

COBHAM

BUS MUSEUM

MAGAZINE



The Journal of the London Bus Preservation Trust
Issue 68 Autumn 2010

£2

ANNUAL LUNCH 2011

Sunday lunch for London Bus Preservation Trust Museum members, friends & families.

Date: Sunday 16 January 2011

Venue: Inn on the Lake at Silvermere Golf Club. Lakeside room 1st floor

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

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

4 course carvery lunch

Selection of cold meats, seafood & salads

Choice of 2 roast meats, roast potatoes & fresh root vegetables

Selection of assorted hot and cold desserts

Fresh coffee & mints

**Arrive early if you want to sit with friends/family
there is no seating plan.**

Money to be paid by Monday 6 December 2009,

Make cheque payable to: LBPT Ltd.

Contact Debbie Morris to book places, send cheque to:

Lawrence Close, Maidenbower, Crawley, West Sussex
RH10 7DR

Telephone number: 01293 678

*Help the funds and bring donations for the raffle
- good way of giving a home to those duplicate Xmas presents !*

WANTED
(to borrow)
YOUR CINE OR VIDEO FOOTAGE
OF
COBHAM OPEN DAYS OVER THE YEARS

We wish to produce a commemorative DVD to mark the departure from Redhill Road with footage of Cobham events and vehicles over the period from 1974 to date. However, **WE NEED MORE MATERIAL**. If you took film or video at Cobham, particularly of events at Redhill Road, and would be prepared to let us borrow this to include in the DVD.

Please call Rod Lucas on 01737 [redacted] 703 or email him on heather.view@[redacted].com

Your footage will be carefully looked after and returned to you. All contributors will be acknowledged on the DVD cover (unless they request otherwise). Please help us to make this historic DVD and raise much-needed funds for the Museum.

ALSO

Any photographs of Cobham museum, the workers, the vehicles, absolutely any sort of picture relevant to the early days so we can tell the complete story of our museum ready for the move to Brooklands. Any pictures, or even rumours of their existence.

Please contact Michael Baker at MichaelHCBaker@[redacted].com, phone 01929 [redacted] 232 or send to the museum.

**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.

"Goodbye Redhill Road" - the Farewell Event

Sunday 31st October 2010 from 10.00 am to 5.00 pm

Static displays of vehicles at Cobham Bus Museum and at
Cobham and Stoke d'Abernon station car park

Bus services from Weybridge station to the Museum
and bus rides on other routes, tba

Special "Goodbye Redhill Road" commemorative
brochure, programme and timetables. To include a
series of articles recalling the history of the Museum and
memories of events over the last 38 years

A wide selection of sales stalls in the Museum building

Refreshments at both display sites Special EFE model of
Green Line RMC on sale at the Cobham shop (details
elsewhere in the magazine)

Photo opportunity for visiting vehicles in the main yard
(pre-booking required)

Free entry for members.

£7 for non members, including brochure

Please note that we shall not be able to offer trips to
the Brooklands site on this occasion.

THE LONDON BUS PRESERVATION TRUST LIMITED

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

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Tony Lewis,
Bernard Willis (Finance)

Company Secretary

Chris Wheble

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Front and rear cover captions

Front : The Green Line 80 event saw limited use by light buses of the original route via Hammersmith Bridge. Here T504 is captured by Peter Zabek

Rear: Peter also caught T 219 (once temporarily resident at Cobham) at Kew during the Green Line event.

Well, it seems it's all happening, at last. The number of references to "Goodbye Redhill Road" in this issue are signs that we are not going to be in the cold, damp and generally unhealthy premises for much longer. Since my first visit early in 1976, when a friend and I were greeted by a grumpy "well as you're 'ere you may as well come in", the place has had an "other-worldly" atmosphere. I remember seeing and photographing RT 1431, my first Cravens, the ranks of RFs in the yard destined for who knows where, and the cold. Three years later, when Paul Morris, Dave Simmons and I gained coveted accommodation for RF 672, it was a little tidier, but still packed and still with bags of atmosphere. I will miss the place, but times change and, if only for the sake of the buses, a move to dry, warm premises will only help, especially as we are now more prone to feeling the cold ourselves. Enjoy the past, but look forward.

Much has still to be done before the triumphant convoy of buses heads for their new home, not least of which is a massive task of documenting thousands of bits and pieces in some detail. Not just because it's nice to know what we've got, but because the Museums, Libraries & Archives Council require it. David Kinnear is leading this task with some stalwart volunteers and has sent in an update that I will summarise and "borrow" from for next time when there has been less photographic activity.

This issue has a few references to things Green Line, as you'd expect, but a smattering of red as RT 8 shows what can be done with time and resources and gives a hint as to the quality we can expect for STL 2093. Well done to all at Ensigns for having the guts to get 8 back and ship-shape.

We have, of course, the regular updates and some entertaining items, but can we please draw the line under the 412? Read on and enjoy.

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

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From the cab.....

