

COBHAM BUS MUSEUM

MAGAZINE



No. 16

SPRING 1997

CONTENTS

From the Editor	3
Driver Training update	4
From the Chairman	5
Book Reviews	6
RT Riding and Collecting – a poem by Michael Rudd	9
Reflections of an RT	11
Beyond the gates	17
From the Newsletter 25 years ago	19
History of the Bus Museum building	22
The London connection in Belfast and the D93 story	26
Vehicle News	29
So you want to be a bus driver?	31
Christmas Lights tour 1996	34
Short Turns	35
Letters to the Editor	38
Diary Dates	45
A Christmas Lights Tour in the Summer?	48
Display Day news	49
Clear-up weekends	50

FRONT COVER: December saw a record attendance for the Christmas Lights Tour, with STL441 a participant for the second year running. As usual, the midway stop was Bermondsey Tunnel where gradual asphyxiation takes place (Photo Peter Larkham).

FROM THE EDITOR

It may have felt like a long cold winter but there has been a remarkable amount of work achieved at Cobham thanks to our hardy volunteers. Without doubt this has set us up for what will be the busiest ever rally season for Trust vehicles and as you will see in Diary Dates, there are many first class events planned this year.

Once again, I'm pleased to have compiled a packed magazine. The previous one was very well received and my thanks are extended to the many members who have written with words of encouragement. I had every intention of getting this issue out well before Open Day, but my involvement in a plethora of Cobham related tasks has made me feel like I'm doing two full-time jobs and at times stretched my patience to the limit. I hope therefore that you receive this just before what promises to be our biggest Open Day ever. But if you didn't, please don't nag me. I'm likely to say 'Well, if you can do better!' Still, I'm very pleased with the way the Open Day Programme has turned out and RP90 will have been well worth so much toil in so short a space of time, as you will see!

Any members with last minute offers of help with the Open Day are requested to ring John Rawlins on 01372 464490 as he is still well short of volunteers. Then, with another Open Day consigned to history we will be turning our attentions to the much anticipated South Coast Run on July 6th, where we will be celebrating 25 years of Cobham in style thanks to Graham Lunn and the team at the RMOOA. Do not miss this event. And if you own a London bus, fill in the enclosed form without delay and take part in what should be a truly memorable event.

With this issue I'm delighted to welcome as a regular contributor John Hinson who will be keeping us informed on vehicle news and general gossip in the world of preservation. Also enclosed is a car sticker to be placed somewhere prominent – no, not there Bill! Thanks to Gordon Edridge for his efforts.

There really is so much more to discuss but space is short, so much so that I've had to carry across several features to the next issue. This includes my membership report, so I'll request here that the many members whose renewal is due with this issue respond promptly. Whilst on the subject, those members who still pay by cheque are reminded that they will receive their membership card with the following issue, we really can't afford to send them out separately.

Right, let's settle back and enjoy Cobham Bus Museums Silver Jubilee season. I'm told that March 22nd 1972 was the date that purchase of the site was completed. By coincidence the very same week that the first Leyland National entered service! Makes you think doesn't it? □

DRIVER TRAINING UPDATE

The DVLA have been so slow in responding to Alan Bond's requests for information and clarification of the latest rules and regulations that it was not possible to compile a feature in time for this issue. Therefore, those interested in driver training are requested to write without delay to Alan, enclosing a stamped addressed envelope, and he will forward them all the necessary information as soon as he has it to hand.

Meanwhile, there should be more news next issue and hopefully a progress report of those at the top of the list!

Write to Alan Bond, Broad Oak Court, Farnham Royal, Berks SL2 1HY.

FROM THE CHAIRMAN

Despite a serious deterioration in weather conditions since Christmas and the 'flu epidemic that coincided with it, progress has been steady on vehicles and the museum grounds and it is heartening to see the car park so full these days, both on Saturdays and Sundays.

P3 has received most of the attention on the coachmaking side while the mechanical team have made incredible progress on several projects. The clearing of autumn leaves within the grounds has been completed due principally to the efforts of Philip Millard, Alan and Brian Hine and Tom Jones. We are delighted that Tom has rejoined the Trust. His involvement goes as far back as the 1970s and it would seem that our progress on his favourite earlier vehicles has re-kindled his interest.

With Museum Registration and our presentation to the visiting public in mind, plans have been made to create an annexe at the north end of the building to form a conventional shop and reception area. This will involve a certain amount of building work which will encompass a new internal toilet facility for disabled visitors and the subsequent relocation of the electrical stores, all to commence this year.

Meanwhile, the valuable work of our 'behind the scenes' team headed by Simon Douglas Lane, John Rawlins, Ian Chidlaw, and Gordon Edridge continues to plan for Open Day and other events which removes an enormous amount of pressure from volunteers associated with the physical work at the museum each weekend. But such is the high profile achieved at Cobham in just four years that we all continue to run at capacity and urgently need the involvement of more members in a whole variety of aspects. So please come down and share the load in this, our Silver Jubilee season, and help the Trust to achieve the many objectives we have set ourselves for the Millennium.

BOOK REVIEWS

LONDON TRANSPORT 1933-62 and LONDON TRANSPORT SINCE 1963

By Michael HC Baker.

Ian Allan Publishing. £15.99 each.

It is easier to review these books together as they are essentially volumes one and two of the same story. That is the many changes, successes and failures that have occurred in all aspects of London's transport since 1933, apart from the main line railways.

Both books are hardback, fully illustrated, and contain 128 pages. The author traces all the developments year by year through the period covered and relates personal accounts of his own travelling experiences in London from childhood onwards. In the first book we read about the rise of London Transport and the development of standard tube and underground stock before the war. The all conquering trolleybus in the areas north of the Thames is charted as the trams retreat to southern routes but before all the 1935 'New Works Plan' can be completed on the Underground war is declared and priorities change. The trials of war are well documented as is the post-war recovery and the first hints of a decline in fortunes. By the end of the first book this is well in evidence. The second book is set out in exactly the same way and by the latter sixties decline is well under way until we reach 1995, the last year to be chronicled by which time only the Underground is left under direct LT control. The story has reached full circle, just about.

Both books are generously illustrated with some two hundred black and white photographs each. However these are not always placed in a correct chronological sequence and some have inaccurate captions which does detract from the overall quality of these volumes. One example is page 11 in the second book which has illustrations for 1964. At the top of the page is a picture of RT986 in London Country livery complete with grey wheels and underneath is one of the G stock

cars on the South Acton shuttle. Both very obvious errors that could have been easily spotted with more careful checking. There are a number of others in the earlier book too. One that comes to mind is the producer gas trailered ST that is captioned as an STL.

