach to every aspect of the job has been much appreciated. He will continue to see us through the next month or so as he tidies up any remaining matters before handing over to his successor, to be announced in due course.

I should like to thank all those who had formerly paid their subs by Standing Order or cheque and who have now signed up for Direct Debits. This will make everyone's job here so much easier, given the problems we have experienced with missing cheques and the mismanagement of the Standing Order process. Those who are due to renew in July, October and January will receive a letter with the necessary documentation to change to Direct Debits.

Another change to our membership system and processes in the pipeline includes acquiring computer software specifically designed for membership applications. It is hoped that with that implementation and the gradual introduction of Direct Debits the whole process can be made much more efficient and thus provide an improved service to members.

If you are on email and we do not have your email address on our records or you have changed your email address since you became a member, please send it to me at [stephenedmonds@l.com](mailto:stephenedmonds@l.com)

## **2. Volunteering**

We have had an encouraging response to our request for volunteers for the various tasks that we shall need to cover when we move into our new building at Brooklands. As you know we shall be opening the Museum almost every day of the year. To date, 52 members have told us that they are willing to help on

stewarding, guided tours, archiving, books, events, talks, tickets, models, publicity, posters, restoration, routes/maps, shop, signs, uniforms, blinds and even cleaning!

We have 38 people identified for stewarding, guiding and helping visitors so far. This is well short of our requirement to staff the Museum with a minimum of three people per day, every day. If you live within reasonable travelling distance of Brooklands and would like to lend a hand I should like to hear from you please. You can print the form on the Volunteers' page of the web site and send it to me at the Museum's Redhill Road address. Or you can just email me at the address above with the relevant details so I can add you to the growing list of volunteers.

### **Recycling At Its Best!**

**Melvin Phillips & Bob Bailey**

When we started our "Donated Items" fundraising we truly had no idea how much money we could raise, and whether we really would get enough items to sell and make it worthwhile. Thanks to the great generosity of members, and pleasingly non members who support Cobham's work, we have been receiving a steady flow of items to sell, from RM radiator grills and bus stop flags, to models, books and E plates. We have found that almost anything transport related will sell, if you price it correctly. We do not restrict ourselves to just LT items, although they sell the best.

Wisley 2009 raised £2,300, this year almost £1,800, in addition we had a great members' day sale in March raising another £930. Last year's members and event days added well in excess of £1,500 to funds. The sale of surplus blinds has also raised well over £2,000 these items (and certain others) being sold via Ebay which is the best way of reaching a huge audience of buyers worldwide. Not everything sells on Ebay, so we carefully select the items for online sales and our stall. If there is one item that does not sell too well it is something we all suffer from namely excessive magazine collections!! Whilst pre 1970's magazines have some value, thanks to a smart idea from Bob, we give the others away and request a donation, this always brings in more money than if we sold them for a small sum, and allows the "buyers" to place a better value on their acquisition.

## Letters

From Mike Beamish -

I have been reading the progress reports in recent issues regarding the restoration project on prototype Regal IV UMP227 and was pleased at the recent Members event at Cobham to be able to see the progress for myself.

I thought it might be of interest to members to see the enclosed photos I took of 'UMP' on a previous visit to Trust premises when, I think, it was still in the ownership of AEC. I'm sorry that fading memory means I cannot date the photos but would



think that they were recorded in the late 1970s. I'm not sure who brought it along — maybe it was Bill Cottrell borrowing it for the weekend! My best wishes go to the brave souls who are tackling this restoration — it will be a fine addition to the ranks of preserved LT buses when it is complete.



I also enclose a photo I took, probably about the same time, when T219 visited Cobham in connection with publicity photography for the publishing of A W McCall's definitive Greenline Coaches history. It was lined up with Q83 (still then in Greenline guise) the 9T9 10T10 possibly others and



a couple of modern coaches for the cover photograph.

If I may, I'll end this letter with an appeal for information regarding a sighting a long time ago.