After many years of will we or won't we the road to Brooklands now looks clear. The long awaited planning permission for the re-development of Redhill Road has been granted. As I write this forward to the Magazine (early September), work has already begun in making the designated site area at Brooklands ready to receive the onslaught of the developer's staff and machinery.

It has been a long time coming but the Trustees formally agreed the move. The vote was unanimous. Of course there will be a sadness to leave the "old home" but in reality there would have been an end sooner or later to our activities on the old site. Moving to Brooklands means that we will now be part of a World Heritage site with all the attendant benefits. More importantly the collection will be safe for future generations. In the meantime my computer screen is red hot with emails from various lawyers making sure everything is in order.

At this point I must issue a word (or several) of warning. "The new Museum building works at Brooklands is a Construction Site. It is NOT open to visitors whether members or not. Please do not try to visit it, you will be turned away and could lead to the contractor taking action against any person trespassing on the site. The Health & Safety rules pertaining to Construction Sites are draconian." This is not meant to be offensive; it is simply something we are obliged to say!

As I said in the last magazine, work has begun in clearing Redhill Road and announcements will have already been made about the sale of surplus parts for RTs, RMs and RFs plus other items. These will be items we will never use and they will help others to keep their buses in working condition. Equally important, the funds raised will help the "Cobham" coffers.

With acknowledgment to Elton John a Goodbye to Redhill Road has been scheduled for the 31st October 2010. This is an event not to miss. Come and say "goodbye". As the press material says: "The event will have the usual mix of attractions, with stalls, vehicle displays, trips on our preserved fleet,

a special event model and a commemorative programme, which will have a mix of pictures, anecdotes and stories from the past 40 years; it will be a day to remember". The final special EFE model is (appropriately in this 80th anniversary year of Green Line) a model of RMC 1491 operating on the short lived route 720A from Epping garage.

If you can get to Redhill Road on 31st October you will find that some of the collection has been moved out of the building to places of safety in readiness for the move. However we expect many guest vehicles on the day to say goodbye to the spiritual home now that Chiswick and Aldenham are no longer with us.

Tony Lay, who stepped in as Marketing Trustee has been doing a lot of work behind the scenes in readiness for the move. I hope you will have seen the splendid Cobham guide produced by Tony and his team. The professional photographs and the whole package capture the atmosphere of the collection so well. Make sure you get a copy of this first edition before they are all gone. I'm also pleased to say that Waybill is now back on track and with a style that will bring "Cobham" news in a crisp way. Read it on the website – www.lbpt.org

I hope that as many member as possible will come along to the AGM – 23rd October to hear the Trustees present their views of the past year and look forward to an exciting year in 2011.

Turning back to Brooklands I repeat what has been written elsewhere; many thanks to all of the volunteers and Trustees, past and present, involved in the project. This is the culmination of many long hours of work spread over a period of more than ten years. Having surmounted many setbacks, challenges and disappointments, we are now firmly on the home straight.

Peter Duplock
Chairman of LBPT

Only one entry was received for the caption competition from the last issue, and is actually funny (unlike some I receive for Eastender!)

Michael Wickham's entry was: Boris Johnson expresses grave disappointment with the first prototype of the New Bus for London.

No prize, just that warm smug feeling! Enjoy!

My time has been virtually taken up full time for the past 3 months in bringing the technical side of the Brooklands move to fruition. Additionally half of the restoration team has been actively engaged in sorting our vast stocks of vehicle parts.

As such my report for this period and no doubt the next two will be very brief.

UMP227.

Remarkable progress on this under the principal direction of Peter Smith with the interior now virtually complete (excluding seats) between drivers partition and the rear escape door. Much work has gone into rebuilding the four section folding doors and in the past week the front has been rebonded into a single piece and framed up.

Peter Smith has managed to have the “castle” interior light fittings remolded and they really do look a treat.

Q83.

Andy Baxter has completed the top end engine overhaul and last Wednesday saw her running again after nearly two years. Always a perfectionist where AEC 7.7’s go Andy is still not happy and at this moment he is “playing” with the injector pump.

T504

A few problems manifested themselves with lack of clearance between the inner rears and the spring axle support plates. This was found to be due to the long term use of wheel centres from 9 x 20 tyres whereas originally these had 8 x 36. With no suitable narrow well wheels available sets of small taper spacers as used on GSS and G351 have been manufactured to cure the problem.

ITEMS FOR THE MAGAZINE	
Contributions in the way of photographs or articles are always welcome. Please send them to:	
David Jones	
■ Epping Close, Romford, Essex RM7 8BH	
or e-mail to NEW ADDRESS: magazine@lbpt.org	
Text in Word, or any .doc format or typed, pictures in jpeg (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 17 November 2010	

Membership

As you can see from Debbie's piece in this issue we have welcomed a good number of new members over the last quarter taking our total membership to over 800. One or two members have decided not to renew their membership as usual but the picture is encouraging overall. At £20 per annum membership of Cobham remains excellent value.

However, once we are at Brooklands and the facilities of the whole site are available to Cobham members, subscriptions will be increased gradually on an annual basis until we reach parity with their rates.