These moans apart, both books will appeal to the student of London Transport whatever their particular interest. For LT bus enthusiasts they are certainly valuable as vehicle developments are charted with reference to the needs and overall policies in force at the time.

If you are lucky, as I was, you may find that both volumes come at a discounted price.

Phill Cruise

THE HEYDAY OF THE ROUTEMASTER

Geoff Rixon. Ian Allan Publishing. £12.99.

This is the latest in what has become a very popular series of books. It follows the usual format in that all the illustrations are in colour and are arranged in landscape presentation. Informative captions give all the necessary information about each subject including the date the photograph was taken, its location and the ultimate fate of each vehicle. Happily, a significant number of the buses are still active or in preservation.

The photographs appear in chronological order with RM1 on route 2 in 1956 (recently re-created!) starting off the main part of the book and concluding with former RMs 172 and 180 in Reading as part of the 'Mainline' operation. I think that all the variants are represented in most of the liveries carried over the years, both in and out of LT service. My own preference is for the photographs taken in the Sixties and Seventies which for me was the real heyday of the RM. However, the pictures taken of latter day operations in the provinces help to reinforce the sheer durability of the vehicles and endorse the thorough overhaul systems of yesteryear. Also some of the liveries one must concede do look quite good.

I would have liked to have seen a few more early shots, such as

vehicles in original condition on trolleybus replacement services which after all is why RMs were built. This is just a small gripe though as the selection of what must have been a small percentage from hundreds of photographs has been expertly done and I doubt it could have been bettered within the constraints of the book size.

A must for the shelves then, and very good value too. Don't miss this feast of Routemasters.

Phill Cruise

EDITORS NOTE: Geoff is of course a well known member of the Trust and he will be signing copies of his book from the platform of his own RM254 at Open Day. This is scheduled to occur after lunch and RM254 will be parked in the main yard at the museum. It is hoped that RT and RF books in the Heyday series may also be in the pipeline.

SPECIAL BOOK OFFERS FROM IAN ALLAN

Ian Allan Publishing have very kindly offered Cobham members some very special deals on certain titles.

The Heyday of the Routemaster is therefore available at just £11 inclusive (usually £12.99 + £2.50 pp) whilst *Bus Scene in Colour – Ten years of Deregulation* by Stephen Morris and *British Buses in Colour* by Gavin Booth are available as a pair at just £20 inclusive (usually £28.98 + £5 pp), a massive £13.98 saving.

Cheques should be made payable to Ian Allan Ltd. and rushed to Ian Allan Ltd, Marketing Department, Coombelands House, Coombelands Lane, Addlestone, Surrey KT15 1HY.

Thanks are extended to the Editors 'inside girl' for these generous offers and to the staff in general for all their help and support with Cobham's 1997 programme of events.

'RT' RIDING AND COLLECTING

A poem by Michael Rudd

Saturday early, breakfast down,
I walk in haste down the town,
Dark green bus, the '403',
The most well known 'RT'.

Curved roof with classic lines,
London Transport symbol signs,
Diesel powered 'AEC',
Radiator chrome to see.

A proud distinctive bonnet,
No finer bus can be met,
The half-cab with sliding door,
Route blinds that are clear and sure.

Rear entrance with solid floor,
Double decker stairs for more,
Upper deck special smell,
The conductor rings the bell.

We're off, up through Tonbridge town
Stopping by the 'Rose and Crown',
'Star and Garter', London Road,
On the side, garage code.

Conductor with his tickets,
And the tone he firmly sets,
Leather satchel with the change,
All familiar, nothing strange.

With a will we purr along,
Pre-selector box on song,
Hildenborough by The Pound,
Regent engine steady sound.

Chrome handles open windows,
Up Riverhill steady goes,
More chrome and upholstered seats,
Sevenoaks Bus Station meets.

Quebec House at Westerham,
The great garage at Chelsham,
More new 'RTs' is my plan,
Bus spotters, a funny clan.

All around green 'RTs,'
Drivers, conductors at ease,
Booking numbers in a dream,
Laying down my own rich seam.

FOR SALE

Two former LT Bedford CA Ambulances, ex-Chiswick and Aldenham Works. Good sound condition with mechanical and body restoration completed. Ideal as exhibits or as working vintage vehicles at preservation centres etc. Must sell hence offers invited. Cliff Blackwell 0181 0387.

REFLECTIONS OF AN RT

Ken Duke

I was born a few miles to the West of London in the Spring of 1949, the latest member of a large family which would grow even more numerous and eventually total nearly 5,000. My voice was soon heard, a healthy roar indicating I was in fine fettle. Next, my sturdy frame was dressed in a smart red suit (courtesy of the bodybuilders of Park Royal) and the finishing touches were put in place by the men who had created me, proud of their latest offspring. I was, even if I say so myself a handsome youngster who could turn a lot of heads. Given a careful checkover to ensure I was ready for the life of toil in front of me, I left my birthplace and set out on the first of many thousands of journeys in the service of the people of London.

I am an AEC Regent III, known otherwise as an RT. It doesn't matter what my number is, as my story is typical of many of my brothers and sisters. In any case, a complete body transplant at each major overhaul together with replacement of many main components has effectively changed my original identity several times during my lifetime.

My first commission was "up the road" at Uxbridge garage, where a number of my family had already taken up residence alongside the T and LT single-deckers used on some services. The crews were more than happy with us, as we offered them a standard of comfort and performance higher than any that had gone before. I had an easy time of it serving the areas around this semi-rural outpost well away from the dirt and noise of the "Smoke", my 9.6 litre engine making light of the relatively quiet traffic conditions that prevailed in those early post-war years. I have to admit I was somewhat disdainful towards the pre-war STs and STLs and especially the primitive-looking utility Guys, all to be seen in considerable numbers but looking dated compared with us. This was rather unfair as they had proved their worth over many years of service, particularly under arduous wartime conditions.

My early years were fairly uneventful, apart from some odd Sunday turns on railway emergency service when one of the nearby BR or LT lines was out of action through engineering work, plus a couple of sight-seeing excursions to London Airport for local schoolchildren to marvel at state-of-the-art airliners from de Havilland, Vickers and the others. However, following my first major overhaul in 1952 I suffered a slight culture shock when I left leafy Middlesex for a totally different environment, moving to Forest Gate in East London.

