

# COBHAM

BUS MUSEUM

# MAGAZINE



The Journal of the London Bus Preservation Trust  
Issue 71

Summer 2011

£2

## Members' Day Announcement and invitation

You are cordially invited to attend our Members' Day 2011. This is an exclusive **Members only** event in recognition of the valued support you have given to Cobham Bus Museum over many years. Entry is free, subject to your presenting your current membership card at the main entrance to the Brooklands Museum site and the new London Bus Museum. There is no need for you to RSVP this invitation; just turn up on the day. All cars are to enter through the main entrance please.

- 10th July 2011 from 10.00 until 5.00
- At the new London Bus Museum, Brooklands
- Plenty of car parking available
- Your opportunity to explore the new building for the first time and hear about plans for unveiling Phase I of the Museum layout
- Full access to the Brooklands Museum site and exhibits
- Bus Service 462 to and from Weybridge Station
- Bus rides on some of the Museum's vintage vehicles around the locality
- A selection of sales stalls
- Complimentary tea and coffee throughout the day
- Brooklands cafeteria open for hot and cold food
- Special EFE model of RTLI39 on sale



## THE LONDON BUS PRESERVATION TRUST LIMITED

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## **From the cab.....**

I write this short entry for the Magazine after visiting the new Museum building for the first time after it has passed into our ownership.

This is a huge step for the Trust and represents a marker for the future. It is a proper Museum at an internationally known location. The London Bus Museum has risen as the Phoenix from the old site at Redhill Road.

This magazine will have many images to record the buses leaving and entering the next building. None of this would have happened without the foresight of the previous Trustees in creating a charitable trust and the drive and energy of people such as Roger Stagg to create the new building. I must pay tribute to the many volunteers that have worked tirelessly in recent weeks to make the physical move possible. In addition to making the vehicles ready for the move, many tons of ancillary items have had to be sorted catalogued and ultimately shifted. Gerry Job and his team ably assisted by an unstinting attendance effort by Chris Wheble have made the move smooth. Our thanks must go to them all.

I would also like to acknowledge the work of ace photographer Peter Zabek who has appeared in all sorts of places to record the move and passing of Redhill Road with dignity.

The old Cobham Bus Museum will be no more as this issue of the magazine arrives but the spirit will always live on. The new building is named “Cobham Hall” so that the legacy is for ever recorded.

Before I turn to the future I need to record our thanks to John Shirley and his team for a spectacular event at Dunsfold. The organisation was superb and some very interesting vehicles attended, including some not seen at events for many years. The specially commissioned painting of Redhill Road (by Transport Artist Ian Macdonald) was unveiled by our President (Mr Routemaster himself) Colin Curtis OBE. Limited edition prints are available from the Museum Shop. The fabulous weather was the icing on the cake.

The next few months will see a settling in process that will almost equal the exit from Redhill Road. David Kinnear and his team are now working on the delivery of the fitting out of the new building and this will be an exacting task. Bear in mind that everyone involved from the Trust is a volunteer.

The first opportunity for members to see progress will be on the Member's Day on 10<sup>th</sup> July. This Members' Day is a little later in the calendar than usual for obvious reasons.

We have plenty of exhibits to fill the new Cobham Hall and soon as we are able to do so restoration work will commence again in earnest. RT 2775 left Redhill Road to go to a professional restorer to keep progress on track for the 60th anniversary of the historic tour of the USA by this bus in 1952.

The new Museum will be open every day from the appointed open day and we will need many more volunteers to help and be at the Hall to act as guides and advisors. If you can help to be part of The London Bus Museum future please get in touch with Steve Edmunds or meet up with him on the 10<sup>th</sup> July.

As I write this I'm actively involved in trying to secure a new exhibit for the Trust. I hope I can give more news if we are successful in the next issue. Meanwhile, I look forward to seeing many members on the 10<sup>th</sup> July and at various events over the coming months.

Peter Duplock  
Chairman of LBPT

## **NEW MUSEUM ADDRESS**

**The London Bus Preservation Trust Ltd,  
Cobham Hall,  
Brooklands Road  
WEYBRIDGE  
KT13 0QN**

**PLEASE NOTE THERE IS CURRENTLY NO TELEPHONE**

## **Members' Day**

**Steve Edmonds**

As announcement elsewhere in this issue invites you to this event and it is exactly what it says "on the tin". It is an exclusively Members' event; your opportunity to have a first look at the new Museum. Non members will not be allowed access to the Museum building. Your membership card will allow you access to the whole site. You will be able to enter the new London Bus Museum where your membership details will be checked against the current membership list. You will have the first chance to purchase the special EFE model of RTL139. Remaining stocks will be available at future events at the Museum, including the first opening of the doors to the public.