My thanks go to all those who renewed their membership in April using the Direct Debit (DD) system. Unfortunately we have experienced a few teething troubles. A number of people did not cancel their Standing Orders before completing the DD authorisation as the notification letters did not go out early enough. Bernard Willis has been making strenuous efforts to resolve the issues that arose from the first tranche of renewal reminders.

Debbie and I have since followed up those who did not renew, including a number who were under the impression that if they did not pay by DD their membership would lapse. Whilst we are strongly encouraging renewals by DD we are still receiving cheques from existing members. Cash remains acceptable for those without bank accounts; please arrange such payments in advance with Debbie as we have had cash in envelopes go astray in the past.

Owing to the mopping up operation on the April renewals, the July ones did not go out on time as planned, unfortunately. Bernard has been writing to those members affected, inviting them to complete DDs from July 2011. We apologise for the delay in dealing with these and any resulting confusion and inconvenience caused. We shall be resuming normal service for the October and January renewals.

If you have any difficulty renewing or you have any queries about your membership please get on to either Debbie or me by emailing us on plm@cobham.org.uk or stephenedmonds@cobham.org.uk

Volunteers

A few more individuals have offered their services at the new Brooklands Museum bringing the total to 57. 41 of these have expressed an interest in stewarding and acting as guides. Some of the volunteers live outside the Home Counties and would have some distance to travel, which I find particularly encouraging.

We still do not have enough people to comfortably staff the building on a seven days a week basis. Whilst we would be able to draw on the larger numbers of Brooklands' own volunteers from time to time, we would not be able to rely on them, especially at weekends. It is therefore essential that we have a good pool of our own people to draw on. Please complete the form on the web site on the Volunteering page or email me, if you feel you could offer a day or two per month to help out.

I am acting as Event Manager for the "Goodbye Redhill Road" event on 31st October. If you would like to volunteer to help out for part of the time on the day, please contact me as above or by writing to me at the Redhill Road address.

Membership Report

Debbie Morris Membership Manager

In July I took over from Steve as Membership manager and would like to thank you for your patience as I pick up the role which Steve has held with such competency for the last few years.

I wish to thank those members who have adopted the Direct Debit method of payment when either joining as new members or when renewing their membership, it will save enormously on the manpower hours currently required to keep track on membership. This is coming from me as the new membership manager it takes up so much time.

Renewal letters have been sent out to those members whose 2011 renewal is due Oct- Dec with a heart felt request to pay by Direct Debit. If you previously paid by Standing Order then please remember to cancel this Standing Order otherwise you will be paying twice.

A Members Detail form is being included, if there have been any changes to your details e.g. telephone number, E mail address then please complete and return to the Museum. NB please write E mail addresses clearly so mistakes can be kept to the minimum.

Hopefully those members who joined in Period 1 namely April- June will receive their 2011 membership card in this issue of the magazine. If your card is not within the magazine then please write to me C/o the Museum and I will investigate.

Lastly a warm welcome to the following new members

1555	Paul Cross	London EC1Y	
1556F	Richard Crockford	Redhill	
1557F	Reginald Chopping	Eastbourne	
1558	Derek Jones	Hampton	
1559F	Robert Franks	Clapham	
1560	A Tinslay	Welwyn Garden City	
1561	Mark Evans	London NW6	
1562	Ken Clarke	Camberley	
1563	Robin Warne	Battersea	
1564	J Michael Phillips	Guildford	
1565	David Pittman	Ilford	
1566	Stephen Dooley	Loughton	
1567	Roger Tamplin	Wootton Bassett	
1568	Tony Strickland	Woking	
1569F	Frederick Rogers	Richmond	
1570	Ted Reynolds	Watford	
1571	Richard Garbutt	Holbeach, Spalding	RF626 RT3902
1572	Dennis Stewart	Guildford	
1573	Sydney Brown	Walton on Thames	
1574F	B Knight	Sandhurst	
1575	Bruce Steer	Warlingham	

COBHAM OUTING

Showbus Sunday 29th September 2010

A visit has been organised for members to travel on RP90 from Cobham to Showbus at Duxford on Sunday 29th September 2010 leaving Redhill Road at 9:30am.

The cost will be £18pp (*children under 5 free*) which includes entry to the Duxford site and cost of travel.

Anyone wishing to book a seat should email broutemaster@btinternet.com or call Brian Russell on 07796 930969.

GOODBYE REDHILL ROAD

A UNIQUE MEMENTO – LIMITED-EDITION PAINTING

To commemorate the Trust's departure from the historic Redhill Road premises after nearly 40 years, a unique painting has been commissioned. The painting will depict a selection of the Trust's classic buses and coaches in the back yard of the museum against a backdrop of the building.

The painting will be unveiled by Trust President Colin Curtis at the farewell event *Goodbye Redhill Road* at the Museum on Sunday 31 October 2010.