Working out of Forest Gate gave little opportunity to savour the joys of the "open road". I spent much of my time on route 25, which served areas of great contrast – the war ravaged slums of East London a world away from the riches of Bond Street and Piccadilly. A lot of time was spent crawling in stop-start fashion through the heart of London, although my drivers took great delight in swinging me around the "race-track" of Hyde Park Corner in true rally style. Despite the stresses and strains of traffic congestion my high mechanical specification ensured that breakdowns were limited to one or two bouts of overheating during hot weather.

The trams of London made their final one-way trip to Charlton that summer. A few were sighted during their last weeks, clanking relics of an earlier age now looking almost as outdated as the horses and carts that could still occasionally be seen on the streets. When the posters went up proclaiming last tram week, queues at bus stops were even ignoring buses going to their destinations if there was a chance of catching a tram!

My work on the 25 took me to the vast sprawl of the Becontree/Dagenham estate, the massive housing development where many East-Enders settled after hostilities ceased in order to build themselves a better life. No doubt some revisited their old haunts with me on my return journeys along the cobbles of Stratford Broadway and on past Mile End, Gardeners Corner and Tubby Isaacs' jellied cel establishment. A contrasting turn was the odd relief duty on the 101 through the Docks, the big cargo ships always a sight to

behold as they made their ponderous way through the narrow dock entrance in front of the waiting traffic. A surprise was the sight of pre-war STLs on this route from nearby Upton Park garage as late as the mid-fifties. I also had turns on the 66 on which my Forest Gate stable-mates and half-brothers the SRTs were often used; I considered them to be rather wimpish with their smaller engines and their drivers were similarly unimpressed.

My duties meant that I frequently met my close relatives, the RTLs and RTWs. The Leyland buses were never quite as popular with their drivers, and I considered their frontal appearance to be less elegant than mine although opinions were divided. I also came into regular contact with my other relations of the RF and RLH classes, the former having sleek modern styling that never seemed to date whilst the latter in contrast looked quaintly old-fashioned. My route along the A11 was of course a trolleybus stronghold, a breed apart which always seemed to have an air of superiority about them. Whilst I envied their quiet efficiency and fast acceleration, their route blind displays were not half as good as the full set which I sported by this time. I had to chuckle to myself whenever a dewirement occurred, the trolley arms bouncing wildly around the sky and the conductor grimly manhandling the long bamboo pole with more than a passing resemblance to an Olympic polevaulter about to commence his run. My route through Ilford meant encounters with the South Africans – strange and unfamiliar creatures, no doubt peeved that the sunshine of the Cape had eluded them with Chadwell Heath a poor substitute.

In June 1956 I had a nasty fright when my driver braked too late and hit the back of a Standard Vanguard. Although the car definitely came off second best, losing much of its bulbous look, I had to suffer the embarrassment of being hauled off to "hospital" behind an ancestor of mine – one-time T246, now known as 400W, Upton Park's towing lorry. Another noteworthy occasion was in the winter of 1957 when I skidded on black ice in Manor Park and demolished the front garden wall and rose bushes of a suburban semi.

Within the next couple of years I encountered the first batch of the

gleaming new RMs which were meant to herald the end of the road for my vast family. I wonder if anybody then thought we would still be surviving in London twenty years on? Mind you, I didn't feel any particular animosity towards these shiny newcomers as at least they were proper buses with an AEC pedigree, moving thousands of Londoners efficiently and without fuss as we did day after day.

During the swinging sixties I had a few years down at Elmers End, a modern garage rebuilt after an unfortunate war-time bombing incident which left it spread over a wide area. My work centred mainly on the 194 which terminated at the site of the famous Croydon Airport, now redeveloped as an uninspiring housing estate featuring street names such as Alcock and Brown. Oh dear...

My next move was to Plumstead, serving an area of North Kent with the busy suburb of Woolwich the focal point. For much of the time I plied back and forth on the local routes serving the Thames marshes around Erith and Belvedere, with a couple of temporary moves to the little neighbouring garage of Abbey Wood for variety. Now and again I was chartered as a private hire vehicle with weekend trips to Hampton Court, Chessington Zoo and a couple of Derby Day visits to Epsom Downs. Freed from my normal stop-start routine I powered through the countryside at a fine rate, my engine singing lustily as the miles were eaten up. One Sunday I made a trip to the coast and for the first and only time in my life got the tang of sea air in my lungs, basking in a sundrenched Margate coach park next to an elderly cousin of around my own age, a stylish half-cab Regal.

In 1970 I moved once more to my final home, back across the Thames to Barking, the garage which would play host to the last RT services in London. By this time I was considered out-dated and even my natural successors the Routemasters were being replaced by rear-engined, rattling horrors which, having no conductor were evidently designed to bring the traffic of the by now heavily congested Capital to a grinding halt.

I saw out my final years in typically unspectacular fashion, trundling around the rather uninspiring industrial marshlands of

South Essex with the odd rural trip up to the remnants of Hainault Forest. Many journeys were made to the vast Ford factory at Dagenham, where new Cortinas and others rolled off the lines in their hundreds to add to the crowded roads and hasten the demise of my own kin.

For a short period my activities changed and were far removed from my early days as a shining, state-of-the-art passenger carrying vehicle. Dirty and, neglected and with my engine making ominous noises, I suffered the ignominy of having to sport "L" plates whilst being used to train new drivers. Fortunately, this did not last long. A shortage of buses (caused by the frequent breakdowns of the "rattlers") led to my being given a final overhaul at the Aldenham health centre and offered a new lease of life in the twilight of my career.

One notable day in the Spring of 1975 I was hired by a party of West Ham supporters to take them to an FA Cup semi-final tie at Birmingham. They only drew the match but won the replay and eventually the Cup. The journey back was somewhat boisterous to say the least with one exceptionally merry individual even managing to climb onto the roof beforehand – he claimed the conductor told him "on top only"! I was indignant to later discover the state of my upholstery caused by those fans who were determined to uphold the time-honoured ritual of getting thoroughly pickled after the game.

For the surviving RTs the end was now in sight. The post-war era had brought a period of enormous social change, but through it all even into the latter half of the seventies we continued to serve, stubbornly refusing to die though our numbers were dwindling fast. Rock'n Roll, the Beatles, the Kennedys, Wembley '66, Vietnam and "one giant leap for mankind" all came and went, and still the RTs soldiered on. We had seen the Capital decorated for the Coronation when in our prime; when HM celebrated her Silver Jubilee we still pounded London's streets. Ten Prime Ministers have seen office during my lifetime, the current one this woman who wants to privatise the buses and trains. As if this could possibly happen!

Time was running out fast, and eventually the day came when I carried my last passengers. There was nothing different about that damp Autumn Saturday in the late seventies, just another working day following the normal routine. I was driven into the garage in the late evening and unceremoniously shunted into a corner pending disposal.

