

COBHAM

BUS MUSEUM

MAGAZINE



The Journal of the London Bus Preservation Trust
Issue 70 Spring 2011

£2

THE LONDON BUS PRESERVATION TRUST LIMITED

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Contents

4	From the Cab	Peter Duplock
6	Editorial	Dave Jones
7	2011 Events	John Shirley
8	Membership and Volunteers	Steve Edmonds
10	Fundraising Update	Michael Wickham
13	Acquisition Fund Progress	Michael Wickham
14	Restoration and Brooklands	Roger Stagg
18	Big Red Bus in Deep Blue Sea	David Kinnear
19	Letter from Grahame Lockyer	
20	The Borismaster	Michael H C Baker
23	Resin Bus Kits Start to Finish	Alan Purssey
28	The New West Ham Garage	Dave Jones
34	Cobham's Model Buses	Steve Edmonds
36	A Driver's Tale	Alan Lewin
39	Buses You Wish You Had	John Stiles
41	Use of Trust Vehicles	John Shirley
42	Book Review	Dave Jones
44	London's Buses in Miniature	Alan Purssey

THE LONDON BUS PRESERVATION TRUST LIMITED

Registered Charity No. 1053383

Registered Company No. 1061762

COBHAM BUS MUSEUM LIMITED

Registered Company No. 05903873

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

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

WEBSITE: <http://www/lbpt.org>

CONTACTING TRUSTEES, DIRECTORS & OFFICERS

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

From the Cab

2011 is the most significant year in the history of the Trust since the formation and acquisition of Redhill Road nearly 40 years ago. As this magazine goes to press the new building is in an advanced state of construction and we expect the formal handover to the Trust to take place during April / May.

In the meantime there is a great deal of work to be done. We need as many volunteers to help with the packing and clearing at Redhill Road as possible. If you have ever moved house you will know that that is a very stressful period. The job at Redhill Road is many, many times larger and Gerry Job and his team can do with as much help as possible. Please help if you can!

Even after moving day (actually it will be a moving week) it will be some months before the fitting out and associated work will be completed. Only then will we be open to the public in our shiny new Museum. Meanwhile, Steve Edmonds is looking to hold a Members' Day so that progress and the facilities can be seen first hand by members.

Meanwhile, we have the Gathering to look forward to. At a new much larger location at Dunsfold in Surrey (home of BBC's Top Gear) on 10th April. The organisation is intense at this time and we expect a spectacular show. With the theme being RF60 we can expect many of the famous London single deckers in various liveries in attendance. Richard Jones has organised a special EFE model depicting RF 505 to celebrate the event. RF models are always popular so make sure that secure your model at Dunsfold.

Inevitably resources that would normally be working on AEC UMP 227 and RT 2775 will be disrupted by the move but even so very good progress has been made on both buses.

An important plus of having a modern purpose built Museum is that successful companies will want to be associated with the Trust. We hope and expect that this "feel good" factor will turn into financial support and sponsorship. The old building, as nostalgic as it is (was?) does not lend itself easily to corporate sponsorship, including use for lectures' etc. The old

building does have an undeniable nostalgic charm and Richard Jones has commissioned a special painting with spin off limited edition prints to capture the very essence of Redhill Road before the bulldozers move in.

In the meantime we look forward to the coming rally and road run season knowing that by the end of the year there will be a new beginning for the Trust.

Peter Duplock
Chairman of LBPT

Peter Zabek took photos of all the visiting buses in the yard at our Goodbye Redhill Road event. He is able to supply prints of these at a reasonable cost to the bus owners involved as well as any others who might be interested. You can contact him for details by phoning him on 07721 [REDACTED]477 or e-mailing him at zabfox@[REDACTED].co.uk

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

So, if you didn't believe it would happen, turn to page 14 to see our new museum actually taking shape. This really is it and within months the buses we all care about will be safely in their new home, with meaningful displays to set them in context. This will be quite a culture shock to some, as being part of the "Brooklands experience" the museum will need to attract and interest visitors with no specific interest in buses, yet I am sure that "the old school" will find plenty to occupy them. With much better working conditions, the restoration of buses will be much more enjoyable as it won't be necessary to thaw out before starting work. Keep a watch on the LBPT web site and Waybill for more news. The members' area can be accessed by entering your membership number and postcode (no gap).

For this issue we have a brief rest from reality and take a trip in to the world of modelling with articles by Steve Edmonds and Alan Purssey, hence the different cover photos. We also have an item about the new West Ham bus garage, with an opportunity to visit to be announced shortly. Also on matters new, Michael Baker has contributed his impressions of the New Bus for London. One item I was keen to include was Alan Lewin's tales of his early life as a trainee driver. Having been in the industry for over 35 years I have seen many changes and tales like Alan's are fast disappearing. If you know any former bus staff, please try to get them write or record a few anecdotes from their daily life. And don't put it off as I did and lost one of my oldest colleagues and raconteurs to the "Big C". Their life on the buses will not be seen again and yet their contribution to daily life in London has gone largely unrecorded and often unappreciated. I am sure a place could be found in the museum for such tales to be told.

And finally, I am sure you would all join me in congratulating Leon Daniels on his appointment as Managing Director of Surface Transport at TfL.

Interesting times lie ahead for all of us.

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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Membership numbers

The January membership renewal process is currently under way so we do not have the latest membership total. We lost some members during 2010 but we have also had a healthy number of joiners to redress the balance. We presently stand at just under the 800 mark.

Direct Debits

If you completed Direct Debit authorisations in August and November you may find that it has taken as long as several months for these to reach your bank accounts. The processing of DDs has turned out to be somewhat longwinded; there have been delays in processing these recently but please be assured that your account will be debited in due course.

Brooklands subscription and access for LBPT members

As you may know, LBPT members will be entitled to free access to the Brooklands Museum exhibits once our new building is open.

Brooklands has a range of subscription rates and related benefits costing up to £85 per year; the current basic rate is £30. We have agreed with them that ours will increase gradually to match theirs within three years of the move. Members can therefore expect to see LBPT fees to rise to £25 and £30 in April 2012 and 2013 respectively. If Brooklands increase theirs to £35 in the meantime, ours will have to go up again by £5 in April 2014. The differential for Family rates will continue to be £10.

New joiners of Cobham London Bus Museum will be required to pay £30 with effect from July 2011. Once we have reached parity with Brooklands' rates LBPT members will be eligible to apply for the range of levels of membership applicable to their members.

Volunteers for Brooklands

At present we have fifty six volunteers for stewarding and guiding plus sixteen for vehicle maintenance and other duties; twelve of those sixteen do not wish to be involved in stewarding. The minimum daily staffing level in the museum section itself cannot realistically be fewer than four people. This would provide adequate cover for reception, office admin and enquiries and two stewards/guides in the display area.

The move to Brooklands has meant that the Trust will attend only a small number of events this year. However, a list of approved events (including all related bus movements) will be published in this magazine every three months. The list will look forward six months.

Please also see the notice elsewhere in the magazine which outlines the new system of vehicle use.

List of approved events between 1 Mar 2011 and 31 Aug 2011:

Date	Event	Person dealing with LBPT vehicle arrangements
Sun 10 Apr 2011	Spring Gathering 2011	Steve Edmonds (07906 587687)
Sun 21 Aug 2011	Hemel Hempstead Running Day	tba

Other events may be approved at short notice during this period.

If any Trust members are interested in volunteering to look after the arrangements for a particular event, the Operations Team would be happy to hear from them.