Just 100 prints will be made of the painting and each print will be numbered and individually signed by Colin Curtis and the artist, Julia Whyte. To obtain your copy of this very special memento, come to the 31 October event and place your order. The cost will be £50 (unframed) plus £3 p&p and your print will be mailed to you after the event. If any prints remain available after the day, mail-orders will be accepted on a first-come, first-served basis by sending a cheque for £53 payable to Cobham Bus Museum Ltd to the Cobham Shop, CBM, Redhill Road, Cobham KT11 1EF. In the event that all the prints have been pre-sold, your cheque will be returned to you.

Make sure of your copy of this unique souvenir of Cobham's historic first 38 years by coming to the *Goodbye Redhill Road* event on Sunday 31 October.



As a taster of the painting, here's a couple of shots from Ian Jackson of activity at Cobham on the day the painting was begun, as well as Colin Curtis and Richard Jones being caught on video.



GOODBYE REDHILL ROAD MODEL

The “Goodbye Redhill Road” Event due to be held on the 31st October 2010 gives you the last opportunity to purchase a specially commissioned, limited edition model from the current Cobham Bus Museum prior to the move to the Brooklands Museum Complex in 2011.

Our model depicts Green Line RMC 1491 operating from Epping Garage (EP) on Route 720A, destination LONDON ALDGATE and is limited to 360 pieces.

Route 720A was introduced on the 30th June 1954 to supplement the main 720 service between Harlow New Town and Aldgate and was initially RF operated. The increasing populations of the new towns facilitated an upgrade to double deck vehicles with brand new RMC’s entering service on the 720A from Epping Garage on the 24th October 1962.

The RMC’s stint on the 720A from Epping Garage was short lived however, as from the 22nd May 1963 the route was transferred to newly built Harlow (HA) Garage with Epping garage closing. Due to declining patronage across the network, the route was converted back to RF’s from the 4th November 1964 and from the 3rd October 1965 withdrawn completely being covered by a diversion of Route 720 between Potter St and Old Harlow to serve Harlow Town Centre.

The model will be available exclusively from the Cobham Shop on the 31st October 2010 priced at £27 to Members (please show your membership card) and £30 to non-Members. If there are any models outstanding after the event, they will be made available at the usual enthusiasts events that the Cobham Shop attends or alternatively by mail order. To enquire about availability after 31st October, please call the Museum on Wednesday afternoons on 01932 868665 and ask for the Shop Manager. P&P is £3.50 for the first model and £2.50 for each additional model thereafter.

Richard Jones



MASSIVE CLEAR-OUT SALE OF RT/RF PARTS ETC AT COBHAM

Sunday November 28th will see a huge sale of many hundreds of body and mechanical parts for RTs, RFs plus some for RMs and more modern types. The sale will take place at Cobham Bus Museum and doors will open to non-Members at 11am (admittance before 11am strictly for card-holding Cobham Members only). All items purchased must be paid for and collected on the day except for exceptionally heavy parts where it may be possible to collect later. Assistance will be given with loading heavy items.

The parts have been accumulated by the Museum over many decades and represent far more than Cobham will ever need for its own purposes. The sale will cover a large variety of parts from small items to body panels (interior and exterior), electrical and mechanical items and there may even be a complete engine or two. A summarised list will be available in advance of the sale and can be obtained by sending an email to cobhamsale@btinternet.com or sending an **SAE to Spare Parts Sale, Cobham Bus Museum, Redhill Road, Cobham KT 11 1EF.**

Cobham Trustee Roger Stagg, who is overseeing the sort-out of Museum stocks prior to the move to new premises in 2011, said "This will be a one-off opportunity for owners of RTs, RFs and other London buses to purchase long-unobtainable spare parts for their vehicles. Many of the parts being made available are "new old stock" obtained decades ago directly from London Transport and we doubt that there will ever be another sale of this quantity and quality. The Museum wants these rare parts to go to vehicle-owners and prices will be set accordingly - nothing extortionate and lots of bargains."

Depending on further surplus parts being uncovered, there may be a second sale event at the Museum later during the winter months.



To mark the occasion of RP 90 being acquired following an appeal for funds and its subsequent donation to the Trust, Michael Dryhurst has supplied these two pictures of the coach. The top one dates from 1977 and the lower one from about 1984 after purchase from Smith's of Reading.



Discovery Corner - in a wood not near you!

David Kinnear

The scene on 20th May when four of us went to hunt what turned out to be an ancient AEC Regal coach of about 1929 vintage buried in a wood in deepest Dorset. In the background, Graham Berry and..... flitting among the trees, the well-known figure of Ian Barrett.

As Roger enthusiastically exclaimed, "It's definitely Cobham's next restoration project". If all else fails though, this sad old wreck should yield a few rare spares for some of our more ancient (wheeled) residents. As Ian commented, "We've found it about 30 years too late!"



COBHAM TOURS

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
Details from Alan Heasman, see last issue.