It is now nearly eighteen months since I ran in revenue-earning service. I stand idle in a Midlands scrapyards, battered and bruised, windows smashed and seats ripped out. It is from this spot I have been reminiscing across the years as I await my turn for the cutter's torch. Many of my compatriots have been rescued by the growing preservation movement; I am not one of the lucky ones. Looking around, it gives me a kind of grim satisfaction to see that representatives of the modern generation of buses a third my age are themselves here awaiting their fate, worn out examples of inferior design and workmanship.

What will the next few years bring in bus design and building? Fifty years after we appeared will our kind be considered primitive by modern-day standards and totally unsuitable for use as a public service vehicle? You will no doubt form your own opinion.

As for me, the garage door is finally closing. □



Redoubtable Reliance: London and Country's RP21, now in its 25th year, continues to be based at Warrnham, near Horsham, and sees action on all types of work, including, remarkably, Green Line service. We're looking forward to uniting it with RP90 for a photo session. (Photo: Mike Nash)



Re-registered Reliance: James Howard and Thomas Varney have recently acquired Duple bodied RB51 for restoration. The coach had been re-registered XOI 2517 but has now been re-united again with its original number, XPK 51 T. (Photo: James Howard)

BEYOND THE GATES

John Hinson

This is the first of a regular column in the magazine devoted to member's vehicles and other goings on. So much is written about progress with Trust vehicles (quite rightly so), but so little about all the other vehicles that individual members own. I also hope to report interesting vehicle sightings, vehicles for sale, and sources for spares.

Mike Clarke tells me he and Ian Barrett have purchased two RTs recently, both intended eventually for PSV use with their company *Memory Lane Travel*. RT1790, which appeared on the Christmas Lights Tour, has quite a claim to fame – it was one of the seven RTs in service on route 62 on the final day, Saturday 7th April 1979. It was on duty BK223 to be precise. The other one is RT1530, the one-time Chiswick Skid Bus. I hope there is plenty of rubber left on the tyres, Mike!

Another vehicle on the Lights Tour that it was good to see again with Peter Mason and friends was RF530. For many years preserved by Mark Adlington in Amersham, it was sold and changed hands a few times recently, moving north. It is now back in London, and sports a very nice new coat of red paint.

Also in the process of being repainted, I noticed, was RF319, a bus I used to run a mile from. It was at one time in very poor condition (I have a broken injector stud mounted on varnished wood as an award for spending a lot of time underneath it at Woburn Abbey Rally one year) but I am glad to say all would appear to have been put right during Martin Gibbons' ownership. I don't know who the new owners are, but please accept a warm "hello".

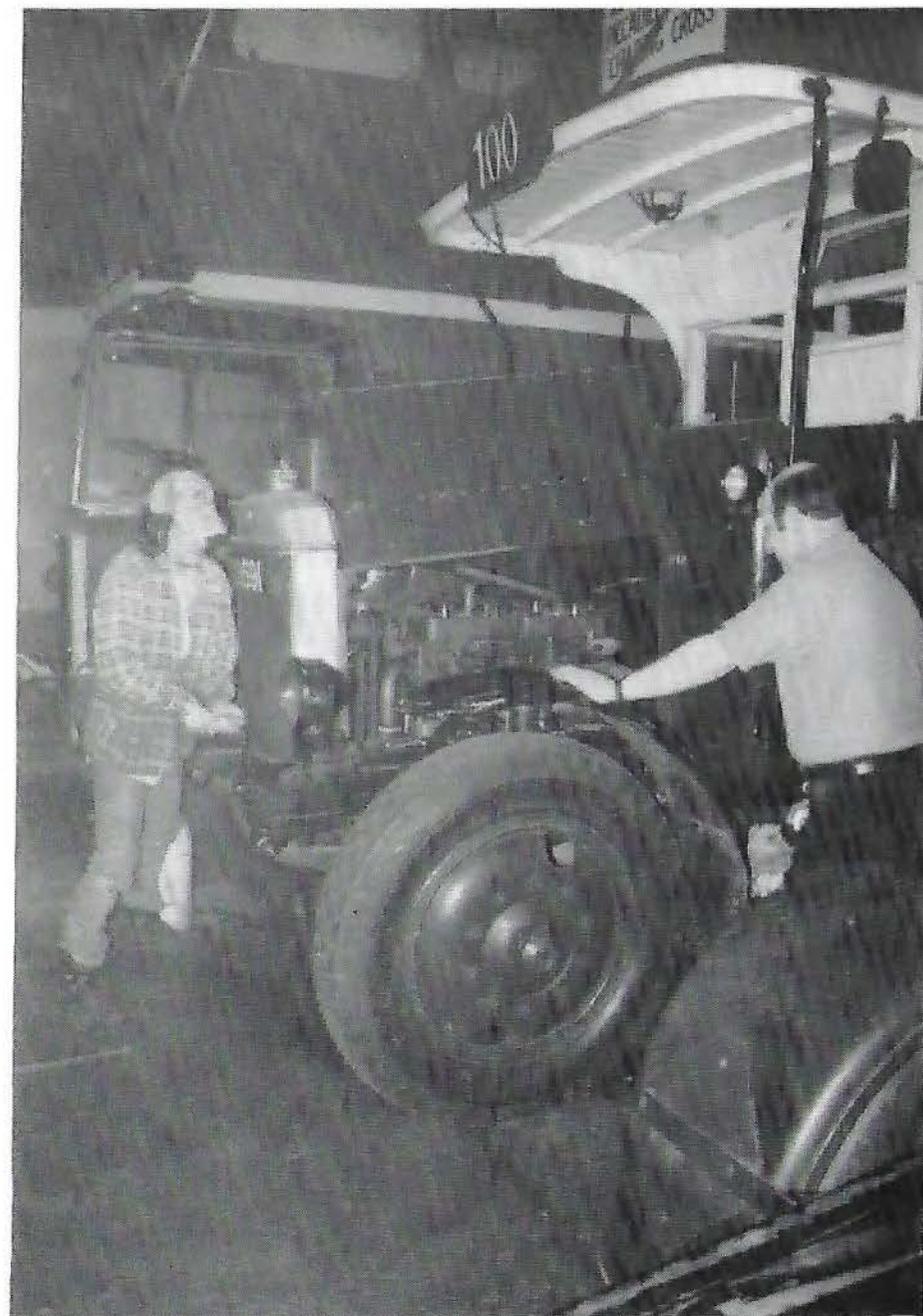
Last spring an interesting RT made the pilgrimage back to the UK from France for repairs at Ward Jones' premises at Cryers Hill. I didn't make a positive identification (at that point I didn't anticipate writing this column) but the chassis plate (much painted over) just showed the numbers 632; and of the hundred-odd RTs I know of that went to

France, RT2958 seems to be the most likely with chassis 0961 6632. That is, unless YOU know better! Alan "007" Bond quite rightly pointed out to me that this was once LTs radio trainer, not sold and exported until as late as 1985. As he says, this vehicle should have a veritable rash of bumps on the roof although I can't see them in my photographs. Did anybody else see it, and can they confirm the identity? The bus was basically in LT red, but with a large advertising placard over the front blind box area, and an enormous hoarding, full-height, on the nearside. Its French registration is 1320TC 63. After spending a few months under repair, it returned home to France.