## **Access to Brooklands for members**

Please note that only working volunteers will be permitted to enter the Brooklands site without paying the normal entrance fee of £10. Members will not be able to visit the Bus Museum until it is open to the public in August, other than on 10th July.

## **Subscriptions**

Please be aware that from 1st July 2011 new joiners of LBPT will be required to pay £30 for their annual membership. This is the first stage of compliance with our agreement with Brooklands to ensure that our fees match theirs.

## **Situations vacant**

We are looking for the following posts to be filled as soon as possible. Details of the role descriptions are available from me on request

- a.. Volunteers' Manager
- b.. Operation Team Chairman and Manager
- c.. Minutes Secretary for the Council of Management Volunteers for Brooklands

I am in the process of contacting potential volunteers about their likely attendance on a regular basis so I can prepare a "dummy" roster. Also I'm

planning the Induction training for delivery in July. If you haven't already stepped up to the plate to help out please get in touch with me on stephenedmonds@ [redacted] com or ring me on 07906 [redacted] 687.

#### Reminders

- a.. Please update your contact details with us if there have been any changes
- b.. Please give us your email address if you've got one; it makes communications so much easier
- c.. Please remember that you can access the Members' area of the web site by entering your membership number followed by your post code (no gaps).

## **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

#### Cover Captions:

Front:

RT 1 in its new home at Brooklands. The embodiment of two major projects that show what can be achieved by the Trust.

Back:

Two horse power, with the only emission being fertilizer! A very green horse bus at Dunsfold. Both - Peter Zabek

Welcome to the last edition of the Cobham Bus Museum Magazine, the 26<sup>th</sup> that I have produced and the 71<sup>st</sup> of the current series. We are no longer “Cobham”, but the London Bus Museum, yet the old name will be associated with the collection of vehicles for many years to come. We should not get too dewy-eyed over the departure from Redhill Road, where the only source of warmth for most of the year was the mug of tea between your gloved palms, as it led to where we are today. I never imagined on my first visit in 1976 how much change would take place over the years, how much hard work would be done and how much fun would be had. It is, however, time to move on – to the bigger, brighter future that awaits. The next magazine will appear under a new title and in an updated format.

This edition is a little thinner than usual as most of the regular contributors have been busy with the move and the Trust vehicles have been relatively inactive. By good fortune of a chance encounter at Dunsfold, Colin Lawrence has passed on a delightful story from Diana Lambing, whose early childhood was spent on a bus. There is more than the usual number of letters and the idea of restoring STL 2093 to green livery seems to be a hot topic. Well, preserved railways paint their rolling stock in “non-authentic” liveries, so why not? There’s less emphasis on models this time, although that was all I had been sent, and my reserve stock of articles has now reduced to two, so please do send something in and keep me and my successor busy.

It was a pleasure to receive Peter Zabek’s photos of the mobile canteen. The importance of tea (and food) to the London Transport staff should never be underestimated and the story of the Griffin brand and the Croydon food production factory is certainly worth an article, if not a book! Any offers?

And on the that note, remember the “canteen” at Cobham, well here’s its replacement. Thanks to Jim Andress and Peter Z for these.



## Spring Gathering 2011

John Shirley (ex-Operations Team)

### *Thank You.*

I am most grateful for the support and assistance of all the general volunteers that staffed Spring Gathering 2011 at Dunsfold Aerodrome. As you know it is impossible to thank everyone personally for a variety of reasons, not least cost. Giving-up your valuable time to help at our events is always appreciated not only by me, but the whole Event Management Team also.

At the time of writing this article figures relating to attendance and income have not been made available to me. My feeling is that the attendance was slightly down on the previous two gatherings at Wisley. This was anticipated by our team, but I believe we can build on the successes of the event in future years.

Many of you will be aware that back in 2008 I agreed with the Trustees to serve as Events Committee Chairman (now Operations Manager) for a period of three years. The three year period ended in April 2011 and I believe that Peter Duplock has temporarily taken-over this responsibility.