Green Line 80 17th July 2010



RP 90 heading for home ground while the older order is demonstrated by RT 3238, a little far south of its normal haunts, but nice anyway. All Peter Starks



Green Line 80 17th July 2010



The LT Museum's T 219 heads sedately southwards through Esher, followed not long after by our own T 504.
Both Mark Lyons



Green Line 80 17th July 2010



*Cobham returnee, RF 226 seen in Portsmouth Road
A green assembly, at the Arriva garage in Guildford*

*Mark Lyons
Peter Zabek*



Green Line 60 21st April 1990



*The Diamond Jubilee was a quiet affair at Windsor Safari Park, with a limited number of buses and coaches (and public) attending.
Both Dave Jones*



Green Line 50 13th July 1980



Past Green Line celebrations have been just as memorable, if only for the bus jam round Trafalgar Square. RP 3 en route to Guildford. Both Dave Jones



Green Line 50 13th July 1980



*SMA 13 in more traditional colours, followed by a pair of DMOs.
At Guilford the line-up wasn't as interesting as this year's.*

Both Dave Jones



A Less Than Serious Guide to Museum Bus Driving by Bell Punch

Here we are at the museum. One of the STLs has been brought out into the rear yard and you have a short driving duty: up to Weybridge station, pick up any waiting passengers and bring them back. Piece of cake.

Left foot into the foothold, grab something vertical and heave yourself into the cab, right hand on the wheel to ease yourself into the seat making sure you don't do yourself an injury on the handbrake. Don't bother to shut the driver's door or adjust the seat as there isn't one and it doesn't. Make yourself comfy and remember what you've been taught. Check gear selector is in neutral - jiggle jiggle - depress operating pedal a few times (remember it's NOT a clutch), hold it down, check handbrake on, depress and hold down the throttle and try the starter. Nothing.

You've forgotten to de-isolate the battery. Climb out of cab - basically a reverse of the earlier procedure - watch that handbrake - and go to the battery-holder lurking somewhere under the stairs. It's very dark and you'll need the torch you've remembered to bring but have left in the car. Return to bus a few minutes later for the car keys you've hidden away in your case stowed neatly beneath the driver's seat and return to car to search for torch, which you can't find as it's secreted in aforesaid case. Better collect your driving glasses as well. Back at the bus, return to car to check whether you've locked up. (Luckily you've left enough time before your scheduled departure.)

Returning to the bus once again, you remember to extract torch before climbing the north face of the Eiger back into the cab, then remember what you wanted the ruddy torch for in the first place. Descend from cab yet again and using said torch, find the battery isolation switch - no two buses seem to have them in the same place - amid the various thick cables in the gloom of the battery holder and re-connect the electrics. Try the bell to check. Now we're cooking. Back in the cab yet again, we go through the whole rigmarole of attempting to start the beast. 'Stir the porridge' with the gear selector, ensure handbrake on, depress operating pedal and throttle, and *press the starter*. The engine fires. Pre-select and engage 2nd with the pedal and pre-select third.

We're ready for the off so move forward to the gates, which - yes - we've forgotten to open. Park up, put it in neutral and fetch the bunch of keys, which reside on a large lump of wood on a hook deep in the museum. Find the padlock key (it'll be the 6th or 7th one you try) undo padlock, haul the heavy chain out and dump it well away from the gates, which you can then open and secure back. Another mountaineering exercise and you're back in the cab. Go through gear selection

procedure as before and drive out slowly, ensuring that the vehicle doesn't wobble on the uneven ground as you go through the gates. You will now have to park up as you still have the keys which should have been returned to their hidey-hole. Fortunately your conductor has now appeared on the scene and he's agreed to return them for you, which means one less descent from the cab. You can leave the gates open as other vehicles will be emerging.

At last we're ready to go somewhere. Pull away in 2nd, into 3rd and stop at the end of the road taking care to position yourself towards the middle of the junction as there's an overhanging tree on the left. Start off again in 2nd, into 3rd and 4th when you've got some speed up, remembering to pre-select 3rd which you'll need for the first roundabout. Keep to the middle lane, check mirrors (nearside one is about as big as a tax disc) and get ready to drop her into 3rd for the turn. Blast, there's a car turning right from Weybridge Road which will impede us. I hate having to stop at roundabouts. So stop, pre-select and engage 2nd, pre-select 3rd and away we go.

At our destination, no-one is waiting. All this for nothing! Pull forward to the roundabout and then it's much heaving and pulling at the wheel as the bus feels its way around 180 degrees and we start off back for the museum. Oh well, it's all good experience!

Our next steed is to be the TD. A quick photo-shoot to the top of Redhill Road -should be a doddle. The Tiger is hidden away in the depths of the museum so has to be extracted - a long distance - backwards. This'll be fun.

You've remembered your torch this time and the way is clear to reverse out. Try the bell - no electrics. Budget key to open nearside panel to gain access to battery switch. OK, all is on. Climb into cab. Now the TD is a quite different kettle of fish. Crash box and no awkwardly-placed handbrake on which to do yourself a mischief. And it's got a driver's door. The gear selector IS a gear lever even though it looks identical to the STL's. 'Stir the porridge' ensuring we're in neutral for there's a very valuable vintage bus about 45 thousandth of an inch in front, check handbrake on, clutch down (for it *is* a clutch), throttle down and pull starter. Engine fires. We need reverse so remember to hold gear lever shaft *below* the knob as otherwise you'll skin your knuckles on the cab side as it's right over to the left and back. Down on the clutch and shove it into reverse as you immediately forget about the knuckle damage risk by holding the knob and skin one in the process!