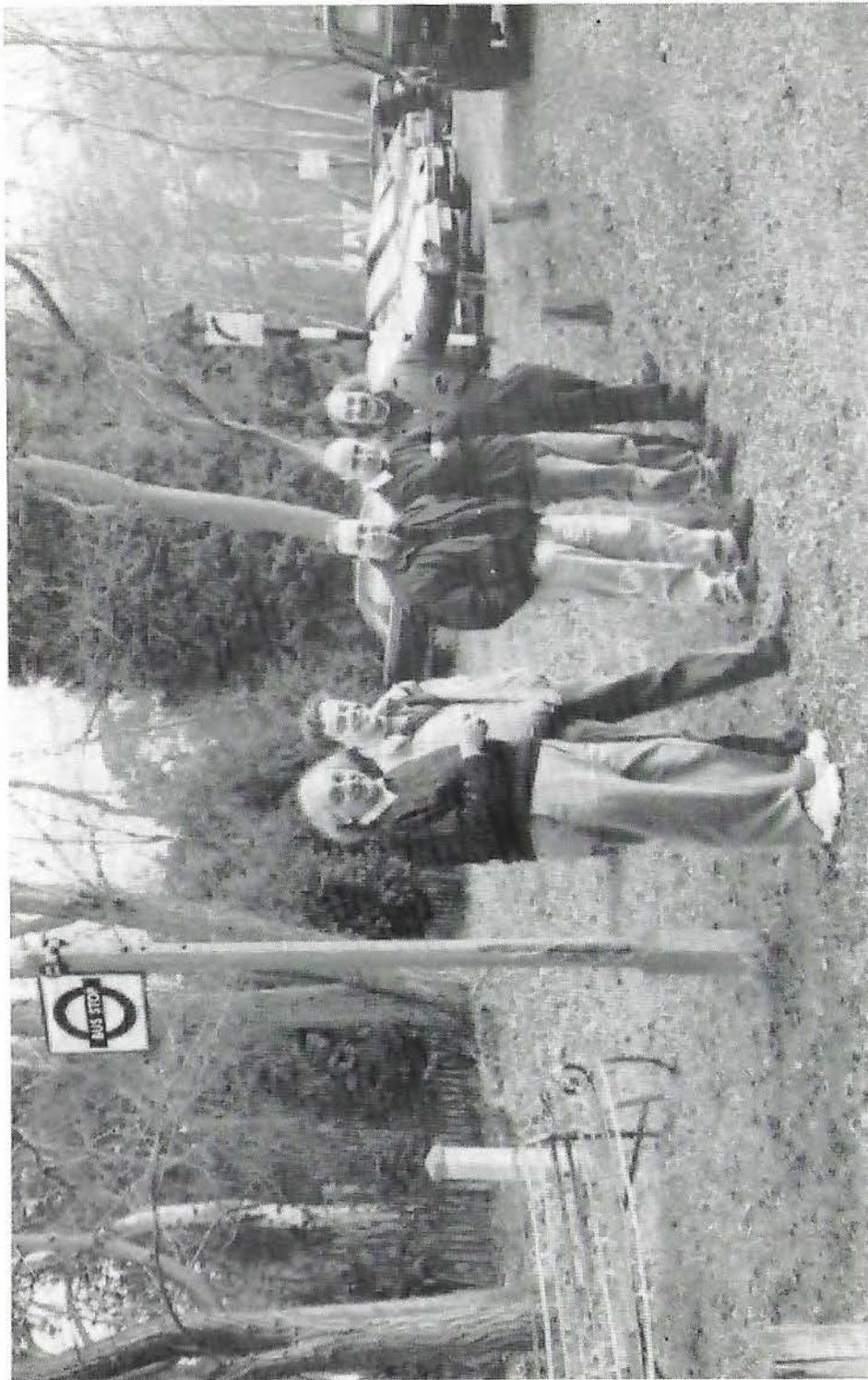
I hear whispers that London & Country's RP21 is up for sale, having been in service until recently on Horsham local services. Anybody interested?

Five or six years ago I found RF447 sitting in a scrapyard in South Wales, and wonder if it is still there. Scrapyard isn't really the term as I don't think anything in the once spacious back garden ever got scrapped – they just got driven in! I would therefore expect it to still be there. It's not just another RF, it's an original crew-operated one like our RF433. If anyone is thinking of saving it, it wouldn't be a job for the fainthearted. It had been modified at some stage to become a motor-cycle transporter, so I expect there to be an altered rear end and a lack of original seats. I found it near Graig-y-Rhacca, a characterless 1960s mining town that doesn't seem to appear on any map. I can provide directions if required.

Have you got any news about your vehicles or interesting sightings? Details of new purchases and progress reports will be welcome. I'd particularly like to include a couple of paragraphs on the background of any non-London buses owned by Cobham members. Why not drop me a line at "The Shambles", Graham Road, Wealdstone, Middlesex, HA3 5RE and fill me in. □



Dennis the Menace: D142 has been misbehaving recently and has given Sebastian "Punky" Marshall more than a few sleepless nights trying to figure out the problem. Seen here is Seb on the starting handle whilst Simon Kaye tries the tactile approach by stroking the old girl's mudguard which must have worked because the Dennis is now running better than ever. (Photo: Mike Nash)



Rent a queue: There should be less of these at Open Day thanks to a reorganisation of the bus services and the delivery of a second toilet block at the museum, the latter of which this scruffy bunch were overseeing. From left to right are seen Dr Graham Ruddock, Richard Hussey, Paul Morris, Revd Simon Douglas Lane and Dave Kriesler. (Photo: Dave Jones)

FROM THE NEWSLETTER – 25 YEARS AGO

Compiled by Bill Cottrell

January 1971

The four RLHs acquired by the Group on behalf of the Bernice P Bishop Museum in Hawaii, were delivered to Harwich for shipment on the 19th January for the NIV RAGNHILD ex. Antwerp 25th January. Part of their duties in Honolulu will be to provide a sightseeing service for which a special terminal has been constructed...