The Trust is 70+ volunteer staff short for this year’s Spring Gathering. Have you forgotten to send in your Volunteer Card? If so, you can always volunteer by email - john.shir@ [redacted] co.uk

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 11 May 2011

Many thanks to all of you who have offered to help so far; it has been a strong response. However, I should like to recruit more stewards to be confident that we could open every day of the week. I am in contact with Brooklands Volunteers' Manager and both our organisations shall be able to help each other out to cover the site. Some of our members are already volunteers at Brooklands. Are there any more classic car, motorcycle and aeroplane enthusiasts out there?

If you are not yet on the list and would like to volunteer please complete the form on the web site and send it to me at Redhill Road, write to me or email me at stephenedmonds@gmail.com

Training for Volunteers

Induction training will be provided at Brooklands for stewards and guides during June and early July. This will be about a half day's duration to include refreshments and guidance notes in the form of printed "handouts".

Topics covered will include background information about Brooklands Museum, its exhibits and the site, facilities in the new building, Health and Safety including First Aid and Fire Training, customer service standards, stewarding and guiding roles and responsibilities and supporting materials, Also the process for allocating volunteer resources on a daily basis.

Members' Day 2011

Owing to the clear out of stores and equipment at Redhill Road we shall not be able to hold our usual Members' Day in March. Members' Day 2011 will therefore be held at Brooklands in July in the new building prior to its opening to the public. The usual sales stalls, bus rides and access to the rest of the attractions on site will be available. We hope that the special EFE model of RTL139 to commemorate the Museum opening will be available.

Volunteer Vacancy

We have a vacancy in my area of responsibility for a Volunteer's Manager to oversee staffing levels at Brooklands on behalf of LBPT. If you think you might be able to contribute to this role, perhaps sharing on a part time basis with others, please contact me for details.

And finally, some reminders.....

- Please update your contact details with us if there have been any changes.
- Please give us your email address so we can send you Waybill and inform you of events etc
- Remember that you can access the Members' area on the web site by entering your membership number followed by your post code (no gaps).

I thought that Members might like an overview of the current fundraising efforts and that this might be particularly useful for those of you who were unable to attend the AGM.

Survival of the Museum, let alone its future prosperity and success, depends on a considerable diversification and expansion of our sources of funds. Membership fees provide a stable income for us but much of that income is used to produce this Magazine. The Trust's other main revenues comprise that from the Spring Gathering and the donation from our trading company whose main income comes from the Shop. Vitally important as these revenues are, we are very vulnerable to either of them suffering a down-turn. At the same time, we will need much more money in the future to run the new museum and open it daily as well as to continue the Trust's restoration and preservation work.

The following headings, in no particular order - they are all important - will give you some idea, I hope, of how we are diversifying and expanding our fundraising:

The Donated Items Team, run by Melvin Phillips and Bob Bailey, goes from strength to strength and now brings in many £000s each year. However, they can only succeed as long as you donate those transport items in that cupboard which your wife has been asking you to clear out. We need more items to sell, please see the separate appeal in this Magazine and get in touch with either Melvin or Bob.

Bequests are a very important source of income for all charities. There are details near the back of this Magazine of how you can help the Museum by remembering the Trust in your will.

Providing Trust vehicles for **Films and TV** can provide lucrative revenues. Of course, we have to take into account the need to protect our precious artefacts but, as the only source of pre-WW2 London buses, our treasure trove will remain much in demand by the media.

Corporate Sponsorship of the Spring Gathering. Last year, we obtained our first, modest sponsorship - from Arriva in connection with Green Line 80. I am

working to obtain one or two more significant contributions for this year's event with the aim of forging longer-term relationships with the companies concerned. By continuing to run a number of **Members' Trips** each year to places such as *Showbus* and the Isle of Wight, we can give you the opportunity to have a nice ride on an interesting vehicle and raise funds at the same time. With the Operations Team under John Shirley now up and running, Members can expect these trips to be well publicised in advance.

We hope that the move to Brooklands will give us the opportunity to organise more **Events**. These could include a collectors' market, for example, as well as one or two themed events. However, much will depend on what is feasible with our partners at Brooklands and this will be clearer after we have moved. Watch this space, as they say.

As part of the sort-out prior to the move, the Museum found that it had far more spare parts than it could ever need and a **sale of surplus items** was held last November. This was very successful and raised some £10,000 - vital towards the cost of removal - but, of course, this was a one-off opportunity.

The RT1 Appeal (£150,000 raised) showed that it was possible to raise substantial sums of money to acquire and preserve buses of historical interest. **The Acquisition Fund** has now been established to build up a reserve for the future and there is a separate report on progress in this Magazine.

There will be further appeals for **Restorations**: we are currently approaching one or two companies to sponsor the completion of RT2775 so that this historic bus can be ready by next year - the 60th anniversary of the North American tour - and can then tell its fascinating story to visitors in the new museum. Later in the year we will probably launch an appeal to finish the **NS** - essentially to re-build the body - so that this groundbreaking design can appear uniquely in its original open-top, solid-tyred form.

The **Cobham Shop** is run by our trading subsidiary, CBML and Richard Jones and his colleagues are currently working on bringing out the limited-edition EFE models for 2011 - a doored red RF for the Spring Gathering and RTL139 for the summer. The *Goodbye Redhill Road* painting is well under way and will be available as a strictly limited edition at Dunsfold on 10 April. Further plans for the Shop envisage a web-site catalogue with on-line ordering later in the year.

We have been hoping to launch a **100 Club** for some time and are now hopeful that, with an organiser in place, this can be launched in the summer. Membership of this Club will be open to all and, with quarterly prize draws, members can support the Museum and have the opportunity to win cash prizes at the same time.

It has become apparent that there are a number of individuals who would like to support the Museum financially, as well as in other ways, and that they would be prepared to make financial contributions well in excess of the standard membership subscription. To cater for these potential supporters, it is proposed to launch a **Vice President's Circle** in the Spring. More details will follow later.

Corporate Membership is another area to be taken forward. The support of companies who have an interest in today's London bus operations will be sought. With a spanking new building at hand, the Museum is hopeful that such support will be much more readily forthcoming than in the past. A campaign to recruit corporate members will begin in the Spring.

Last but not least, the Museum is in the process of submitting an application for a **Heritage Lottery** grant. The new building, together with our status as an Accredited Museum, give us the opportunity to present our credentials as an organisation which conserves an important part of the country's heritage and provides opportunities for learning and participation. We propose to apply for a sum of money which would both enable us to fit out the new display building to the highest standards as well as to acquire a second site locally to be used as a conservation centre.

You will note from all the above that our fundraising is a multi-faceted operation and one which is vital to secure the future of our wonderful museum. Many of the fundraising areas are run by dedicated and hard-working volunteers to whom I am hugely grateful but there are several others which are largely one-man bands, ie me! There is plenty of opportunity to help in this area and I encourage anyone who has some experience of fundraising or marketing or who understands corporate affairs to come on board. There is much more that we could do and you will be most welcome. If you feel you could help, please call me for a chat on 01883 313 or you can email me on mpf.wickham@t.com

Acquisition Fund Gets Off To A Flying Start - But Not Yet Enough Michael Wickham Fundraising Trustee

Following the launch of the Acquisition Fund in the last Magazine, 30 Cobham Members have put their hands in their pockets and raised a total in excess of £8,000. This is a brilliant start and shows that the idea of having a “war-chest” has struck a chord and that there is considerable support for the idea of having some funds in reserve to be able to respond quickly when important buses come onto the market.