Now that clutch is heavy and you need the strength of someone with Mike Tyson's legs to keep it held down. Ease it up and with a touch of throttle and your third foot covering the brake as you release the handbrake (oddly set at an angle down to the right) and you're reversing. It's a long way to the daylight and after about 20 yards

you'll need to stop and rest that clutch leg. Maybe more than once. Right you're out into the daylight now, so it's lots of right hand down and give yourself enough room to drive out of the yard forwards.

Once out onto the road turn left you can wind her up. Pull away in second, down on the clutch as you ease off the throttle, recite 'Mary - had - a - little - lamb' as you pause in neutral with clutch up, for what seems an eternity, down on the clutch and move the gear stick over into third as you accelerate. The gearbox has other ideas and no way will it go into 3rd, no matter how you try as the gearbox oil is cold and doesn't want to play. Slow down and stop. Put it into 2nd and start again. What's that ruddy poem again - oh yes, just hope it goes into gear by the time you reach 'lamb'. Success! Up to the end of the road and don't forget to de-clutch when you stop as it's not a pre-selector. The rest of the morning goes without a hitch.

Oh what fun we do have!

Letters

From Grahame Lockyer

Whilst reading a letter from G F Baker (summer issue) regarding the wrong size headlights on RTL 139, something I'm afraid I had not noticed until pointed out, I thought I ought to let you know what I have noticed regarding the excellent restorations of STL 2377 and 10T10 (T 504). That is missing handrails to rear windows. The STL lacks one to its upper deck rear emergency exit window and the 10T10 should have one across the window of its rear emergency door. The missing rails affect the visual aspect to the extent that some of the character is lost. They never ran without them in service and look unfinished with the rails missing.

As fabrication of new parts will no doubt be required to restore the NS, would it not be possible to get replacements made? The existing rails on STL 441 or STL 2093 could be used as templates for the STL and the rear door handrail on the 9T9 would be very similar to one for the 10T10. (the 9T9 also had handrails to the adjacent rear windows by the 10T10 did not).

There is a photo of an open rear door of a 10T10 (whilst in use as an ambulance in Ken Glazier's 'London Buses and the Second World War' (page 12). This clearly shows a thin square or rectangular section handrail.

I'm a new member, so maybe I'm highlighting something already in hand, in which case I hope someday to see them fitted.

I make 1:76 scale models of buses and always include window handrails to achieve as much realism as possible.

In response, Roger Stagg writes:

STL2377 This originally had a rail across the rear window. At some time it "disappeared" and we have been hoping that it will reappear in the current clear up operation. If it still remains lost we intend to manufacture a new one.

T504 Not all photographs show the 10T10's with a handrail across the rear door and there are actually no fixing holes on T504 for one. Since you wrote I have examined the 10T10 construction drawings and no handrail is shown on the originals but is shown on a revision dated 1945. It may be that they were produced without handrail (although my experience shows that building to the drawings was not rigidly enforced at Chiswick) and handrails added later but perhaps not to all. I will however look into fitting one to T504.

From Mike Lloyd.

I was fascinated to see the shot of RM 3 in the lastt Cobham Bus Museum magazine. The picture was clearly taken in Marlowes, Hemel Hempstead, although I cannot say what became of either the Golden Egg or Hepworths.

What struck me immediately was that I was there! I have two photos of RM 3 being filmed just round the corner, a few yards from the site of the pic in the magazine, so I dug out the prints to find a mystery. My two photos were taken on 22 October 1974, on a rainy day, BUT the bus clearly shows its RM 3 fleet number and the gold "Routemaster" legend above it, while the offside has part (only) of the fleet name transfer visible. The nearside appears to be free from any lettering, but the prints were done at the time that a sort of "crinkly" paper was fashionable and I can't see small detail. Anyway, the interesting thing is that my photos show the bus has "High Street" as the ultimate destination and "W.H. Smith" in the via box, exactly the opposite as per your photo. The route number 1 looks to be in a different type-face, too.

I am therefore forced to conclude that they filmed this thing on two separate occasions, but why? W.H. Smith's shop was on the corner of the block, next-door to Hepworths if memory serves, and my shots show the bus apparently turning the corner (although it was in fact stationary and blocking the road) with Smith's shop-front visible.

I know it was all a long time ago now, but it would be interesting to know what was going on, why the bus was presented in two different guises, and why they had to film it twice over. I also wonder if anyone remembers seeing this advert - was it on TV or perhaps only shown in cinemas? I think RM 3, which will always be RML 3 to me, was the first Routemaster ever to be sold by LT, which made it something of a historic vehicle, and I wonder if there is anyone around who knows what was going on. Answers on a postcard, please!