I would like to say a heart-felt thank you to all those at Cobham who supported and worked with me over the last three years. The overall success of the thirteen LBPT events that I was involved with during this period can be largely attributed to those managers, team leaders and staff that volunteered and worked with me, often under a degree of pressure.

Thanks again...

### **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

**NEW MUSEUM ADDRESS:** The London Bus Preservation Trust Ltd,  
Cobham Hall, Brooklands Road, WEYBRIDGE, KT13 0QN

**NEW PHONE No:** TBA

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

### **CONTACTING TRUSTEES, DIRECTORS & OFFICERS**

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

## Spring Gathering, Dunsford, 10 April 2011



The heat haze in Michael Wickham's shot of the RF 60 parade shows how lucky we were with the weather this year.

Colin Curtis unveils the original painting of Redhill Road, with artist Ian McDonald .

Photo - Peter Zabek.



## Spring Gathering, Dunsford, 10 April 2011



The RF 60 theme attracted a number of the type, which were parked up in their own area for the day. Among the line up is RF 13, one of the original short "private hire" buses, now preserved in the livery of Hampson's of Oswestry. One of the oddest sights this year was RT 2779, which is undergoing major restoration work, yet is still taxed, tested and insured. Both - Peter Zabek



## Spring Gathering, Dunsford, 10 April 2011



Back by popular demand was the chance to ride on one of Cobham's horse buses. A group of happy travellers alight at the horse bus stop.

Photo - Dave Jones

Stepping back in time, David Kinnear in his Victorian conductor's uniform along with period driver and passengers.

Photo - Peter Zabek.

## Spring Gathering, Dunsford, 10 April 2011



As usual there were a number of RMs to be admired, including,, for the first time in many years, three single decks, 66, 2284 and 1368. Both - Dave Jones



## Spring Gathering, Dunsford, 10 April 2011



Non London buses added to the variety on display, including Brighton & Hove Leyland 23 ACD and the well known FUF 63. Other south coast buses were a selection from Southdown, two Queen Marys and a Bristol, along with Exeter HFJ 144

Both - Peter Starks.



## Spring Gathering, Dunsford, 10 April 2011



Modern vehicles were represented by KAD 359V, a 1980 Plaxton bodied Leopard of National Travel South and Thames Valley & Aldershot's 1985 ECW bodied Olympian, along with a pair of Nationals and an Ailsa.  
*Both - Dave Jones*



My parents first met in January 1948 in Welwyn-Garden-City. Dad had been a prisoner of war (he was an ethnic German, but a citizen of Romania), and Mum was Swiss, working over here as a children's nanny. Both spoke different dialects of German and only a bit of English, so tended to converse in German. The POWs were by this time allowed to work, but only on the land as farmers or gardeners. Nick managed to save a few pounds from his job as a market gardener in Burnham Green, and from selling goods he had made (trinkets, toys, slippers etc.) - he was still living at the camp in Lemsford at this stage. He gave the money to Trudi to look after and to pay for a week's holiday for them both in Hastings that August.

Towards the end of 1948, the POWs were asked to leave the camp and find rooms for themselves. Nick couldn't go back home to Romania as the Communists had taken over and the ethnic Germans were now considered the enemy. He found a room in Welwyn-Garden-City and Trudi went to live and work at the Queen Victoria Memorial Hospital nearby in Old Welwyn. When Trudi fell pregnant, they married in February 1949 and moved into rooms in Old Welwyn, but had to move out in May, two months before the baby (me) arrived. Nick managed to find an old empty gypsy caravan in a field amongst some other caravans, and soon after I was born in July in Brocket Hall (the stately home owned by Lord Brocket, but which was used as a maternity hospital during and after the war), we all moved into the

caravan. It was very cramped, so Nick, who had by now bought an old motorbike and passed his test, decided to look for something bigger. There was already an old single deck bus in the field, and when he saw an advertisement for an old double-decker for sale by London Transport, he went to see the bus and arranged for it to be driven to Burnham Green where he was



still working. The red bus was parked in the football field near the grounds of the big house (Barns Wood). The tyres were removed and taken back to the bus depot in London. Before we all moved into the bus, Nick painted it green to blend in more with the surroundings. Eventually everything ended up being painted green – my doll's pram, the deckchairs etc.! Nick would work on the bus in the evenings and at weekends, making it habitable enough to move into before Christmas 1949. However, after a few weeks, people complained about the siting of the bus, although permission had been obtained, and so Sir William Acland had a local garage come and put some tyres back on the wheels and move the bus to the edge of the wood, with Trudi holding on to the pots and pans during the short move. The wheels were then removed.