My thanks to those 30 members. However, that leaves about 750 of you who have yet to respond. Of course, money is tight these days and some of you will have nothing to spare at the moment. I fully understand that. On the other hand, if you could spare something each month, have you considered a standing payment? That’s what I have done, for example, and this also suits the Museum. By setting up a monthly payment, this is less financially painful for you but, over time, it builds up to a very useful sum for the Trust and means that we have a good idea of the level of regular support for the Fund. This also helps the Trust to plan ahead.

To show you how important the setting up of this Fund is, since it started we have already been approached about the possibility of acquiring an RLH although this is still very tentative at present. And, to give you an idea of the sums of money which our kind of buses fetch these days, former Museum resident RTL1323 is currently on the market at a whisker under £30,000.

So, what we really need, if we are to secure that RLH, RTW or to get that ST back from Israel or that STD back from Serbia (wishful thinking?) is many more of you to support the Fund. What the Trust would like to see is another 100 or so Members completing the monthly payment form enclosed with the last Magazine. Is that too much to ask? Will you be one of them? I hope I can count on your support. If you no longer have the form, you can download one from the web-site at lbpt.org (click on the link to the Acquisition Fund) or email me on mpf.wickham@lbpt.org or, if you don’t have internet access, call me on 01883 313 and I will post one to you.

If you would like to see Cobham acquire some of those missing buses and if you can spare something monthly, don’t leave it to others - support the Acquisition Fund now.

The great team working on UMP227 have now had to close the curtains until after the move and are currently storing all of its relevant pieces inside the saloon. There has been remarkable progress on all fronts but as the saying goes "thats all for now folks". In order to ensure that RT2775 is on the road to meet its anniversary in 2012 completion has been outsourced to professional restorer Ian Barrett, it will be leaving Redhill Rd shortly and will return when complete.

Brooklands

The photographs that appear elsewhere in this edition will tell far more than words. As at Mid February the steel frame is erected and both wall and roof cladding are on with part of our signage "THE LONDON BUS MUSEUM" clearly exhibited. Inside the mezzanine floor is under construction and the concrete floor will be laid by the end of Feb.

Back at Redhill Rd volunteers working under Gerry Job are clearing out stores and trying to sort what to keep and what to dispose of. Quite how we acquired so much over the past 38 years beggars belief. The task is enormous and the call is out for help on Weds and Sats for the foreseeable future. Once moved it all has to be relocated into its new positions. Its your future and your help will be appreciated by everybody now and in the future.

Currently we are expecting to take possession of the new building as Kate and William walk down the aisle.





Left, Concord(e) points the way. The partially assembled framework is visible in the background on 30th January. By the next day the frame was complete. The aerial shot gives an indication of the scale of the new museum.





The fully assembled frame from the opposite end and , below, with the first part of the covering in place. The fabric is similar to that used for the O2 Dome.





A closer view of the stage reached with the cladding on 3rd February. By the last weekend of February, work had started on the mezzanine floor where the offices and staff facilities will be.



Big Red Bus in Deep Blue Sea

David Kinnear

Reaping the benefits of film work usually means an early start for those involved and so it was for David Kinnear, Graham Bartlett and Roger Shaw when they were at Cobham at 05.30 one Sunday to take part in filming for “Deep Blue Sea”. The



Film stars Rachel Weisz, Tom Hiddleston and Olivier Award-winning actor Simon Russell Beale in a story of a privileged housewife, Rachel Weisz, in 1950s London society who leaves her husband for a young ex-RAF pilot, Tom



David K in action!

Hiddleston. It is an adaptation of the Terence Rattigan play of the same name. Filming took place in Chancery Lane and it has been many a year since buses went that way along the road!

After filming has been completed, the trio did their own "unofficial" Christmas lights tour, trundling along the Aldwych and The Strand, weaving in and out between the service buses, some drivers acknowledging the old warrior as they went by with a cheery thumbs up and a smile.

David would swear this historic 77-year old bus knew where she was going as they rumbled round Trafalgar Square and up Regent Street with that distinctive soprano song from the preselector gearbox. The journey was accompanied by endless flashing cameras as they went by, some snappers taking the risk of stepping into the road in front of them to acquire a good picture as this ancient vehicle passed by - and when they stopped Graham and Roger were giving out Cobham leaflets to interested members of the public asking about the bus. An encouraging sign for our new museum. Photos by Peter Zabek.

Letter Received

From Grahame Lockyer

With reference to my letter regarding missing handrails on STL 237 7 and T 504 (Issue No 68, autumn 2010) and Roger Stagg's interesting response, I am firstly glad that the STL has one available, but mislaid, and secondly surprised that T 504 was never so fitted (no screw holes) on the rear exit door. If you trawl through the numerous photos of 10T10s in the A.S. Hambley volumes covering 1939 through to 1953, every front view where the back can be seen in silhouette through the side windows a hand rail can be seen.

So it would seem that the majority did have them fitted at some point. No doubt some never did, so whether or not a handrail should be fitted to T504 would come down to deciding whether historical accuracy is more or less important than representation of what was typical. A difficult decision!

Also relating to the question of historical accuracy is my curiosity regarding what livery STL 2093 is to carry when restored. By the time its STL 16 type body was received around the late 1940s, it would have likely carried the red and cream (1946) livery which certainly would have been applied if repainted at that time. I would, however, prefer to see it in the earlier red and white with brown roof scheme. May I nevertheless make, where historical accuracy is concerned, a 'sacrilegious' suggestion of painting it green?

It would look great in green and white with a brown roof (a country STL in the '40s) adding some variety to public displays. It would have, if green, more likely to have been in the green and cream which would represent a country STL in the later '40s and early '50s. Its neighbour STL 2092 became green in December 1948 when it too received an STL 16 body due to the SRT construction programme (The STLs by Ken Blacker). What do other members think?

URGENT! PLAN CHEST WANTED

The Curatorial team is seeking an AO or AI Plan Chest, ideally with horizontal drawers to store priceless drawings and posters etc.

If you know of anyone, or any firm or organisation who has one, either as a donation, or for sale, please contact Brian Jones on bard100@redacted.co.uk or David Kinnear on d.kinnear1@redacted.com

As we all know the rear engined Routemaster, FRM1, was a step too far. Despite investing so much skill and hope into the project there never would be another purpose built London double decker, designed from scratch specifically and only for working the streets of central London. The world had moved on, Midland Red was no longer designing and building its own buses, even the once great empires of AEC and Leyland were about to fall, and FRM1 would remain a lone prototype; the last in a noble line. But the world had reckoned without Boris Johnson. Whatever one's political opinion it has to be admitted that when the Blonde Bombshell wrested power from Red Ken and became London's Mayor and promised that there really would be a Routemaster replacement only the lunatic fringe believed him. Well on a sunny day early in January I got an invitation to visit Acton, not to wallow in nostalgia but to join and apologise to those we labelled lunatics. The unbelievable had happened. Here was the full-size mock-up of FRM1's successor, built mostly from body parts and materials which will be used in the five prototypes due to start work early in 2012, followed by another 495.



Photo - Michael H C Baker

On 4 July, 2008 Boris Johnson announced the competition to design 'a new Routemaster for London.' This provoked no less than 700 entries, most of them clearly derived from the Routemaster, even incorporating a half cab layout

and open rear platform. Most of us still didn't really believe that this was more than a publicity stunt, a wishful exercise in nostalgia. But a shortlist was drawn up and at the end of 2008 it was announced that Heatherwick Studio and Wrightbus were the winners and construction of the mock-up and then the actual buses would shortly begin. The dream had become reality.