October 1986 the 412 was withdrawn with Tillingbourne taking over remaining work. The route was re-numbered from 22 to 21 on 15 March 1992 prior to the failure of Tillingbourne on 19 March 2001 after 77 years service when the route went to Arriva.

The 412 timetable in 1975

Ranmore - Dorking - Holmbury St. Mary - Sutton													Route 412																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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New bus route 412 will serve Box Hill, Cranleigh, Ockley and Sutton Village



The 412 leaflet, advertising the new service from Saturday 1st September, possibly 1979, as no year is mentioned in the leaflet.

and would be interested to know the reason for the Leylands Road workings shown on the 1950 table. Most journeys seemed to early or late for hikers to Leith Hill and the population was rather sparse with no service on Sundays. Some of these journeys were recreated at the 2006 Dorking running day. Current maps only show Leylands Lane.

The use of information from “East Surrey” by ‘Bell Street’ by HJ

GOLDEN JUBILEE 1930-1980

GREEN LINE >>

The ADC Regal type standard petrol engine 30 seater of 1930 offered new standards of comfort and reliability.

GOLDEN JUBILEE 1930-1980

GREEN LINE >>

The handsome 1939 development of the ADC Regal T type normally seated 35 and served until the early 1950's.

GOLDEN JUBILEE 1930-1980

GREEN LINE >>

The ADC Regal TF type served on Green Line for over 20 years from 1951.

GOLDEN JUBILEE 1930-1980

GREEN LINE >>

Since 1978 150 ADC Balance luxury coaches have brought new quality to Green Line services.

Celebratory beer mats for 1980. Loaned by Graham Burrell



The two photos mentioned in Graham's article.



Potters Bar Open Day 10th July 2010



The annual open day at Potters Bar was graced by good weather, making life easier for photographers like Peter Zabek who captured this line up of TD 95, HLJ 44 and Cobham ex-pat T 792 in the shade at PB, while Colin Read was at Blanche Lane, South Mimms to catch these two in action.



RT 8 Back on London Streets 30th July 2010



After four years work RT 8 was officially re-launched by Ensignbus at The Tower, with a Yeoman Warder escort.

Photo Peter Zabek

It's only Tower Bridge, you don't see RT 8 everyday!

Photo Michel Wickham



RT 8 Back at Putney Heath 2nd August 2010



A few days after its launch, RT 8 met up with RT 1 for a “spot the difference” moment at Putney Common.

Back in June LT 165 was at Kew Bridge Steam Musuem.

Both Peter Zabek



Bluebell Railway 50 Anniversary 7th August 2010



The Bluebell Railway celebrated its 50th in grand style by inviting some buses along! Two of Cobham's finest were caught by Peter Starks, RFs 395 and 226 at Kingscote and RF 226 under Hill Place Viaduct, over which a regular service will soon be running. Not to be outdone, RF 395 was caught by Colin Read.



Hemel Hempstead Running Day 15th August 2010



Colin Read was on hand to record MB 90, with RF 226 behind, at Hemel Bus Station and RFW 14 on its first outing in many years with RF 308 and a couple of double decks.



Wet Days Out - 21st and 29th August 2010



Ian Jackson was out waving the Cobham flag with RF 226 at a soggy Maidenbower Fayre, while the weather really had it in for him at Hendon the following weekend.



Elsewhere in Preservation



John Stiles went to Ickwell Green to catch Barry Weatherill's S 433, while closer to home at the Acton "Depot", he captured some of the LT Museum's reserve fleet. Below are former Cobham resident C 94 and ST 821.



LITTLE BUS COMPANY LEYLAND CUB

On
format
ion in
1933
the
L.P.T
.B.
was to
inherit
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diminutive buses from various independent operators. LT. Board then began to investigate the possible replacement of these buses by standardising on one design. After trials the Leyland Cub was chosen as the chassis could accommodate a 7foot 6 inch width body which allowed forward facing seating on both sides.

C1 was the only one with a Chiswick body, but it set the standard for the remainder. The first batch of 74 were bodied by shorts of Rochester for the country area in 1935. A further 22 were built in 1936 destined for the central area and carried Weymann bodies.

This model is from a master by Neil Mortson who is well known for his fine details, he takes extra special care on his London models as he is aware how critical we can be. Both he and Tony Asquith were surprised when Roger Staggs and I pointed out that the roof vents were missing. Apart from that, other details include the clearly defined grab handles on the seats, the driver's seat has a ribbed effect and there is even a sliding door which can be opened or closed with a pair of tweezers. These are just some of the features in the fine model. The bonnet sides are two separate items as the chassis unit will be used in the Southdown version. The model can be assembled either as a central red, or country version; a whitemetal bumper is included for the latter. Only the central buses carried the

stencil boxes on the nearside and offside roof so these will need to be removed together with the bumper bar brackets.