Soon after we acquired Q83 (autumn of 1966) I was with Bill Cottrell and Ian Sargent riding around the Surrey countryside and enjoying our new acquisition when Ian said —" I know where there's an NS". He then took over the driving seat and took us to a remote farm which was somewhere near Ewhurst. The owner was not too happy at being asked to see the bus without prior notice but allowed us access to one of his barns. The bus was squeezed into a pitch dark corner and surrounded by hay bales and equipment and there was no chance at all of photographing it. No torch was at hand so I struck a match (which didn't please our host with all the hay about) to be confronted briefly (until my fingers burned) by the immediately recognisable 'General' radiator and above it a glazed drivers cab with smashed glass. There was no visible registration number or fleet number and it was all over a rather dirty green I think. There was no top deck and I could not make out a staircase. Pneumatic tyres were fitted. An engine was present but may not have been complete.

I recall that we were refused further access later on and we never did find out what happened to it or its identity. Does anyone else know anything about this or what its fate was? It was certainly more complete body-wise than our NS174.

I was looking recently through John Hambley's 'London Buses of the War Years' album and noted on page 97 a photograph of NS 556 converted to a tree-topper (as 42H) and I am more than half convinced that this may have been it but does anyone have any information of what became of this vehicle which had been performing its arboricultural role for several years when snapped in wartime by DWK Jones. Our sighting was fully a quarter of a century later!

## Letters

From David Ruddom (Chairman London Historical Research Group - The Omnibus Society)

This has been passed to me and I can offer the following information on the picture. It was taken some time between 07.09.1911 and 30.10.1912 during which time the 31 route was working between Chelsea (Stanley Arms) and South Hampstead. After that date the route was extended to Gospel Oak which would be reflected on the route boards, so I think the date span is reliable. The bus is B 308 (LA 9896) and it appears to have been first allocated to Farm Lane, Walham Green garage (an ex-London Road Car depot). At the time of the photo the 31 route was worked jointly by Farm Lane, Walham Green and Middle Row, North Kensington garages so it is likely that the bus is working from Farm Lane, although there is nothing visible in the photograph to ascertain this (the code plates are on the sides). I have no further record of the bus -it is not recorded as being commandeered by the War Department in the First World War - so presumably it spent its life in London. Again I can't find it in the limited list of subsequent disposals in George Robbins' book on the B type so I can't offer any further information. However, I do volunteer research work for London Transport Museum and I will investigate the vehicle disposal records which are held by them at Acton Depot next time I am there to see if anything comes to light. I am not sure however that these go far enough back to cover the B type.

You may be interested to know that I think the location of the photograph is Limerston Street, Chelsea - the Stanley Arms. I have another picture taken at this point and the iron grill above the architrave of the pub is distinctive enough to identify it.

From Martin McClure (Membership No. 444) Luton

Whilst enjoying a read through the latest Cobham Magazine (Issue 66 Spring 2010) I was stopped in my tracks when I reached page 33. On closer examination of the upper photo of STL 441 at Battersea Park in 1979 I find that the photographer has captured a youthful me and my daughter Debbie walking from the rear of the bus in the left of the picture. I remember the day well and it is hard to believe that it was thirty one years ago. Debbie is now forty one and as for me, I am about to retire from my job as a Drawmaster on the National Lottery and join the ranks of OAP's this month!!!

## Letters

From Colin Read

Congratulations on another excellent Magazine (no. 66).

May I however point out, for the record, a couple of minor errors. STL1802 was DLU29 and STL1695 would, of course, have been CXX381 (both page 20). I am sure I won't be the first person to mention the incorrect caption to the cover photo (p5)!

The superb shot on p37 is of B308, assuming that its registration is LA9896 as it appears to be, and this was first allocated to Farm Lane, the subject of Phill Cruise's fascinating article.

As regards the subject of model bus news in the magazine, I too would like to see less space devoted to this - perhaps every other issue would be about right - not that I would wish to deter people from buying models from the Shop and thereby helping to boost our finances.

From Scott Whittock

I just felt I had to write, to congratulate you on a really enjoyable day yesterday (Sunday April 11th). It was our first time attending your Bus day at Wisley. We travelled from Frome in Somerset, arrived around 10.30am and were with you right until nearly the end, leaving at 4.30pm.