Although not officially known as the Borismaster the Mayor does admit that it 'takes inspiration from the old Routemaster.' The resemblance is not immediately obvious although it is clearly pure London with its all over red livery, relieved by black surrounds. I have to say I have little patience with those who declare that the only 'real buses' are half cabs. In the first place any bus is real; secondly the increasing popularity of bus travel in the capital is ample evidence of the travelling public's opinion of modern double deckers. The Borismaster takes the best features of the present day red double decker in its various forms and yet really does pay more than lip service to the Routemaster and its predecessors. To quote Alan Millar in the January edition of Buses, 'the pronounced rear dome and glazed staircase suggests the open air arrangement of a late-1920s London ST or LT'.

Graham Smith mixes the old and new in demonstrating the preferred position of the second crew member.

Photo - Graham Smith



Possibly the most traditional feature is the open rear platform. This, to quote Baldrice, forms part of a cunning plan which means that the Borismaster has no less than three doors, the open rear one capable of being closed off at quiet times such as late evenings. There will be a conductor, although he may not be called that, who can keep an eye on the open platform. I asked David Hampson-Ghani who showed me over the bus, if there were any statistics on accidents in the days when an open rear platform was the norm. 'There are,' he replied, 'I expect you'd like me to tell you what they are. The rate is so low as to be scarcely measurable, something like one every million miles.' 'What about the dreaded Health and Safety?' I asked. 'They've had a good look and are quite happy.'

The bus has staircases at the back and front; instead of simply accepting them as a necessary feature but one which does nothing for the looks of the vehicle, the Borismaster emphasises them with glazing picking them out. David Hampson-Ghani surprised me by pointing out that glass weighs more than aluminium panelling, which is one reason why the offside windows are smaller than those on the nearside. Nevertheless glass is a great feature of the bus. The seats, to quote Alan Millar again, 'arguably the best feature of the bus...they look and feel a lot more like the properly cushioned sort that used to be on most of Britain's buses.' Air conditioned throughout, there are no opening windows. Way back air conditioning had to be abandoned on FRM1 and, for example, on Dublin's original Atlantean fleet, but hopefully modern systems are much more efficient and effective.

However traditional some aspects of the Borismaster, environmentally it is totally of the 21st century. A hybrid bus with a Cummins diesel engine powering a Siemens electric drive, this means that it has a much lower fuel consumption than a conventional diesel bus and produces significantly less pollution. Initially there will be 500 Borismasters, although I have seen a figure elsewhere of 1,000, and the intention is to use it in central London on the most heavily patronised routes, i.e. those which were worked by the Routemaster until 2003-5. The appeal to foreign tourists of a red double decker which looks like no other has certainly been in the minds of Mayor and the designers. Just like the traditional London taxi it may well prove to have an appeal far beyond the capital. That lies in the future. I have to say I found it a quite fabulous vehicle, like no other bus I have ever seen, and yet four square in a tradition which began with the B type of one hundred years ago.

In the past 20 years the resin bus kit has developed dramatically and is now a true quality product. The reasons for this are many and varied and worthy of examination. Many of the kit producers use similar techniques as related in this article.

Origins

The first resin bus kit was produced in about 1988 by Don Middleton. Prior to this, as an experiment, some copies of the Chad Valley Harrington Commer Avenger were made, but not sold as kits. What followed was a selection of interesting prototypes, most having good detail but let down by the quality. The exciting thing was that the body was in one piece, so although it may have needed a lot of work to achieve a result, the basic shape was intact. Was this acceptable to the modeller; not a bit of it!

Such remarks as, “Funny stuff which looks like a white chocolate Aero bar, which warps, is brittle, unstable and it smells,” were overheard from the diehards. “Never catch on, can’t use a soldering iron on it. You have to paint in the silver bits, no, no, no. Back to the white metal bits (sorry kits) lads.”

Something had to be done.

The model bus enthusiast had always been a poor relation when it came to scale models in comparison to the model railway enthusiast with only a handful of white metal kits to serve his needs and only this after much pressure from the Model Bus Federation to persuade the manufacturers to produce some. Many were of very good quality and excellent to have, in the absence of anything else, but many were difficult or, dare I say it, impossible to build. Due to shrinkage in the casting many parts did not fit together very well and a lot of body putty was required. It was a problem trying to get body parts square. I tried many times and, yes, did have some reasonable results. I hated trying to put metal wheels on axles, which didn’t fit, and getting them to run true.

As time moved on the die-cast explosion happened and this changed everything for good. Many prototypes were made available relatively cheaply and produced in their thousands. Suddenly the model bus enthusiast had an instant fleet. The late 80s and through the 90s were exciting times, but where did that leave the bus kit manufacturer with all these finished models `ready to run` in railway terms in abundance.

Well the die-cast manufacturers have their limitations as far as prototypes go and only dare produce what will sell in large numbers and usually in as many liveries as possible.

Facts

Until 1993 the resin kit was really a metal kit with a resin body. The chassis was metal as were the seats wheels and small parts. The first objective with the resin was to get rid of all air bubbles and pit marks, cut flash to a minimum and achieve a clean inside for easier painting and glazing.

Development

Those who purchased a Little Bus Company Bedford Beadle will have found this objective accomplished. Along with the body, the kit included a one piece seating unit, a first in any bus kit, a metal chassis, with metal wheels, axles and steering wheel, plus printed glazing. The chassis could have been resin as well, but it was felt that the extra weight of metal would give a better balance.

This combination seemed to work well and continued unchanged for several more kits. Printed windscreens were also included. After some resistance, the kit was accepted and was re-issued a year later with running mates, the Bedford Duple MK IV bus and the Bedford WTB

Then came the half cabs.

In pursuit of the ‘as few parts as possible’, always a bone of contention amongst modellers, the bonnet, bulkhead and driver’s cab was moulded into the main body as one piece.

Overwhelmed with this achievement, a return was made to the complete metal chassis, including front and rear wings in metal. This was a mistake as problems were experienced with the half-cab kits on the chassis to body fit. Some modifications solved the problems but the result was not ideal. These included the L.B.C. London TDs, the Weymann T and the Brush bodied Tiger. A modification was made to the Mann Egerton T which incorporated the seating unit, chassis and wings in resin and a metal base plate to give weight and secure axles. This solved the fitting problems and has been continued on all later kits.

Wheels

After the half cabs a further step forward occurred with the wheels. Although the wheel profiles were acceptable, fitting to axles and painting was not an easy job and true running was almost impossible. Some modellers find this a relatively easy

job by soldering, but not everyone uses or has access to solder and a soldering iron has been eliminated from the rest of the kit, hence the joke you can't solder resin. A new design was commissioned and produced exclusively for Little Bus Company. The wheels were solid and produced from a composite rubber. This allowed the wheels to be a push fit on the axles needing no gluing and giving true running and ease of painting.

Glazing

The traditional method of glazing from the inside has been used on many kits. Provision for quarter light sliders and other opening window details have been included as a moulding on the body.

We now have three types of glazing: plain for general glazing, inside and out as required and for small windows; printed and moulded.

Printed glazing

Tailor made to a specific kit and including sliders and hoppers. These can include more than one colour to suit the model. For example plain black or silver, or both together to simulate the rubber surround of flush windows or in the case of the London RT/RTW red and green also. This type is plug in from the outside and so far is the only way found to achieve a realistic finish. This also eliminates the moulded window detail on the body and hides any over scale thickness of the body sides.