On the instructions of Member Conn Murphy in Charlottetown, RT2129 has been acquired to supplement his existing ex London fleet for the 1972 season's sightseeing on Prince Edward Island. The vehicle is in extremely good order and is expected to be shipped in late March as soon as the St. Lawrence River unfreezes.

On the home front there is so much BIG news that it is difficult to choose the one to which priority should be given. So in date order of completion, it would be safe to start with our Chairman's ex-pirate and General Dennis open topper/open staircase which is in final completion before commencing a mammoth 1500 mile tour of England and Wales on behalf of the English Tourist Board promoting holidays and resorts at home.

It is fitting that the Dennis should be restored at this time since 1972 is the 50th anniversary of the appearance of the first 'pirate' buses on London's streets

1972 will turn out to be the year of the Tilling ST922 which, for a month past, has been a chassis amidst piles of wood frame old and new. It is now rising from the sawdust and beginning to resemble a bus again and I for one await its re-appearance with eagerness.

Sight-seeing RF10 is destined for an outing this season complete in original green/grey livery with red lining and transfers.

Don Allmey has acquired UMP227 from the LBPG, and Ted Brakell has acquired RT3995.

Discussions are in hand with LPC Coachworks to enable them to take over and restore LT1059 currently residing at Winkleigh, North Devon

February 1972

Sunday 6th February, location Staines Road, Hounslow and the Dennis takes to the road under its own power. The Dennis is XX9591 on a Dennis 4-ton chassis no. 40347, first licensed on the 9th April 1925 to W.H. Cook trading as Dominion Omnibus Company. Dominion was typical of some 220 or so Independent bus operators in the Metropolitan Police District between 1922 and 1934 commonly known as pirates although they did in fact run as legally as did the GENERAL.

XX9591 was fitted with a 48-seat Dodson body and when Dominion sold out to the LGOC in 1926, XX9591 received the bonnet number D22 and body number 9262. In the Autumn of 1926, GENERAL took over Redburn's of Enfield retaining it as a subsidiary and in November 1926, D22 was transferred to the Redburn fleet. In 1927 Redburns was completely absorbed by GENERAL and D22 returned to the fold for the second time, retaining the same body number. In 1928 some 19 Dennis buses, which GENERAL had acquired from various independents at odd times were sold to the London Public Omnibus Co. Ltd., who already had 125 Dennis buses similarly acquired from various independents at odd times. D22 became D142 in the PUBLIC fleet and when PUBLIC itself was absorbed into GENERAL in December 1929, D142 returned (with others) for the third time into GENERAL ownership, retaining the same bonnet number, but acquiring body number 10896. From June 1928 until about July 1930, XX9591 worked the 529 route Winchmore Hill – Wood Green – Camden Town – Whitehall – Victoria – Pimlico. In July 1930, D142 went into Chiswick Works for overhaul and emerged with a different body 10837 which had originally been on PARAGON Dennis XW8201.

The combination of ex DOMINION Dennis chassis and ex-PARAGON Dodson body thus existed from July 1930 onwards under GENERAL

ownership with number XX9591, D142, chassis 40347, body 10837 and Dodson body number 7195. It worked out of Hackney garage on route 96 Wanstead – Putney until withdrawn for scrap and sold on 8 July 1932. Its travels from then until found by Len Cole are more than vague, but when found at Wickford, Essex, last year it still had the 96 fareboard on the bulkhead.

Alan Cross's INTERSTATION Leyland Cub C111 received the external treatment at LPC for the launching of HISTORY OF RAILWAYS... On February 10th it did its tour of the London Termini...

The formal completion of the purchase of the premises and freehold at REDHILL ROAD, COBHAM was undertaken on behalf of the Group on 2nd March 1972 and over the past two weekends members and friends have made some progress in renewing part of the external fencing, evaluating the electrical and water situation and collecting materials with which to secure the premises. The freehold has been purchased on behalf of the Group for £14,000 which will be repayable over 8 years. It is estimated that the building will provide accommodation for some 35 to 40 buses and other preserved vehicles based on a rental of £2 per week

Before actual occupation can commence, we must gain planning consent for a change of user on the premises, which application has been in hand for some months past and is due for consideration on March 14th. If the outcome is favourable, members and associates who have indicated an interest in taking space will be circularised

If the outcome is NOT favourable, the next step is to go to appeal, while the building remains unoccupied. In this event the temporary finance on the building would need to be extended pending appeal, possible upon payment of interest at usual rates, but one hopes this will not become necessary but it is felt that the very nature of our occupation, the historical importance of our vehicles and the unselfish way in which they are being restored and conserved entirely at individual expense for future generations to enjoy, is in our favour and comes within the suggested usage at the last appeal.

THE HISTORY OF THE BUS MUSEUM BUILDING

Dennis Corley

Editor's note: Brooklands also celebrates an anniversary this year, its 90th, so I'm delighted to include the following feature which will be of great interest to our members. Our close association with Brooklands Museum continues to develop and we wish all involved there an equally successful season.

The hangar which now houses the Cobham Bus Museum was erected in the summer of 1941 as part of an urgent scheme to evacuate the highly important Experimental Department from the big Vickers works at Weybridge. To fully appreciate the role of this particular building, it is necessary to take a broader look at what Vickers was doing in the area at this time, when Weybridge was of the most important aircraft factories in the country, and was turning out ten or more Wellington bombers every week.

At lunchtime on Wednesday 4th September 1940, at the height of the Battle of Britain, a force of Luftwaffe raiders arrived over Brooklands. Their intention was to destroy the vitally important Hurricane production lines in the Hawker assembly shed on the Oyster Lane side of the airfield, close to the site of the present day Marks and Spencers store. The German bombers and their formation had already been disrupted by pursuing RAF fighters and consequently overshot their chosen target. Instead they dropped their bombs on the Vickers works, with devastating results, and in the carnage which followed, over 80 people were killed and 700 injured.

To keep production going, it was immediately decreed that as much work as possible should be dispersed away from the damaged plant. Earlier in the year the all-important Drawing Office had been re-housed, together with Barnes Wallis, in the Golf Clubhouse at Burhill. Now a large number of factories, warehouses, garages and even clubs and schools were rapidly requisitioned under a directive from the Minister of Aircraft Production, Lord Beaverbrook.