My nearly six-year old boy loves transport (mainly steam trains) but he had a wonderful time looking at and going on all the bus journeys. Enjoyed visiting your museum at Cobham and also the trip to (hopefully) your new site at Brooklands. What a wonderful place that could turn out to be, especially having aeroplanes and racing cars alongside. What a terrific combination.

Your organisation was first class, goodness knows how long you plan this event. Fingers-crossed this will be the first of many visits, however my interest in the history of Wisley airfield lead me to discover that the site may be developed for some sort of incinerator processing plant in the future. Where would this leave the bus day, the site is so big, it's just perfect for such an event.

Many thanks again for a superb day, long may it continue and also best of luck with the future museum at Brooklands.

## Letters

From G.F.Baker, Frome, Somerset

When the magazine came through the door, everything stopped and my wife realised that there was little point in trying to communicate. Browsing through the pages, I was immediately drawn in by the pictures of dear old RTL 139 having a respray. She looked magnificent but for one thing. Those headlights. I know that is how she came to Cobham in the first place but for most of her working life, she had smaller headlights more in keeping with the rest of the class. Correct me if I am wrong, but near to the demise of the RTLs a number of them had their bodies put on RTs and the older bodies were put on the RTLs with a view of disposal. I know it is nit picking but it would be so nice to see the wonderful old lady in all her splendour-with her lights as was. I still look forward to seeing her in all her glory on April 11<sup>th</sup>.

*And here she is, with Dave Kriesler and Colin Borg*

*Photo Peter Starks*



## Letters

From Michael H C Baker

Glad you were able to use my contributions, hope to take some early morning ones again at the BIG DO. Thanks also for the correction to my STL piece, it's very easy for mistakes like that to creep in, you may remember I'm Sorry I Haven't a Clue mined a rich vein of humour with the supposed glitches in the GRUNIAD newspaper.

Fascinating piece on the Heathrow TDs and especially to find pictures. As a 17 year old trainee photographer we had to take pictures of a new terminal there in June, 1955, and the clients wanted artificial light, night time interiors which meant we couldn't start until around 10pm. I noticed the aforementioned TDs and wondered what they were all about. Although I sometimes took my own camera on such assignments I didn't then unfortunately. My impression was that they were still in LT red and the picture from the control tower rather confirms that, they were obviously re-painted later. Our firm used a rather attractive but also rather feeble Bradford estate car, really a van with windows, which was probably about the same age of the TDs, and in less robust health. The only examples I've for a very long time are in the Bradford Industrial Museum. Rather stretching things to suggest one might come to live at Cobham; but what about a Bedford/Duple OB? A number were used on LT services in 1948-50.

### **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.

## **Spring Gathering 2020 Report**

### **John Shirley, Events Committee Chairman**

As usual I will start by paying tribute to the 121 volunteers that assisted with this year's Spring Gathering at Wisley Airfield and the Redhill Road site. May I also thank the Managers, Team Leaders and non-operational staff that were at the event, bringing the total number of staff to exactly 150. This figure doesn't include the 60+ guest service bus crew members. Administration costs have prevented me from thanking everyone individually for which I apologise. Overall, we staged a very successful event for which all active members can claim credit.

I am especially grateful to those drivers who agreed to take-on less attractive jobs this year. I had twelve PCV drivers apply for three driving duties - so 75% were not given their first choice of duty. Those drivers who made the sacrifice for us will be given first refusal for driving at other external events during 2010. We know who you are!

I can report that the gate income from the event was over £33,500. This is the highest ever recorded figure for an LBPT Event, but doesn't equate to the highest ever attendance on account of lower entry prices in previous years. We did however come within a few hundred of the record attendance set at 3,895 paying customers in 2003. Additional income was received from Stallholders' and Caterers' rent. Spending was within budget but up on last year. This resulted in a profit of over £23,500 (exact figure to be finalised).

Many of you will have heard that Surrey County Council have been directed by the relevant Government Department to approve a planning application for Wisley Airfield. In short, it is highly unlikely that the Trust will be granted a licence to hold the 2011 Spring Gathering at Wisley. The Events Committee have therefore decided to apply to use Dunsfold Airfield in 2011. Planning for this event will begin shortly. If any member wishes to propose an alternative site for the 2011 Spring Gathering - they are asked to make contact with us asap. Have we overlooked a more appropriate site? (Remember that Longcross and Crowthorne have already turned us down).