Moulded glazing

Produced for some kits with curved windows, skylights etc and fitted from the inside. A combination of printed and moulded is sometimes used.

Flexible Resin

Since the first Little Bus kit was made resin itself has improved and become even more smooth and flexible. In some instances, with the longer under floor vehicles, the sides were tending to flair out and although this can be corrected by soaking in warm water, some fixing supports were needed. In some re-issued, and all new kits, the seating unit has been extended down on the inside to provide support for the sides. In some cases this includes the safety rails and provides a gluing base.

The Master Builders

The first thing you need to produce a resin body is a master. In recent years a team of builders from far and wide have come together to produce a selection of varied prototypes, sometimes common, other times diverse unusual and unexpected.

All the master builders work in different ways and at varying speeds depending on the demands of everyday life but they all enjoy doing it and are generally building something they like. The techniques used are in principal the same. The master is mainly or all plasticard and is designed for ease of moulding, using a silicone rubber cold cure method and a polyurethane resin product. The average mould runs between 50 and 100 castings, repeating the process if more is needed. The first model produced is sent back to the customer for approval before production commences.

The Master

So how do you go about building a master? In principle there is little construction difference between scratch building and building a master for production. It just needs to be a little stronger and have some extra support where needed. The big difference is the person building it. He has to be aware that he is building something which is going to be mass produced and any error however small will be repeated time after time for the entire world to see. The scratch builder on the other hand can build an excellent model which will be a one-off, seen mostly by himself, apart from the occasional showing at an exhibition or meeting.

The perfect scale model has never been produced, nor ever will. Scaling down means inevitably that something has to go, in other words some details have to be left out. Nothing can be perfect in scale, and over-scale detail has to be given extra space. So what do you do with what's left? Perhaps it would be easy to go out and buy a die cast, but then that will also be wrong.

Construction

So knowing all this, where does one start? If the real thing is about, go and look at it from all angles, get some photographs, measure it up, make a drawing, put the pictures up on the wall and leave it alone for a few weeks but look at the pictures every day. Every time you look you see something new or different. If the real thing is no longer with us, the same applies, by getting some photographs and possibly a drawing. Bear in mind that a drawing is only a guide, an extremely valuable guide and an essential document. Your own drawing has to be made on to the material for the master cut out as accurately as possible.

In recent years computerised technology has been used to improve the accuracy of drawings and super detailing the masters and in turn the resin material itself and production methods have also improved. As you can appreciate a lot of time and effort has goes into producing a resin model and ways are always being sought to improve products. They are produced for the sheer enjoyment and satisfaction of producing a scale model, often running the business from home.

As you can see, due to production techniques, they are made in small numbers and as such it is essential to avoid disappointment by pre-ordering your model, judging by the re-runs requested by many customers.

I wish to thank Tony Asquith for furnishing the pictures and explaining the techniques used in production.

The pictures show a master in plastic card and the finished model in resin.



With the plans for moving Cobham to Brooklands now coming to fruition, it was suggested that it might be appropriate to put together an item about another garage relocation, from Waterden Road to West Ham. Especially as I work there!

First some background. Waterden Road, E15, was home to three bus garages, two East London and one First. The earliest garage on the road was on the west side and was originally opened as Bow Midi-bus Base, set up in 1992 as a “low cost” base to which Bow and (the original) West Ham’s midi-buses were transferred. The garage was located in a former distribution centre with outside parking and a rabbit warren of undercover maintenance facilities. The garage expanded when double deck buses were allocated in 1998 and the name became Stratford (SD).

First opened their garage in 1997 and relocated to nearby Temple Mill Lane in 2007. The newest garage, operated by East London and known as Waterden Road (WA) opened in 2004 to accommodate articulated buses used on route 25. From late 2005 WA was home to the East London Coaches operation until that part of the business closed in early 2007.

When London won the bid to host the 2012 Olympics, it was apparent that the garages would have to be relocated. The result of much planning and discussion was the new West Ham Bus Garage. TfL funded the project and leased the garage to East London Bus Group, now Stagecoach London. Funding was also provided by the London Development Agency with the total cost of the project being around £48m. The new garage occupies 7.2 acres, the largest bus garage in London, and provides parking space for up to 320 buses with engineering facilities including 30 individual bus maintenance bays. The garage has accommodation for staff training, a staff canteen and welfare facilities and since February 2009 has accommodated head office staff who moved from Ilford. In addition to the main bus garage and the external open parking area there is a smaller building housing the fuelling and bus washing facilities. Construction of the new garage took place on land previously occupied by Parcellforce, who were not able to vacate the whole area at the same time. A temporary garage was set up during 2007 on land immediately north of the permanent site and included office and canteen accommodation for the operating staff, the training school and building contractors. 168 buses moved from SD to the new site in January 2008, with the articulated buses from WA going

to a newly acquired site at Rainham until May that year. Fuel and wash facilities were provided, but only limited space for maintenance, buses being taken to and from Rainham for routine checks and other work.

Construction of the main garage structure began in February 2008 and was basically complete by the end of March 2009, at which time Parcellforce vacated their site further to the south of the garage that became the bus parking area. By December 2009 the garage's engineering and operating staff had moved in to the new building, joined by head office staff from Ilford in February 2010. Work on the parking, washing and fuelling area was completed in June 2010 when the contractors handed over the site. The temporary offices were removed in the summer of 2010.

The new garage has been built and designed to avoid depleting natural resources and to recycle as much as possible. With various sustainable technologies being utilised, it is estimated that the building will save approximately 27% in CO2 emissions. The garage demonstrates a solid approach to sustainable design by incorporating low energy technologies such as thermal efficiency, daylighting and natural ventilation.

Some key features of this design include:

- Laminated timber roof structure Living green roof, planted with sedum which will help to reduce flooding by collecting water and releasing it slowly to drains
- Rain water harvesting which collects water from the roof and is used to flush toilets Natural ventilation that minimises the need for air conditioning
- Biomass boilers and combined heat and power (CHP) units which reduce the reliance on fossil fuels
- Sky lights to allow natural light to be utilised and reduce energy consumption
- Bus washing facilities designed to recycle 70% of the water it uses.

Further adding to the garage's green credentials, planning permission was granted for a wind turbine by London Thames Gateway Development Corporation (LTGDC) in April 2008. This 100kW wind turbine, switched on in June 2010, helps increase the CO2 savings from the site to around 27%. It provides around 10% of the energy the garage needs with any excess being sold back to the National Grid. This is a high profile example of TfL's commitment to combining sustainability and solid engineering whilst contributing to financial efficiency by driving down costs at a time of increasingly unstable utility prices.

The garage is currently home to 121 Dennis Trident / Alexander ALX400 double deck buses, 20 Scania Omnicity double decks, 51 Mercedes Citaro articulated buses, 20 Dennis Dart SLF single decks, 31 ADL Enviro 200 single decks, 5 Optare Tempo Hybrid single decks and 7 Routemaster double decks which are used on the Heritage route 15.

There are 845 drivers, 13 conductors, 14 supervisors, 77 engineering staff and 45 head office staff.

Arrangements are in hand for a small group visit for members, watch this space!

This is the temporary garage just after it opened in 2007. The offices and canteen are in the two story building on the the left, with limited engineering facilities in the taller building in the centre. The permanent garage was built to the left of this view.

All photos by Dave Jones, courtesy of Stagecoach London





The office side of the garage building, constructed to the left of the area in the photo on the previous page.

You get a better idea of the size of the building from the yard area.