Premises all over the Weybridge, Walton and Cobham areas were quickly pressed into service, together with others as far afield as Woking, Esher, Staines and even Hanworth. The Coombelands Press at Addlestone, for example, now the Ian Allan printing works, became a machine shop and toolroom, whilst the Sound City Studios at Shepperton were engaged in wing assembly, doping and sewing. Other examples included the PLA. Ferry works at Thames Ditton, which became one of several tinsmiths, the riverside buildings at Chertsey Bridge Wharf, which were used as a timber store, and the Dartnell Park Gymnasium at West Byfleet where bomb beams were built.

Especially important, of course, was the relocation of the top secret Drawing Office, which was rehoused, together with Barnes Wallis, in the golf clubhouse at Burhill. George Edwards meanwhile, then chief of the Experimental Department, arranged to move his team to a heavily camouflaged hangar which was specially erected among the trees alongside Redhill Road, at a new site known as "W37". This lay between the road and the drive leading up to Foxwarren House, on an area immediately south of the Lodge opposite Silvermere.

By the spring of 1941 work was well under way at Site "W37", and besides numerous smaller tasks, the erection of the prototype Vickers Type 432 twin engined fighter – the "Tin Mosquito" – began. It was not long, however, before concern was being expressed at the main works that the construction of all the components and parts for the special work being done at Site "W37" was disrupting the flow on the Wellington production lines.

The Experimental Department was soon therefore required to become an independent unit and to set up its own manufacturing facilities. Two new sites were accordingly selected on Redhill Road, one each side of "W37". One of these, the present Bus Museum, had the official designation "W45", and was established as the Fitting Shop, with a battery of machines and lathes. Henceforth the personnel in this hangar turned out the vast majority of components

required for the numerous experimental projects being worked up by Vickers between 1941 and 1945. These were largely involved with the development and adaptation of existing aircraft types but much work was also done on the prototype fighter aircraft referred to above, the big Windsor bomber, which was to take geodetic construction to its limits. and a wide variety of projects fathered by Barnes Wallis. The second new site, "W46", lay half a mile further up the road on the same side as "W45", and was laid out for the actual erection of further prototype aircraft, starting with the four engined Windsor heavy bomber.

"W46" was not only concerned with aircraft, however, and became one of the principal locations for the development of the famous "bouncing bombs". Work started with half size prototypes and a test rig was specially constructed on the site for the rotation and balancing of these remarkable weapons. The experimental work involved came to a climax in the spring of 1943 when ways were found of making "Upkeep" fit for immediate use against the Ruhr dams in Germany, and afterwards a great deal of work was also done on the smaller "Highball" version, which was designed to be delivered by Mosquitoes, but was also tested with a USAAF A26 Invader and a pair of naval Avengers.

It was in support of all these activities at "W46" that "W45", the present Bus Museum, was involved, and the work did not stop with the long awaited arrival of VE Day.

After the war the Redhill Road complex continued to function for several years, except for the original site – "W37". This was quickly closed and was later razed to the ground so effectively that it is now very difficult to detect where it was at all.

In the Erection Shop at "W46" meanwhile, the prototype Viking was erected, a medium sized aircraft based on the wartime Wellington bomber, and one of the first post war British airliners. The site was now known as "Foxwarren" and the last project handled here was vastly different in size and scale. This was the prototype Valiant – the first of the V-bombers. Despite the limitations of the site, this big

jet aircraft was also erected here, and once completed was carried in large sections down the Portsmouth Road to Wisley for its first flight.

The Weybridge works were meanwhile greatly expanded for the full scale production of Valiants and also Viscounts, and in 1958 it was finally possible for the Experimental Department to return to a more permanent home at the main works.

Thus, after seventeen important years of service, the Redhill Road facilities were finally vacated by Vickers. Little now remains to be seen of "W46" except for the large concrete apron on which the buildings were constructed, and part of the rig on which the bouncing bombs were rotated.

To this day however, "W45" remains much as it was, although its purposes are altogether more peaceful than those for which it was originally built! □

Note:It is possible that you, the reader of these notes, may yourself have worked at one of these sites on Redhill Road. If so, the Brooklands Museum at Weybridge would be very pleased to hear your reminiscences.

WANTED BY COBHAM MEMBER

Old London Transport Bus Blinds, pre 1985 all areas and garages, but especially New Cross and South East Area Garages AW, AM, TL, BX etc. Single items or whole collections purchased if required.

Also pre 1990 Time Cards, Time Schedules, Duty Schedules, these are the ones Crews/Officials used NOT bus stop timetables. Quantity not a problem, I can collect if required. Good prices paid.