I would also like to remind all members that the Events Committee is an open forum that welcomes input, suggestions and comments from anyone. To contact me, either write to the museum address or send an email to: [john.shir@yahoo.co.uk](mailto:john.shir@yahoo.co.uk).

***Other Events Committee members:***

Ken Wheeler: Health & Safety  
Norman Davey: Finance  
Debbie Morris: Revenue  
Tony Lay: Publicity  
Roger Stagg: Site Facilities

Peter Brown: Redhill Road Site Facilities  
Steve Edmonds: Displays  
Peter Osborn: Bus Services  
Graham Lunn: Stallholders/Market Place  
Richard Jones: CBML Shop

**Wisley Spring Gathering**

**Roger Stagg Wisley Facilities.**

A big thank you to all of those, including those not officially scheduled, who assisted in the Saturday set up and even more so for the Sunday clear away. As may be expected a few of those who did volunteer never made it to the work parties and thus it became impossible for me to be able to thank everybody involved personally. Your help, especially at the end of a long day on the Sunday makes the event possible.

***Spring Gathering Day 2010***



*Getting ready for the crowds early on Sunday morning at Wisley.*

*Photo Michael H C Baker*

## Spring Gathering Day 2010



*Checking in for the gathering, RT 1702 and RTL 326 arrive.  
Routemaster variety as an assortment of works in progress head for the display area.  
Both Michael H C Baker*



## Spring Gathering Day 2010



*When trucking was a man's job, and AECs ruled!*

*Photo Michael H C Baker*

*This year's theme is Green Line, and here's three examples from the display arranged at Wisley.*

*Photo Dave Jones*



*Spring Gathering Day 2010*



*The opposition's answer to the RMAs, a rather nice Atlantean.*

*Deep pockets are a necessity when buying here!*

*Both Michael H C Baker*



## Spring Gathering Day 2010



*David Kinnear gets his spurs, punch and bag before conducting a few rounders on this year's "Star" attraction.*

*Photo Michael H C Baker*

*The Victorian transport was popular all day.*

*Photo Peter Zabek*



## Spring Gathering Day 2010



*A fine display of taxis old and new was mounted, as much a feature of London as the red bus.*

*We can't have a gathering without an RM line-up!*

*Both Peter Starks*



## Spring Gathering Day 2010



*A large number and variety of non-London vehicles were on display, showing that there was more to liveries than plain red.  
Two 1s together.*

*Photo Peter Starks  
Photo Peter Zabek*



## *Spring Gathering Day 2010*



*Back at the museum, there was plenty of activity.*

*Photo Michael H C Baker*

*Outside, the Green Line theme continued with GS 34, RF 226 and RT 3238.*

*Photo Peter Starks*



## Spring Gathering Day 2010



*Opposite were RF 672 and RMC 1461.*

*Photo Peter Starks*

*Out on the road, it seems that green dominated as well, With RMCs 4 and 1485.*

*Photo Michael H C Baker*



## **FURTHER MUSINGS ON SERVICE 412 – A LONG WAY FROM 55 BROADWAY**

**Laurie James**

Seeing Steve Edmonds's piece in CBM Magazine No. 66 about Curly Archer and Holmbury St. Mary prompted me to look into some history of service 412.

The route was born on 4 June 1927 when the East Surrey Traction Co. started their service 22. This commenced at Holmbury St. Mary and proceeded to Dorking North Station via Sutton Place and Abinger Hammer before traversing the A25 past Wotton Hatch and through Westcott. From the outset the bus was out-stationed at The Royal Oak as apparently the Licensee was the Mother of one of the drivers. For the first 10 days, East Surrey used a AEC K-type single decker that was on loan from London General at the time but this was replaced by a new ADC 416-type.