The three-bay fuelling and wash area at the south end of the yard. It coped well with the recent snowy weather.

The west side pit area. Each has a powered shutter to keep heat in and the area beneath the buses is open plan, with stilts supporting the buses. The pits are heated.





*The east side pits are a mirror image of the west side.
The view of the garage from the bridge over the Jubilee Line before the yard area was completed. The security hut dates from ParcelForce days and is now run by the LDA.*



I'm sure that all of us much prefer the real thing but a significant number of "bus nuts" enjoy collecting smaller versions of London's buses in model form, the majority of which are manufactured to 4mm scale (1/76th). I've attempted to pick out a few key facts and highlights from the last 20 years of Cobham fundraising models.

It all started in August 1989 when Frank Joyce's Exclusive First Editions (EFE) released their first model bus, an RT in LT red livery. It wasn't long before we realised the potential of selling models to raise funds for the Museum. By my reckoning a total of forty three "special" models have been released since 1990.

One thousand red RTs were commissioned from EFE to be sold at the April 1990 Open Day, made up of three versions in the form of RTs 206 and 981 on route 38 and RT 858 on route 81B. These were code 3 models based on EFE's unsold stocks of code 1 production but decorated by a third party. They carried side adverts for the Open Day held on 8th April that year.

To date, Cobham has used EFE models exclusively. The fourteen that were issued up to and including the 1997 Silver Jubilee models were all code 3. There were five RTs, three RTLs, a post war STD and six RMs. Only fifty pieces of the STD were produced making it the rarest of our models; an example was sold on eBay last year for a three figure sum.

In 1998, the first code 2 model was produced; RM2116 in Forest Ranger (LT 50) livery on route 491, of which 368 examples were made. This was again based on a production model designed as part of a set produced for the LT Museum, and finished solely by the manufacturer. Just one code 3 model, has been released since then; an RML on route 9 for the 1999 Open Day held at Brooklands.

Open Day advertising on the sides of Cobham double deck models featured for eighteen years. 2002 saw the first "decker" to depart from this tradition and carry "normal" advertising. This was a replica of our own STL2377 of which 600 examples were made. The last model to carry Cobham Open Day branding was the pre war STD sold at the 2008 event. Since then, details of the event have been printed on the limited edition certificates only.

There have been twenty six code 2 models issued on behalf of the Museum since 1998. The list comprises a roof box RT, a pre-war STD, a post war STD, a standard red RF, a modernised Green Line RF, two Guy Utilities, a Bristol Utility, three

STLs, an RLH, an XF, a DMS, a DF (Ensignbus), a 2RT2 on learner duties, an RTL, two 10T10s, two GSs, an RM carrying a GB plate, two RMLs, two RMCs, and an open staircase pre war TD.

Six vehicles from the Museum's collection have been reproduced so far: STL2377, T504, G351, GS34, RMC1461, and RM3 (before its conversion to its "new old" front end and it's renumbering to RML3).

Of the 43 models issued to date, twenty seven are in LT red livery, including the Ensignbus DF in Sightseeing Tour guise. Eleven have been finished in various shades of country bus green including one of Cobham's 25th Anniversary models which had no fleet name. The latest RMC, released at the "Goodbye Redhill Road" event, brought the tally of Green Line vehicles modelled to just five.

Three models masquerading as being Cobham releases but not officially sanctioned by the Museum were issued in 2000 and 2001 respectively. The first was a two model EFE set of an SRT and a Guy Utility, commissioned by the Ramblers Association, purporting to be sponsored jointly with Cobham. Secondly, an Original Omnibus Company model of a Metrobus in General livery sporting Open Day 2001 advertising was sold by Corgi on the day, without Cobham's approval.

Model bus collectors have more to look forward to from the Museum in 2011. We will see the number of red buses increase further with the issue of a red RF to celebrate 60 years of the class, 700 of which were taken into LT stock from 1951. Also we shall be marking the opening of the new Cobham London Bus Museum at Brooklands with the release of a replica of our own RTL 139.

Details of all Cobham models can be found in Anne Letch's Collectors' Reference Guide to model buses. Colour pictures of the models can be viewed on the efezone web site.



Some of the Cobham models at Bow garage. Others feature on the magazine covers.

The year is 1971 and to use today's parlance I felt I needed a career change, the truth is I wanted a job that paid more money than the one I was working in at the time.

Having worked previously as a passed cleaner for British Railways at Kings Cross and also as a guard on London Transport's Northern Line, the prospect of a job with unsocial hours held no fears for me and so the decision to try and become a bus driver seemed a logical one to make.

I am unsure of the exact order of events but my next recollection of this time is going to 55 Broadway (London Transport Head office at the time) and filling in an application form. At some point I was given a medical examination and then I was taken to a white Ford Thames (Anglia) van and had to give a demonstration drive to one of the driving instructors. I thought this was an incredible piece of luck as my own car at that time was a 105E Ford Anglia. All the above went smoothly and I was offered a job as a trainee bus driver having been told to give in my notice of one week to my then employer. I was then given a start date and told to report to Chiswick training school at 08.00 on the day.

The appointed day soon came and on arrival at Chiswick there were quite a few others on their first day. All the new intake were then shown into a classroom and then were given a talk on London Transport and also of all of the benefits available through the various sections of the sports and social club. One which clearly stands out in mind being the flying club and the very favourable rates for flying lessons.

Then came the issue of the staff pass known universally as the "sticky" and a trip to the clothing store to be issued with uniform. This comprised of the following, two pairs of trousers, two jackets, one summer jacket, four shirts, two clip on ties, one three quarter length winter jacket, one cap and cap badge (not a fluorescent jacket to be seen!). Why on earth the caps continued to be issued I will never understand, who, in their twenties in the 1970's was going to wear that! Having come from a factory environment where I was always covered in oil and paraffin and had to supply my own clothing, this was luxury indeed!

We were then taken to the canteen (as it was known then, staff restaurants had yet to appear) and told to wait and our relevant instructor would make himself known to each of us. It was whilst waiting here that I caught my first glance of the skid bus in action through the canteen window.

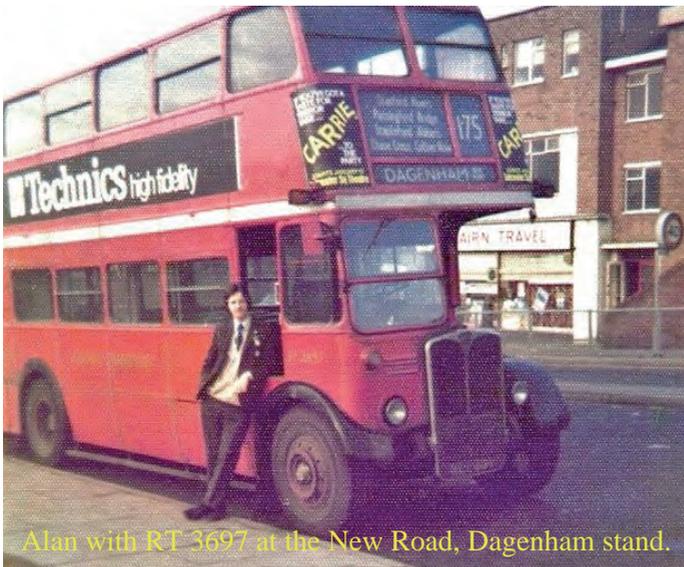
Further down the canteen could be seen a group of instructors sitting together engaged in conversation and the time honoured tradition of drinking tea. When suitable amounts of tea had been consumed the instructors then came down and called out our names and we were then taken off to our respective training buses.