Nick took out most of the seats downstairs, leaving two seats facing each other on one side of the bus and making a table between them. He put shelves up at the front, behind the cab, and hung a curtain in front of them to hide the nappies and other linen. For my first birthday I was given a kitten, Tommy, who once went missing, only to be found fast asleep on the nappies!

On the other side of the gangway a makeshift sofa was made out of the same bus seats. Cooking was done on a Primus stove given to us by a neighbour, and a Valor stove, plus an oven to go with the stoves. Trudi would bake cakes in the oven and even bottle fruit in a bucket on the Primus stove. As the bus had an open platform at the rear, Nick had to make a door for the bus.



Upstairs were the sleeping quarters. At the front was a bed made out of the bus seats with a mattress on top, and a cot for me. Trudi made some floral curtains for the windows which Nick had left clear – he had painted over quite a few of them. In winter, the condensation on the inside of the bus roof was bad, so Nick fixed some cardboard to the underside to catch the drips. A Tilley lamp was used for lighting, and the local cattle trough was used to supply our water. One bucket was used for drinking water and another for general use. On one particularly foggy day, Nick went missing whilst fetching water – he had lost his way and couldn't find the bus! The toilet was an Elsan which was kept outside.

My first brother, Roland, was born in September 1950 in Welwyn-Garden-City maternity hospital, so now we were four in the bus.

In September 1951 we visited Trudi's family in Switzerland, staying for three weeks. It was the first time she had seen her family for five years.

Back in England, Nick and Trudi continued to converse with each other in a mixture of German dialects and English, but when they realised I was getting confused when learning to talk, they decided to speak to me in English (although with a heavy accent which they never lost!). They needed to learn more English anyway, but I was subconsciously soaking up the German language which helped me in later life. Unfortunately Roland, having been born deaf, did not have this advantage.

We lived in the bus for three years and then Nick found a job as a gardener, again working for a titled family (Sir Charles and Lady Shuckburgh). We moved into a tied house in the tiny hamlet of Lower Shuckburgh in Warwickshire in October 1952. Nick had found the job through an agricultural agency in Horsham, which is where we eventually ended up living! All the ex-POWs had to apply for their farming and gardening jobs through this agency at the time, as they were still only allowed to work on the land.

For the move to Lower Shuckburgh, I remember sitting in the cab of the removal van with my cat, Tommy, in a shopping bag. We had taken some of the bus seats with us, and I remember the old moquette being used as protectors on the armchairs' headrests and arms, albeit inside out – I expect the pile had been well and truly worn out after over two decades of use!

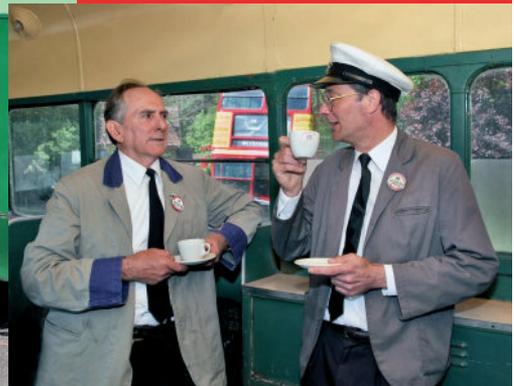
I don't know how long the bus remained on the site where we had lived, or what happened to it in the end, but I have always felt an affinity with old buses. I met my husband, Hugo, here in Horsham when I was signwriting a lorry in the bus and lorry park about 25 years ago. He, too, is a bus enthusiast and even owned an old RT, Daimler and a Bristol when we met. Not only that, but his father, too, is an ethnic German from Romania!

## The Good Old Days



The need to move the mobile canteen provided an opportunity to recreate some terminal scenes, here modelled by Peter Goodfellow and Kevin Hibbs. Like an army, London Transport marched on its stomach - the Griffin bread pudding was legendary and 144 tea bags were 75p!

Photos - Peter Zabek.



## Letters

From Grahame Lockyer

With reference to my letter in the spring issue where I suggested the idea that STL 2093 be repainted in green livery, it seems that the diecast manufacturer of the model STLs shown on the cover had the same idea. The STL model on the left has registration DLU 92 which is indeed STL 2093!