All was peaceful until 5 January 1931 when local man Archie Charman started running a competitive service under the name Felday Bus, with four round trips on weekdays. He bought a new 20 seat Duple-bodied Bedford WLG to run it with. He was refused a licence by Dorking Council but carried on, having appealed to the Council who probably decided to let him do so until the end of March as Road Service Licensing through the Traffic Commissioner was to be introduced from 1 April 1931 and it would then be somebody else's problem. Interestingly, he was granted a licence but this was subsequently revoked by the Minister of Transport. East Surrey were granted a Short Period licence for a new service 22A which replicated the Felday Bus route from Holmbury St. Mary via Sutton (Volunteer) and Abinger Common, before joining the 22 route at the A25. This ran from 7 October to 3 November 1931.

In 1932 Charman tried again to apply for a Road Service License but was blocked by objections from London General Country Services, as East Surrey had become. In 1934 he moved his Felday Coaches business to Forest Green, where he became the proprietor of the village garage. This was adjacent to the premises of Tom Brady (Brown Motor Services) who had started his service from Forest Green and Holmbury into Guildford early in 1928.

Meanwhile, the route of service 22 was altered on 18 November 1931 so as to start at Sutton (Volunteer) before serving Holmbury St. Mary and then as described by Angela Flay. Under LT auspices it was renumbered 412 on 3 October 1934. Vehicle-wise it saw operation by various T-types as well as 4Q4s and TFs for shorter periods. Between November 1947 and October 1955 certain journeys from Dorking were diverted at Abinger Common (Parkhurst Corner) to run to remote wooded Leith Hill (Leylands Road). From 4 October 1968 the 412 was extended from Dorking to Ranmore consequent to the demise of service 433. From the 1950s peak loadings required type conversion to RFs rather than the GSs used on the 433 and 449. The "Holmbury

Outstation” was moved to a farm on Pasture Wood Road, just beyond the Pitland Street end of Holmbury St. Mary. It was the last such rural outpost in the LT empire.

In November 1974 the RFs at Dorking for service 412 were replaced by the BN-class short Bristol LHs. The following year the Holmbury outstation arrangements were terminated probably due to driver retirement, which resolved concerns over swapping and re-fuelling vehicles, the need for special cash paying-in arrangements and worries about starting the bus on very cold mornings. The BNs in due course gave way to the SNB-class B series Leyland Nationals. From September 1979 Surrey County Council placed more school children onto the 412 in order to withdraw some contract coaches. The extra bus required enabled an off-peak extension of 412 to Cranleigh, by doubling back from Sutton through Holmbury and then via Forest Green and Ewhurst. This enlargement achieved disappointing patronage and was withdrawn from 22 August 1981. The 412 as far as Holmbury was concerned, disappeared from 14 April 1985 as part of a plan by Tillingbourne Bus Co. in conjunction with the County Council to achieve a transfer of some services from NBC subsidiaries to the independent sector in order to obtain better value for public subsidy. The replacement was Tillingbourne service 22, so back to the number it started with, which eventually became a through route from Guildford to Dorking and Strood Green and still survives as an Arriva contracted service numbered 21.

The book East Surrey by “Bell Street” (HJ Publications 1974) is acknowledged.

Brian Bunker Supplied the following information about the bus in featured in the piece.

Re the above 10T10/1 it was one that the Americans never got their hands on and nor was it was ever red nor did it work in green from a central garage. T 608 EYK 643

Chassis No O6622755, body 18249, never changed. Classification 10T10/1  
Chassis delivered to CS (Chiswick) 4.7.38, body mounted 11.7.38  
to GYu (Grays) 23.7.38, to GY lic 1.8.38,  
converted to ambulance to U (Upton Park) 2.9.39  
converted back to coach 29.9.39 to GYu, REu (Romford) 3.1.40, LS (Luton) lic 3.2.40  
Chiswick overhaul 11.40, back to LS, to HN (Hitchin) 18.12.40,  
body overhaul 8.41 back to HN  
overhauled 10.42 and converted to 30 seat longitudinal seating, to DS (Dorking)  
22.10.42  
overhauled 11.44, back to DS, to 34 seats 3.48, to RG (Reigate) 21.4.48  
overhauled 1.49 back to RG, to WR (Windsor) 21.2.49  
overhauled 11.49, back to WR  
overhauled 7.51 back to WR, to DS 9.11.51, reclassified bus 5.52, to DSu 7.9.53, to  
RGu 24 9.53, to CSu 8.12.53  
sold to W North, Leeds 20.1.54