I was the only new intake for my instructor (Bill Smith) although he did have another trainee with him who was part way through his training.

In no time at all I was told to get in the cab having first been asked what experience I had with anything other than a car, easy question, NONE! Bill then explained to me the layout of the RT cab. For those of you that do not know, an RT bus is a semi automatic vehicle* in that it does not have a clutch. But, I hear you say, it has three pedals, true, from right to left looking at them from above they are throttle, brake, operating pedal.

A little technical detail here, the gearbox is what is known as four speed pre select epicyclical, transmitting drive through a fluid flywheel to the rear wheels. The internal parts of the gearbox are of four trains of gears running within a casing each one having a brake band. When the operating pedal is pressed then the brake band for that particular gear is activated, grips the gear train and drive is transmitted via the fluid flywheel.

If an RT is being driven correctly then the gear lever on the column will always be in the next gear above the one that is engaged and transmitting drive. When you



hear the engine note change to a higher gear that is when you will see the gear lever being moved the next position once the bus is under way in the gear just engaged via the operating pedal. When in fourth (top) gear the lever will be returned to the third gear position and will remain here until a change is dictated by traffic conditions or if pulling into a bus stop.

If pulling into a bus stop, second gear will be selected and the operating pedal pressed as the bus comes to rest and is then ready to pull away when passengers have alighted or boarded. First gear was very rarely used and was only necessary when fully laden on an upward incline, even then just to get moving then snap change (more about that later) into second. It was drummed into me that this was the only correct way to use the gearbox to give a comfortable and smooth ride. It was treated as a cardinal sin to drive the bus using the operating pedal as a clutch as this created extensive and excessive wear on the brake bands within the gearbox.

I was then shown the correct procedure for starting. RT's as I'm sure you know have an airbrake system and also an air operated transmission as briefly detailed above. The compressor for the air system is driven from the transmission and not directly from the engine, therefore if the bus is idling in gear and stationary the compressor is not running and therefore it is possible for the air tank reservoir pressure to fall. Insufficient air pressure is indicated by a red flag dropping down on the inside of the windscreen with the word "STOP" on it. We were told that if sitting in traffic, or for a prolonged period, the handbrake should be applied and neutral selected as this would allow the shaft to which the compressor was linked to turn and maintain pressure in the reservoir.

I was told to always start the engine with the gear selector in neutral and the operating pedal fully depressed. The reason for this is that was possible for the bus to have previously been left in gear, the air to have drained from the tank with the consequence the bus would move off once air pressure had been built up, it was possible for the "flag" not to fall either through mechanical failure or it had become stuck or had been tampered with.

I was also told that if you were the driver taking the bus out of the shed first thing of a morning you should always exhaust all the air from the tank to ensure that the "flag" did fall indicating that it was working correctly, exhausting the air from the tank was achieved by pumping the brake pedal until no more air could be heard being exhausted by which time the "flag" should have fallen. How many drivers actually did this is unknown.

To stop engine it was necessary to reach down to the throttle pedal and lift which would shut off fuel to the injector pump and the engine would stop. I was told to always take care when doing this and if possible grip the throttle pedal at the front nearest the front cab panel as over the course of the years the edge of the pedal could become worn and very sharp. It was always possible to tell a driver whose rostered route used RT's as his right shoe or boot would be scuffed where he had lifted the pedal with his foot!

I was then shown where the various switches were for lighting and also the indicators which was difficult to miss as you have manoeuvre round that and the handbrake to get into the seat!

Also heater, horn, dipswitch, destination blind cranks and the periscope to the upper saloon were shown and how to open the front windscreens in the summer.

Having hopefully grasped all this and with Bill immediately behind me (windows behind cab and lower saloon were removed on training buses) we set off with not a little trepidation on my part, for Chiswick High Road and journey to East London and West Ham garage.

**This may be a point of some debate, and at times opinion at Chiswick varied, as did the type of licence issued, either a full manual one or a "Mickey Mouse" automatic one. If that's what Alan was told at the time, then so be it, it's not an argument to be aired in these pages. Dave Jones*

Continuing on the theme from last time of "Buses you wish you had" or "Elsewhere in preservation", John Stiles has sent in some atmospheric shots from last August with Malcolm Skevington's wonderful CR16 and Paul Fleet's GS17 in Ivinghoe and Aldbury. The last picture is of Barry Weatherhead's K502. Not often out in the open. (Note the nearly complete B Type in the background.)





USE OF TRUST VEHICLES from 1 January 2011

1. The Council of Management (CoM) have appointed a new **Operations Team** to assist Trust Members in relation to the use of its vehicles and to protect the museum's artefacts. The Operations Team will replace the Events Committee.
2. Any person with a request to use a Trust vehicle for any purpose is asked to pass the details to the Operations Team via the following email link: ***ops@lbpt.org*** or by writing to the Operations Manager at the museum address. In all cases the name, address and contact details of the event organiser will be required.
3. Starting **1 January 2011** any person driving or using a Trust vehicle outside of the current museum building will need to be in possession of a **Work Ticket** issued on behalf of the Operations Team. This is intended to protect all Trust Members from allegations of improper vehicle use. (There are Engineering Department and Restoration Department exemptions from this process contained in the relevant policy documents and guidance notes).
4. A **list of approved events** will be produced at regular intervals throughout the year and published in the Cobham Bus Museum Magazine. This list may also be circulated by other means including email and the canteen notice board.
5. Full details of the Operations Team membership, Terms of Reference and any guidance documents produced by the Team will be available to all Trust Members in the members section of the Trust's website or by writing to the Operations Manager at the museum address or by email: ***events@lbpt.org***.
6. The Operations Team would like to thank all Trust Members in anticipation of their co-operation in relation to this new process and welcomes comments and suggestions via either of the email links above.

John Shirley

on behalf of the Operations Team

Romford's Buses 1967-1970s by David Christie Blurb.com £27.95

My purchase of this book came about after Chris Stanley sent in the picture of STL 2377 with Mulley's and mentioned David's publications. Being and adopted Romfordian this one was tight up my street (or very near the end of it). The book is soft covered, landscape format 20 x 24 cm with 120 pages in full colour. Other formats are available, hardback and with a wrap-round jacket at higher prices.

Each page has one, occasionally two, well re-produced photos, arranged by thoroughfare or area. Each is accompanied by an informative caption. All the pictures in this volume were taken within about 3 miles of Romford Market, the most distant areas being Hornchurch and Harold Hill. Many of the photos show RT vehicles, but there are a couple of RFs and RCLs as well as a selection of former London and provincial vehicles with second owners, of whom there were quite a few in the area. For me, the backgrounds are as interesting as the buses, as I didn't know Romford before the ring-road and subsequent "modern" developments of the early '70s.

David has produced other book in the same vien, of particular interest to us being "Outer London Buses – Essex", "East London Buses '67-'74", "Central London Buses – RT Family" and Central London Buses – RM Family". There are also a selection of trolleybus books and a number of railway themed volumes.

You won't find these in bookshops, however, as they are all self published and sold online through Blurb.com. I had no problem with the ordering process and delivery was quite quick. If you visit the website, you can preview the first dozen or so pages of a book to see if it's really what you want. As a means of having your photographic collection made more widely available, Blurb seems to be a 21st century mix between traditional publishing and sites such as Fotopic and Flickr. It is much nicer to have a real book in your hands sometimes rather than transient images on a PC monitor.

I would thoroughly recommend the book, not just to the few Romford people out there, but as a record of times remembered fondly.