However, although green it appears to be in a non-standard livery layout. The one on its right is in the early 1940s scheme with brown roof and white window areas and black mudguards and cantrail band which though lasting into the late 40s was superseded on repaints between 1946 and 1950 by an attractive all green scheme relieved by cream to the front and side upper deck windows and a cream cantrail band which was also applied to new RTs. The cream to the upper deck windows was omitted after 1950 which gave a rather gloomy appearance that didn't suit the STLs.

The model of STL 2093, however, although having a green roof and mudguards, retains the earlier white window areas to both decks as well as the black cantrail band. This scheme may have been applied to a few as a result of garage repaints. Does anyone know? The full destination blinds shown were not reinstated until the early 1950 and then only on a few. So it would be best to avoid this scheme should STL 2093 be painted green.

I have, since writing, come across a photo of STL 2093 (in *The STLs* by Ken Blacker) after it had received its STL 16 body. It is in the red and cream (1946) scheme which the body received when overhauled in 1948 prior to its transfer. This would be the scheme to apply to STL 2093 should historical accuracy be required.

Steve Edmonds comments: *All the EFE models in the pictures are existing code 2 models commissioned by Cobham. Yes STL 2093 is straight out of the box but inaccurate as it always was a red bus, as far as I know. At the time, Alvin perhaps thought it would be good to have a model of our 2093 and as he had already got 2377 in red thought it would be good to have a green one. I missed this fact myself and did not include it in the Cobham collection line up in one of the pics, as you can see; nobody's perfect!*

*Graham sounds like he knows a lot about STLs. Often models are just representations of a type and many are inaccurate which does not always please the anoraks amongst our number. For example, EFE released an AEC Renown in Devon General livery in a body style which the company never operated. It sold out on the basis that the local enthusiasts were prepared to accept a "representation" of a typical DG Renown in their collections.*

## *Letters*

From Phil Vince

The article on the 'Borismaster' in Issue No 70 portrays an ugly design of bus and whilst it is seen as a replacement for the Routemaster it never will have the appeal of the Routemaster. I cannot envisage the 'Borismaster' ever deserving the title of being a London icon and presumably the Cobham Bus Museum would not wish to preserve such a bus.

The extent of the glazing both at the front and back in no way enhances the appearance of the vehicle and should per chance the vehicle be involved in an accident then either the lower half of the front or rear body parts would require a total replacement assuming these body parts are in sections. It also surprise's me that two staircases are necessary for surely this will reduce seating capacity and also coupled with three entrances fairdogers will have a whale of a time being chased by the conductor or 'passenger supervisor'. I suppose the seating arrangements has the seats facing in different directions creating the impression no one was quite sure where the seats should be positioned. The offside windows we are told are smaller than those on the nearside due to the weight of glass. Why not use more aluminium and thereby keeping the vehicle weight to a minimum. Who wants to travel in mobile greenhouse?.

This bus design must have been created by students just out of art school and I fail to see how this vehicle can be regarded as taking inspiration from the old Routemaster.

I hope the vehicle as presented in your article is reconsidered in terms of body design before going into production.

Believe me we have to move forwarded but surely a better design of vehicle can be established. The red London bus has always been part of London's heritage and known throughout the world not just for it's colour but also the high standard of design.

**Don't forget Members' Day  
Sunday 10th July  
Your chance to see London's new bus musum.**

## *Letters*

From Rod Lucas

Two comments concerning items in Spring 2011 magazine.

Firstly the letter from Grahame Lockyer inviting comments on the livery of STL 2093 and the suggestion that green should be considered. Well the purists amongst us, who let's face it because of age, are diminishing in numbers, may disagree. But looking at the form our new museum will take, and will see many more 'ordinary public' visitors, then a green example could represent those found in the country area – we already have two red examples, and another could be a bore to such visitors.

Second comment, the item 'A Driver's Tale' by Alan Lewin, - interesting and entertaining, but there are some inaccuracies in his memory of how one should use a pre-selector, and I'm sorry to be pedantic., but I believe that some people reading this article may believe that's how it should be used and do likewise. I was for some time in the early 70's a driver at LCBS (on RTs and RFs), but was trained by ex LT instructors who brought their LT ways and methods (and sarcasm) with them. Also I have since done some driving tuition, and I finally worked at Chiswick works on vehicle transmission system design.