## Brighton Commercial Vehicle Run 2 May 2010



*Preparations for Brighton - a full tank and an empty wallet. Photo Peter Zabek*

*Splashing through the suburbs, RT1 does the "RT lean". Photo Michael H C Baker*



## Brighton Commercial Vehicle Run 2 May 2010



*A wet weekend in Brighton wouldn't be the same without buses! Here RT 1702, LT 165 and RT 1 show design stretching from 1931 to 1950. Both Michael H C Baker*



## London's Buses in Miniature

Alan Purssey

Thank you very much, on members day the raffle raised £436 00 for the RT1 appeal, all three models were collected on the day. Thanks to Roger who had a superb model of St. Albans garage complete with period models and to Bill who displayed a fine model of Cobham's new museum building. We did enjoy our day meeting so many fellow modelling enthusiasts.

## LONDON'S TRAMWAYS.

John Howe has launched another website showing the construction of his two tram layouts depicting two London scenes. There are brief histories of these locations plus a description of how the trams operated by the plough method of current pickup through conductor rails set into a conduit beneath the roadway. Follow the side links to video clips showing the layouts with working model tramcars and views of visitors' working layouts which had been displayed at Acton. An interesting look in miniature of these once numerous vehicles which plied the London streets. Visit: <http://londonmodeltramways.webs.com>

## BUS INSPECTION PITS

Based on LT practice this kit builds into a four bay raised inspection pit with side walls and doors to the rear.

## MAIDA VALE STATION

Built in 1915 to a design by Stanley Heaps, after the style by Leslie Green this corner station on the Bakerloo Line measures 10" by 11"

## LEYTON GARAGE

Built by London General in 1912 it was severely damaged during W.W.11 its reconstruction was not completed until 1959 it had the distinction for being the first garage to operate the post war RT the kit is 20" wide by 8" in depth.

## ODEON CINEMA

Based on the cinema in Whalebone Lane, Chadwell Heath, this is a low relief model of the classic art deco style Odeon cinema, with its rounded, tiled frontage. The kit

comes with a choice of posters for three different films. The model is 11” wide by 4” in depth.

## N GAUGE GARAGE KITS

For the N gauge enthusiast two new kits Streatham approx. 10x3 and Chelsham garage is approx. 9x3.

## PARAGON KITS

Among the six projected models this year are two which may be of interest to Cobham members.

Kit PK35 Beadle “Chatham” B42F AEC Reliance as operated by Maidstone and District M.S.

Kit 34 Strachan AEC Swift LT class XMS “Experimental Merlin Standee” introduced in 1966 on route 500 Victoria Marble arch, the design differed in some ways from the Metro Camell version modelled by Britbus. Orders can be placed with A Goodwin. 206 St James Park Road, Northampton, NN5 5EU. Or e-mail: [info@paragonkits.com](mailto:info@paragonkits.com)

## RTC MODELS

David Eden has added items to his accessories range, including two new bus stops. They are the domed style designed by London General. The kit includes two stops, one for coaches and the other for buses. Cast in white metal, the post is cast with timetable boards, although not always carried and can be filed off. Transfers are included in the price. It is essential you follow the transfer application instructions for best results. Among the other new items are the GPO/BT green distribution cabinets often seen on street corners next to a telephone kiosk.



## TRYSTCO

John Booth has announced that the kit LC1 1972 AEC Swift/Alexander W type-Green line SMA class will be available midsummer destination blinds and registration numbers will be included in the kit. Price to be announced.

## CLASSIX (POCKETBOND)

Not announced yet but seen at Nuremberg, an Austin K8 van and a Trojan van popular, in the 1950s, plus a Ford Zephyr.

## OXFORD DIECAST

Among the increasing range of fire tenders are two London Fire Brigade models. A Leyland TLM, priced at £8.99, and an AEC Regent 111 circa 1950, priced at £11.99, which may seem dear until you see the intricate detail in the fire escape ladder.