The photo that prompted your Editor's book purchase and review, STL 2377 on 12th May 1968. Photograph from EAST ANGLIA BUSES 1967-70s by DAVID CHRISTIE. (c)David Christie via Chris Stanley

Chris also sent in this photo of RT 2213 while it still had its body. There are no details as to where and when it was taken.



LITTLE BUS COMPANY NEWS

Orders for the TBL3 L3 London trolleybus have reached the required level and are in production and should be ready for April. Tony is considering producing a trolleybus tender used as by LT for towing duties and were often seen in larger trolley depots. It has been possible to run a few more STL 19 L.T. Low bridge STL buses so if you missed out, get your order in now. tony@ com

UXBRIDGE GARAGE (UX)

Released in November Uxbridge garage, which was situated outside the town at Denham, was rather small despite an extension the building. The garage was replaced by a new structure by Uxbridge Station in the early 80s.

MARK HUGHES

Mark's e-mail address changed in January and he can now be contacted for any enquires on hmark.hughes@ com.

He has now produced etched brass LT type wheel covers used on the rear wheels of RT buses and coaches.

CLEVELEYS BUS SHELTER

This is now back in stock this is a double etched brass shelter based on the Victorian enclosed cast iron style, installed at major bus and tram stops right up to the 1950s. Priced at £10.50 plus £1.20pp.

TRYSTCO

John Booth has informed me that the SMA Swift has now sold out but if enough interest is shown he will do a re- run.

Due to many requests to accompany the Swift, John is proposing to produce an unlisted model of an RP class coach, again from a master by Don Middleton, a good view of Cobham's RP90 appeared in the last magazine. Contact him at 6 Rosslyn Avenue, Harold Wood, Romford, Essex, RM3 ORQ boothjohn6@sky.com

LANGLEYMODELS

Two new items from the 1950s are a patrolman with motorcycle combination featuring a typical RAC man standing by his motor bike, comes complete with transfers, plus an AA patrol man seated on his distinctively pointed sidecar combination. Both items were common features on our roads in the 1950 period. Priced £4.90 each

Three bridges road, Crawley, Sussex, RH10 1LE.tel 01293 329
www.langleymodels.co.uk

RADLEY MODELS 0 gauge models

Are venturing into 0 gauge and are asking customers' views on future models, one of which is the Leyland breakdown vehicle used by LT. A master for this vehicle has been made, but not produced, unless it is requested by enough interested parties. Other models produced in 0 gauge so far are a 2-Bil and 2-Hal SR electric units. These and other models can be viewed on his web-site.

MARKS AND SPENCER STORE.

Scalescene have now released their promised models of a store and cinema. Both are low relief models. The dimensions in 4mm scale are: depth 29mm, height 176mm, width 187mm. The cinema comes with a three different types of facia signs, for the Odeon and ABC plus a selection of film posters dating from the 1950s



up to 2000 you also have the choice of printing your own film stars and films onto the facia. To print these you will need to ensure that your PC has IMPACT and TREBUCHET installed both are included with Windows. The store also comes with a choice of facia signs including Marks and Spencer, Woolworths, Debenhams, and BHS.

Both of these models are designed to compliment the earlier low relief high street shops. Models are priced at £3.99 and can be downloaded from their web-site. The download includes a separate numbered construction sequence with graphics with an easy to follow step by step guide. You will need glazing and three various thicknesses of card, plus a steel rule and a sharp craft knife, PVA or stick glue is recommended. Both the cinema and shop share the same basic construction techniques, it is the fonts which differ. The shops have windows, which with the entrances, give a depth to the models, a design feature not found on other card kits.

This does make them more of a challenge but the overall effect is well worth the effort. The model can be ordered in either 00 or N gauge. Scalescenes.com

SUPERQUICK CARD MODELS

Another choice for low relief models is a row of four terraced houses in low relief, kit C6 or if you wish, they can be built in full relief using the back version kit C5. A further kit, C7, is a corner unit, comprising two shops built into the terraced houses. All these models are ideal for a diorama scene or for any model rail layout back scene. You do need some skills to assemble these models which come in a flat pack.

BRIGHTON BELLE (HORNBY) 5BEL

I know we have some model rail enthusiasts amongst the membership especially the Southern Electrics, it is an enthusiasm I share. One of the new models proposed in their new catalogue for 2011 is the Brighton Belle set. They are to produce it in both the chocolate and cream and the later BR blue. This stylish unit will comprise full interior detail with lighting. These units were designated 5BEL by the Southern Railway with services commencing in 1933 and ran between London and Brighton until withdrawal 1972. I understand that the Transport Trust is supporting the 5-BEL Trust in renovating a unit to working condition in time for the 2012 Olympics.

FOX TRANSFERS

Have issued an additional instruction with any new transfers ordered. Owing to modified chemistry they now recommend that you add a drop of washing up liquid to the warm water. This is in addition to the normal instructions for applying their transfers. They have added some new front and side advertising posters featured on London buses from the 1940s and 50s period. These and more can be found on their web-site.

LONDON HALF CABS

This web-site is worth a visit as it covers the period of vehicles preserved by Cobham. www.londonhalfcabs.com . Click on photo gallery then select the vehicles of your choice. Place your cursor on the picture to enlarge the view which contains class details and service history. The photos are from postcards and private collections and contain some unpublished views. One of interest is the LTL scooter. There are pictures of the LT Museum scooter in a derelict condition before and after restoration. Most classes are covered on this site and could be of interest and help to modellers.

Trams and trolleybuses' are included in separate galleries, although on my visit I was unable to view the trolleybus gallery.

Two Tax-efficient ways of Giving to Cobham

1. From your tax rebate via your Self-Assessment Form

Did you know that, if you do your tax return by self-assessment and are lucky enough to be due a rebate, you can donate some or all of the rebate to Cobham? This is because the Trust is a Registered Charity.

And the great thing is: the Revenue do all the work – they send us the money, you don't have to do anything – AND they will give us an extra 28p for each £1 you donate. You can choose whether Cobham receives the money anonymously or whether your name is disclosed.

If you complete your Tax Return by Self Assessment, whether on paper or on-line, all you have to do is nominate the London Bus Preservation Trust to receive all or part of your rebate by quoting our code HAT33TG on your tax return (in part 19A or part 12 of the short return).

2. By remembering Cobham in your Will

If you are making, or reviewing, your Will, why not consider leaving a legacy to Cobham? The money you leave to us in this way will help us to preserve London's Bus Heritage for future generations and will ensure that the support you give us now continues after your death.

As a Registered Charity, the London Bus Preservation Trust pays no tax on legacies it receives and we will therefore receive every penny of the money you decide to pledge to us now for the future (subject to no change in current tax rules). The most beneficial way for Cobham to receive legacies is for our general funds. If, however, you would prefer to leave money for a specific project, we would much appreciate discussing this with you first to ensure that your wishes can be respected.

If you wish to discuss any aspect of these, or other, tax-efficient ways of giving money to Cobham, please write to the Treasurer, Cobham Bus Museum, Redhill Road, Cobham KT11 1EF quoting your phone number and when it would be convenient for us to call you. Thank you for your support.

LONDON TRANSPORT

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167
 ILFORD & STN
 WICKHAMPTON HILL
 CHORLEYWOOD
 WOODMERE

83
 GOLDERS GRN. STN
 FRYATE
 POST
 DAILY 516

66
 FARMHURST AVENUE
 GARDENS
 COBHAM BU
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 KNOXFORD
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