The point of a pre-selector is to 'anticipate' what gear you may next want, and then pre-select it. This 'anticipation' is derived from reading the road ahead and not pre-selecting just for the sake of it – true in many cases one will, as Alan suggests pre-select up a gear. However this is not the case when ascending a hill, where one should 'down pre-select', thinking that if the bus gets slower then a lower gear will be the requirement, but remember you may need to 'up pre-select' if you don't use that selection. Obviously if you drive on a familiar route then the pre-selection becomes automatic because of your previous knowledge of the road ahead. But here we are talking 'theoretical technique' as I believe Alan was. At LCBS a test paper formed part of driver training that gave many scenarios and asked what gear should be pre-selected in those circumstances.

There were occasions when a trainee was failed on test for continually pre-selecting the wrong gear - painfully obvious he was not reading the road ahead. Some times it is better not to pre-select, but just leave it where it was, even if you know the road. One example of this is 'close to home'. Example, you are leaving the stop opposite Cobham Museum, you have a reasonable load but choose to use 2<sup>nd</sup> to pull away – ok the bus moves away a little bit slowly, no real problem. Less than two bus lengths away is a road junction where you are going to turn right, so there should

be no problem in reading the road. If the road is clear you can keep rolling and when in the main road the next gear requirement will be 3<sup>rd</sup>, but if you have to stop then because of the slight upward incline, heavy load and the fact you have extra friction because of the hard right lock plus the fact you may need to get out a bit smartly, then you will probably need 1<sup>st</sup>. So after obtaining your pull away gear (which earlier we decided was 2<sup>nd</sup>) there are two possible options for which gear to pre-select – best not to pre-select either, but wait until you are sure. If on test this would give the examiner the indication you were ‘reading the road’.

Alan is of course right about using the operating pedal as a clutch, on my test day my ‘buddy in crime’, in the heat of the moment did just that, and yes, it caused him to fail.

If anyone has read my book ‘Shades of Green’ there’s a chapter on gears and how they should be used. Plus a long ramble on RMCs with gears that hang on, what causes it and how to drive a bus with that characteristic.

From Peter Gomm

I would just like to make a couple of minor comments. On page 18 in the picture of Chancery Lane it is a pity somebody didn't airbrush out the high viz jacket. Oh, how I hate those things. On page 19 I agree with Graham Lockyer that it would be great to see a green STL again. Memories of going to school one day in 1948 and coming home on a brand new RT.

## **OUTINGS BY BUS**

### **OXFORD BUS MUSEUM OPEN DAY Sunday 18th OCTOBER**

As a change from the Isle of Wight RP 90 will depart Weybridge Station at 09.00hrs. and arrive back approx 18.00hrs.

Fare £20.00, payable to L.B.P.T.ltd.

Send all cheques to Alan Heasman at

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

This Green Line gives a comfortable ride but seats are limited as it is a single decker, so book early to save disappointment.

**To reserve a seat to this popular event email  
alanheasman@██████.net. and confirm with your cheque  
A.S.A.P. afterwards.**

## Letters

From Peter Wall

### **STL 2093 in Green and some gaps in the ranks**

I fully support Grahame Lockyer's proposal that STL 2093 be painted in green Country Area livery when restored. According to Ken Blacker's book on the STL, the preceding three buses (numerically 2090/1/2) were repainted green after WWII; 2090 in 1945 and 2091/2 in 1948).<sup>1</sup> I realise that painting STL 2093 green is historically incorrect, but, due to operational requirements LT painted red buses green and green buses red. Whilst the museum has a wide range of Green Line vehicles from the 1930's to RP90, with the exception of GS34, there are no green Country Area buses to represent that important part of the London Transport fleet and its operations. Q83 was green/Green Line, but, I think it now looks far better in red! The only other green bus is T357, which is awaiting restoration. Although Green Line coaches could be scheduled to perform country bus duties, in the main, they operated different services and their liveries were not the same as their Country cousins; RFW6 was a private hire/sightseeing coach. (Please don't use that hideous Americanism 'tour bus'.) How about a nice green RLH? Body built at Addlestone.....!