The country version initially carried two tone green livery with a silver roof, later amended to white window surrounds with Lincoln green body and brown roof. Central buses appeared at first with white window surrounds, red body and black roof, again later painted brown, the cubs together with the 5Q5 and early T type green line coaches were the only LT buses to have black roofs. Transfers to complete the model can be acquired from Tony Asquith or from the Model Bus Company range. The price for the model is £35.00 plus £2.50 p/p. Transfers are £2.50

STL 19 LOWBRIDGE



The second London model released in July was the STL19 Low Bridge Introduced in 1942, a total of 20 was built at Chiswick. Externally they looked to have been built to STL standards but internally were rather austere. They were easily recognisable by the drop in the mid height band, clearly seen in the green version with a cream

band.

They carried seating for 53; six rows of four seats and one for three on the upper deck were not popular with bus crews as fare collection was difficult, unlike the Amersham version which had two sunken gangways on the upper deck. Externally this class carried restricted blind display boxes on the front and side only, a feature carried on by their replacement RLH class. Two of these buses were used on route 410 until 1952 the remainder carried the central red livery. Details of all 20 vehicles are included in the instructions along with a brief history.

C.M.N.L DENNIS ENVIRO 400H

Ukbus 6031 represents fleet number EH5, reg LX58 DDO, on route 24 to Pimlico. This model has some new and interesting features such as relocated destination screen at the rear, plus a newly designed ventilation grill above the lower deck window at the rear. The headlights are made up of different components for added realism, make this a fine model.

C.M.N.L DENNIS ENVIRO DART

Ukbus 8015 Represents First London, fleet number DMS44414 Reg. YX09FLP on service E1 to Ealing Broadway. This model again has new features such as extensive handrails and an additional seat over the wheel arch on the offside.

WHITE METAL BUS CREWS

A set of four white metal figures comprising a bus conductor, clippie, and two other standing figures which could be an inspector, or driver. These detailed figures are available from SGTS' Mess, Burley Lane, Ashe, Basingstoke, Hants, RG25 3AG. PRICE £2.80 per set plus 10% pp

HIGH WYCOMBE (HE)

John Howe's latest London based model is High Wycombe, built in 1929 for Amersham and Distinct, acquired by LT. and later by the L.C.B.S but was closed in 1977. The model is 14.5" in width by 4" inches in depth. The price is £14.00

SEVEN KINGS (AP)

This imposing building constructed in 1913 and modified in the mid 1970s is depicted before modernisation. It measures 19" by 4" price £14.00

BOUNDS GREEN STATION

One station down from Arno's grove (an earlier model) is bounds green station on the northern extension of the Piccadilly line. Opened in 1932 this corner station was designed by Charles James, is 9" wide by 10" deep. Price £16.00

KINEMA

To compliment his earlier model of Kingston Bus Station John has produced a model of the cinema built alongside the bus station. This received a makeover in the early 1960s and can be built in either style. This is of particular interest for those who may already have the bus station model.

John has been busy producing a number of street scene models over the past three months and just in case you missed any they are:

FERODO BRIDGE

This model is typical of the many rail bridges seen around the country.

WOOLWORTHS

Although they have now disappeared from our high streets comes a once familiar store, based on the one at Market Drayton.

BURTONS

Another iconic store, Burton's tailors of Greenwich, this is a half relief measuring 7.5 x7.5 and is approximately 3" deep This corner building designed to accompany the two other models Woolworths and the Odeon cinema certainly looks impressive.

PAVING

To compliment his card models John has now produced paving mounted on card equivalent to kerb depth. The kit includes 100" of straight paving with corners including a large corner to accommodate his latest shop models. Price £8

ART DECO SHOPS

A parade of shops dating from the early 1930s with curved windows and balconies typical of the period. The shop fronts are representative of the 1960s period

SOUTH LAMBETH POSTAL DELIVERY OFFICE.

This is a full scale model

TERRACE HOUSES

Typical Victorian houses

FOREST HILL CAPITOL

Can be built as the ABC Cinema

(All these and more can be viewed on his web-site.)

FUTURE MODELS

Do you have any ideas for a future London model? Then contact me either by post to Chequers Croft, Hilton, Huntingdon, Cambs, PE28 9PD or e-mail alan.pursesey@ Tel.01480 773 with your request and I will pass on your ideas to Tony Asquith of the little bus company.

Oddments Corner



Mike Beamish sent in these two seeking identification. A brief trawl on the Internet found that the Northern General RM was FPT 391C, fleet No 2121, later 3105, which was withdrawn with a press call on 16th December 1980 as the last in service with them. It is seen here in Helsinki.

M854 was new to Putney in 1983 and withdrawn by London General in 2000. It then passed through Ensignbus, Red Route, Northdown Motors, Nostalgibus, Marshopper and Sullivan buses before finding its way to Griffin Bus and then to Jurmala in Latvia. Which is more likely to be repatriated in 20 years?



Oddments Corner



A late entry from Roger Stagg is this shot of UMP 227, beginning to get her smile back. It will be really good to see this old dear back on the road.

**DON'T FORGET
THE AGM ON
23RD OCTOBER**



REIGATE

GREEN LINE

T219

GK 5486