## GEOFF LEMON

On occasions I have featured other collectors' models, I just had to share this picture from Geoff

I had the pleasure to meet him recently at a Model Bus Federation meeting where he was displaying a few of his utility Guy Arabs from the 1950s. These models are an inspiration and as a modeller myself think they are the finest I have seen. All are built from scratch in plastic card to the finest detail, including passengers and driver, all in 4mm scale. Geoff is a Cobham member and a member of the M.B.F. and now resides in the U.S.A. The picture shows an impressive line up of STs in pre-war,



and wartime dress. Note the anti-splinter netting applied to the windows with the triangular viewing panels.

### SCALESCEENES.COM

Scalescene have extended their range with two more scale buildings. The first is a small corner shop to compliment their earlier small terraced houses. You have the option to build this versatile model as either a left or right handversion. These detailed models can be made up as a public house, cafe, butcher, fish shop, or Chinese take-away. Price£4.99

The second model is a low relief block of flats to make a perfect backdrop for a post war period; the model is designed to extend to the height and width to your choice, price £3.99. Both models can be downloaded from their website and pasted to stout card. I feel you do need some experience of building card models before attempting one of these, but on the plus side you get a choice of brick colours, plus you can build as many as you wish for the price.

### SUNSTAR 1/24 scale

New releases for this year include 2925-1948RT597 HLX414 LT Country 3RT3 with revised chassis and fuel tank.

Around September 2926 - 1948 RTL501 JXC201 1ST Leyland, new engine, radiator, hub caps, and dumb irons.

### E.F.E

Two new variations announced in new releases issue 3 from EFE are 30510 a Guy special GS33 one of the last in service. Registered MXX333 operating on route 336a to Rickmansworth, from Garston garage. The second model 3410 depicts an RT3 on Greenline duties working route 727 to Upminster as RT3256, registered LLU615, it carries the olive green and yellow destination blinds, complete with the distinctively raised bullseye motif on the side panel.

**The date for this year's Showbus at Duxford is  
Sunday the 26th of September.**

## Oddments Corner



Edgware Station , 29th September 1961 , TD95 and as a bonus , alongside is TD130 (JXC323) another one of the four survivors.

Photograph (c)Martin Coull via Chris Stanley.  
RM3 in 1975 (acquired by LBP in 1974) devoid of any id as far as I can see, except for its registration plate. It's here in use for TV work with WH Smith

Chris Stanley Collection , (c) unknown.  
Edwina Currie probably finished the Golden Egg, but what about Hepworth's? Ed



## Oddments Corner



Colin Read visited Ensignbus last November and found our STL 2093 parked next to T499. The STL is on a long term "restore and run" loan. I wonder what the half deck bus is on the left. Also on show was RTW 335, recently returned to the UK . It was acquired by Hywema equipment manufacturers Solingen, Germany in 1966. The bus was shortly despatched to Blackpool for restoration. Oddly enough its original body (No 3235) is now on RTW 467. Photos Colin Read



## Oddments Corner



*Chris Stanley has this photo in his collection. It was taken at Brighton, possibly, and the bus is parked between a London Country RS and a Southend Transport Duple Bodied Leyland of 1980. Can you guess what it is? Answer on page 15.*

*And talking of guessing, Andy Baxter supplied the only answer to last issues' Mystery Object. It is used for inspecting the insides of fuel tanks.*





**NKVPG**



**Kent & East  
Sussex Railway**



**Country Bus  
Rallies**

# **Northiam Bus Gathering and Running Day.**

**Sunday 27<sup>th</sup> June 2010.  
10.00am - 4.30pm**

North Kent Vehicle Preservation Group is pleased to announce a new event for this year, a bus gathering and running day at Northiam Station, on the Kent & East Sussex Railway. It is being held as part of their Diesel Gala weekend.

Free bus services will run from Tenterden, Northiam and Bodiam stations. A display of vintage buses will be held at Northiam. Full details and timetable available nearer the date. Car parking is only available at Bodiam Castle NT car park and Tenterden. There is NO car parking at Northiam.

More details with sae from the address below.

**Roland Graves.  
[redacted] Ashkeys, Vigo Village,  
Gravesend, Kent. DA13 0SL**

or

**rolyg@[redacted].com**



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