### **RW1 — 3, AEC Reliance/Willowbrook B42D Single deck built 1960**

1960. What a long time ago it was! While waiting somewhere in Addlestone in my boss's little grey Austin A40 Farina (possibly the first Austin not designed within the BMC group) I witnessed an incident that would be repeated over the years, sometimes with tragic consequences. Both the bus and the A40 were new; the bus was on test. Scenario as follows; elderly lady with heavy shopping bag alights from centre exit and holds onto bus handrail for support; immaculately attired inspector gets on RW at the front and speaks to driver; driver's attention is distracted; bus moves off and elderly lady (still clutching bus handrail for support) falls over and is dragged along the road a few feet. Fortunately inspector warns driver and bus is quickly stopped. Actually the elderly lady (who would be about the same age that I am now!) clutched the handrail even more tightly as the bus moved off. Sorry, I did not get the fleet number of the RW, my boss returned and we drove away. He didn't like buses (or other drivers) and once cut up a left hand drive MCW/Leyland Worldmaster on test near Addlestone! The export Worldmaster looked huge; buses thirty six feet long and eight feet wide would not appear on our roads for another two years.

*Note: Two RWs survived their time in Chesterfield after LT disposed of them, 2 and 3. The former was once a Cobham resident and I had the privilege of driving it back from a rally on one occasion. My recollection is that it was very close to an RF, but with semi-auto gearbox – a bit like UMP will be.*



*The two surviving RWs, 2 at Southsea ion 11 June 1978 and 3 at Shaftesbury and District, then to Brutonian where it is seen on Boxing Day 1978.  
Both - Dave Jones*



## Cobham on the Move



Taking down the Greenline boards that have brightened up the paintshop wall for many years.

The shed looking very empty as the last few items await transport to Brooklands.

Photos - Peter Zabek.



## Cobham on the Move



The last bus out of Cobham was UMP 227, here seen departing for its new home. This was a sad, yet historic moment as there were no buses on site for the first time in almost 40 years. Photos - David Kneary.



## Brooklands Progress



By late February the building was almost watertight and the floor was being laid. The framework for the offices was now in place..  
Photos - Peter Zabek



## Brooklands Progress



*With the floor and office block almost complete, there was little else that needed doing before the buses could move in. Other than to shake hands and say "Here's your new museum." Roger Stagg and Mark Frampton, Project Manager complete the deal on 27th April 2011. Photos - Peter Zabek.*

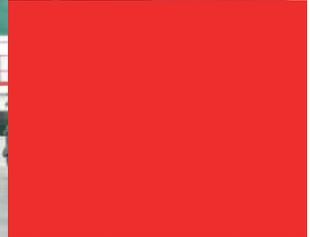


## Brooklands Progress

After the handover, a start was made on moving vehicles into their new home. Among the first was the NS.

The canteen and Q followed, and once others had arrived, they were neatly lined up.

All by Steve Edmonds.



## Brooklands Progress



In the non-public areas, work has been going on arranging stores, while Steve Edmond caught Colin Curtis on handover day. Some of the team that made it happen, bottom right. Top and bottom right - Peter Zabek



**LOUGHTON**

Is the latest garage kit from John. The model is the old garage opened in 1922 by L.G.O.C. The kit includes a period poster board and is priced at £14.00, width 16" by 9" in depth.

John has also produced a variety of 1/24 scale bus stops to compliment the 1/24 scale buses by EFE and Sunstar. The stops include a timetable board but note: the finials on the top of the stop are not included in the model, you have to make your own.



**REDHILL ROAD**

Although the museum is moving we can still live on at Redhill Road, albeit in 4mm scale, for one of the new models from John Howe is the site at Redhill Road. It is complete with the rising ramp. This is the south side of the building where the vehicles were posed on open days. This will make a super model to pose your Cobham model buses. The model is approximately 12 inches wide and 11 inches in depth price £14.00, picture courtesy of John Howe.

## **SIDE ADVERTS**

John has added some new adverts to his range covering the 1970s and 80s. Section K and L he also has a hints and tips showing you how to apply the stick-on adverts after removing the tampon signs in an easy to follow format with pictures. The new range are not just confined to London, but can be found on provincial buses as well.

## **INSPIRATIONS**

Next time you log on to John Howe's website visit the inspiration section to view his models built, not only by himself, but featuring pictures of models and scenes from followers of his kits. Many scenes feature models from the past and present with some very realistic settings. Some of Roger Shaw's model buses are featured and are well worth a look. <http://www.kingswaymodels.com/index.htm> then via the "links" page.

## **SPOTTING**

I have received a couple of phone calls concerning paint spotting on resin models. The problem is when priming or undercoating a resin model spots would appear were the paint would not adhere. In both cases it turned out that the models were over three years old. The problem was diagnosed as being a chemical used in manufacturing to prevent the resin sticking to the mould. This has now been addressed on new models and as such does not pose a problem anymore. If you should have old models then wash the surface in white spirit using cotton wool, this should alleviate the problem, although I have had one instance in which I resorted to using a very fine grade emery paper to remove the surface layer, but care is needed so as to not obliterate any fine detail.

## **N GAUGE BUSES**

2 mm scale has always been the poor relation when it comes to British outline models compared to 4mm scale. Apart from a model trolleybus by Matchbox some 50 years ago nothing much in the way of British outline buses has been forthcoming.

Over the past three years this has slowly been addressed by Scalescene who produce downloadable card kits in both N gauge and OO, just stipulate the scale when ordering. Oxford and Bachmann are now producing British outline P.S.V. Vehicles.

John Booth reports in the Model Bus Journal on new models from Oxford: a London Transport Q trolleybus and an RF. The details are excellent for this diminutive scale in that they have reproduced the trolley logo and bull eyes on the RF which is produced in both central and Greeline liveries. Another report in the journal by Mike Wilson is on eight British outline P.S.V models produced by Bachmann. The models are: a Leyland National in Stagecoach livery, Bristol VR (United), Bristol RELH (Royal Blue) Fleetline (London Country), Harrington Cavalier (Hebble), two half cab double deckers, and a Bristol Lodekka. The pictures show them as marketed by Graham Farish. No release details as yet.

## **TRYSTCO**

Pre- orders can now be taken for the AEC Reliance /Park Royal Greenline coach RP class, model number LC2 and due for release in 2012. Contact John Booth, Rosslyn Avenue, Harold Wood, Romford, Essex RM3 ORQ.

## **JOTUS HONG KONG**

Established IN 1998 as a wholesaler and retailer of quality models, among their range are model buses. One proposed model is of the front entrance ROUTEMASTER which looks excellent from the picture. I believe it will be a resin model body with a chassis in metal and should be



ready in July/ August 2011. It is not a kit and will be issued as a finished model. The price is \$77 plus p/p and airmail, which depending on exchange rates, comes in around £60 and can be ordered online. There will be a special Showbus edition model of the RM at Duxford on the 18th of September. Plus I will review the model when it is released.

Other models in the range include Routemaster 207 an RCL Coach and a B.E.A. Routemaster can be ordered online at <http://www.jotus.com>. The picture of FRM1

from the LT museum collection was taken at the 50th anniversary celebrations in Finsbury Park.

Graham Orchard of the Model Bus Company has informed me that he has been experiencing some problem with his contact phone line and if you have tried to contact him without success he apologises and recommends you e-mail him if you cannot reach him by phone.

### **BUSFARE TRANSFERS**

Jenne Lowe has reluctantly announced that due to ill health she is to retire and has found a third party to continue the business. She was well known and often attended Showbus at Duxford, sharing a stall with L.B.C. The business is to be run under the brand name OMNI SCALE MODEL AND TRANSFERS by David Naylor from the 1st of April. David has agreed with Busfare to take all the stock and is to refresh the existing range with new items, including accessories to enhance resin and diecast models. A new website is being built for customers to view and order online. A catalogue of existing items plus new additions is in the course of preparation.

Omniscale Models and Accessories, P.O. BOX            Market Harborough, Leices-  
tershire, LE16 OGD.Tel.07851            11.

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

Text in Word, or any .doc format or typed,  
pictures in jpeg (min 512Mb), slide or print.

Please send pictures separate from text, as they don't reproduce well if copied from a Word Document.

Slides or prints will be returned.

Please ensure your name and contact details are on each item.

**NEXT COPY DATE**  
**WEDNESDAY 31 August 2011**

## Out and About



The 50th London - Brighton run had no Cobham buses entered, so John Stiles had to make do with the LT Museum's T 219 and K 424.



## Out and About



The LT Museum's RM 1 was back at Golders Green on 6 February, 55 years to the day after its first departure in service. Back in December, RF 395 took part in the Bromley Running Day and is seen here at Chislehurst with RF 486. Both - Colin Read.



## 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, The London Bus Preservation Trust, Cobham Hall, Brooklands Road, WEYBRIDGE, KT13 0QN, quoting your phone number and when it would be convenient for us to call you. Thank you for your support.



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