Please telephone Paul Brophy, 0181 6446 day or 0171 2291 evenings before 9.00pm

THE LONDON CONNECTION IN BELFAST AND THE D93 STORY

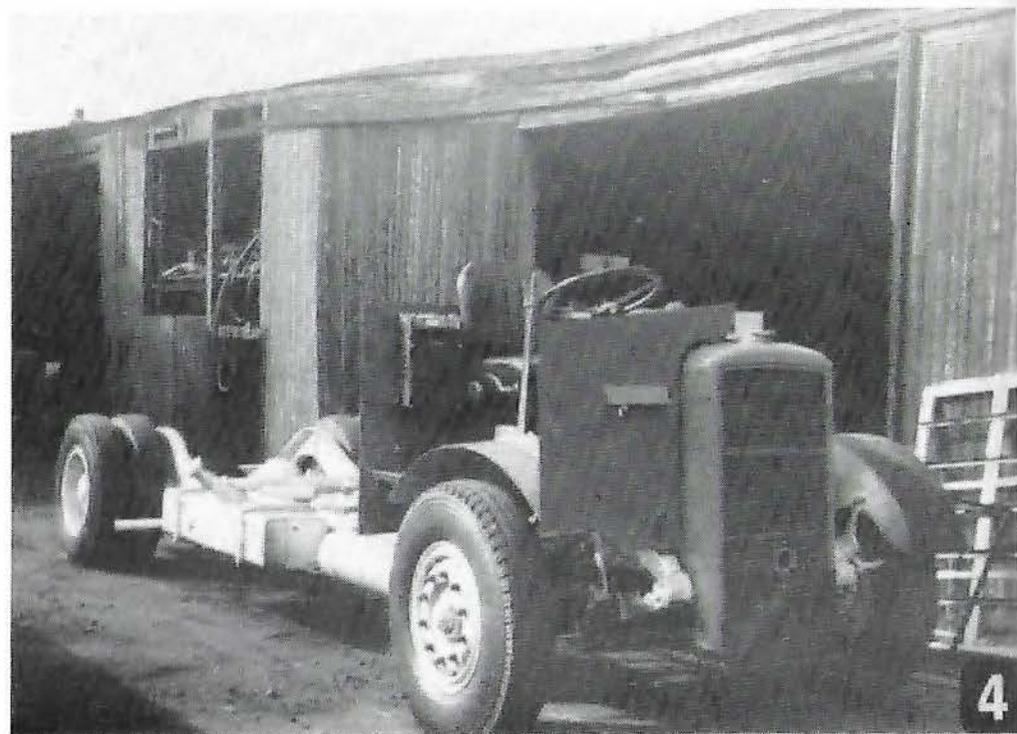
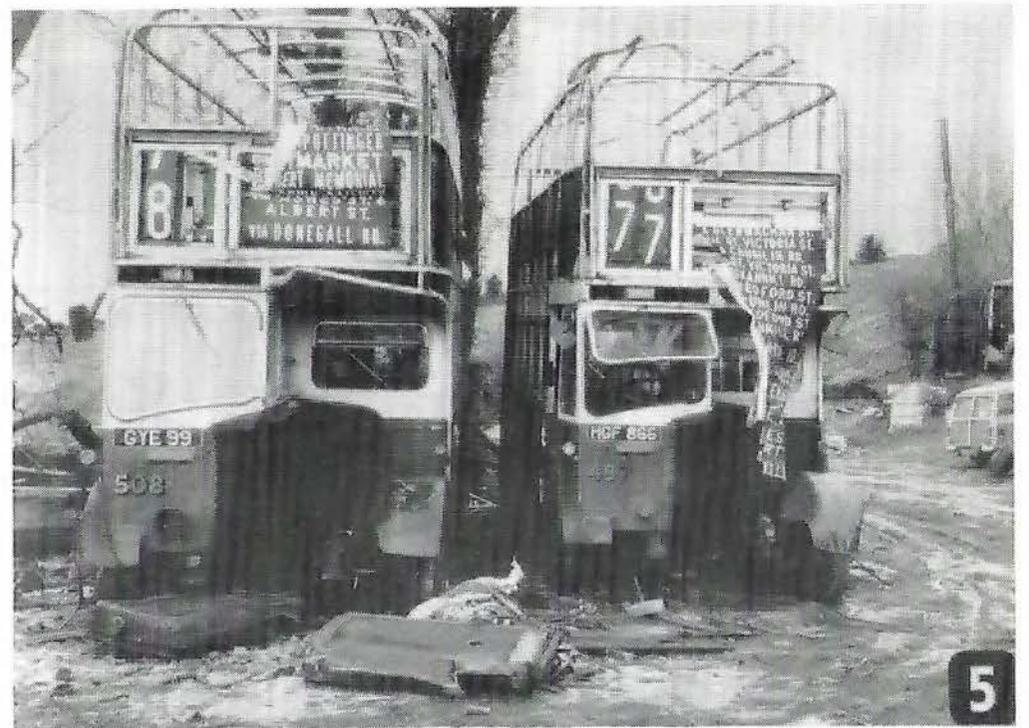
William Montgomery

Faced with immediate bus requirements in 1953 the then Belfast Corporation Transport went shopping for good second-hand buses. This occasion arose due to the forthcoming withdrawal of the tramcars scheduled for early 1954, the time interval for obtaining and subsequent bodying of new chassis being prohibitive. Thus when Messrs Norths of Leeds advertised complete Daimler double deckers ex London at £300 each, it was just too good an opportunity to miss. Unfortunately none could be released until after the Coronation due to understandable traffic demands in London.

After initial inspection by the Belfast Corporation Transport in London it was decided to purchase 100 ex LTE Daimler CWA6 double deckers with varying bodies, Brush, Park Royal, Duple. As the ultimate plan was to rebody eventually, the dolly mixture of bodies was not important. Upon arrival (fig 1) at Larne via Preston (as deck cargo), the complete vehicles were taken to Falls Depot. As the demand for the forthcoming tramcar abandonment was coming nearer a stop gap programme was embarked upon. This comprised of using a certain number of the Daimlers in condition as bought. The only work carried out on them was to modify the front destination screen outlay and to paint in BCT colours (fig 2). Meanwhile on a longer term policy, tenders were invited for the complete rebodying of all 100 Daimlers.

Complete vehicles continued to arrive on a fairly regular rate and subsequently the trams disappeared into the mist in February 1954. Meanwhile certain Ds were never to enter service in Belfast with their original bodies and these formed the forerunners of the complete rebodying programme. The body choice naturally fell to Harkness Coachworks of Belfast who almost exclusively built all BCT bodies since the mid 30s. Design and construction was to follow the previous motor bus contract but with 7ft 6in wide bodies based on the well







tried Metal Sections Ltd. framing on all but 10. Included in the body spec. was provision for 20 lightweight body shells, 10 by Metal Section and 10 by Park Royal.

Prior to bodying, the old body structure had to be removed (fig 3) and the chassis modified to meet local requirements. So good were the condition of these chassis that only minimal replacement of components was required. Major chassis changes were the cutting off of the rear chassis extension (weight saving), the fitting of auto chassis lubrication and the reinforcing of the rear chassis wheelarches. Figure 4 shows chassis ready for rebodging. Ultimately all 100 chassis were rebodied and in service with Belfast by 1956.

Throughout the late 50s and 60s all performed adequately and it was the cloud of OMO or OPO which was to spell their ultimate demise, with mass withdrawal of all the London Daimlers by late 1970. As figure 5 shows, on breaking, the shells of these buses were as good as new. No time at all was lost in selling the redundant Daimlers off to local scrap vehicle dealers, so the recently formed Irish Transport Trust, realizing the historical significance of these vehicles had to act quickly to secure one of the type for preservation. On inspection of the chassis, D93 (GYE 98) was chosen due to its superior condition and was successfully tendered for. The ITT collected D93 in March 1971, and after a small amount of body work and a repaint, they rallied it up until 1989.

It was then that my father, who was a member of the original group who purchased the vehicle in 1971, and who had maintained it throughout their ownership, suggested that I should purchase the vehicle from the ITT outright. They very kindly agreed to sell me the Daimler, mainly due to my father having looked after it for them for so many years. Following purchase the first item to receive attention was the 7.7 litre AEC oil engine, which by this time had quite a pronounced knock. A friend with considerable knowledge of AEC engines examined it and carried out all necessary repairs which included checking the heads for distortion, fitting new valves and head gaskets. After this work the engine ran beautifully, and after

checking the rest of the drivetrain, fluid flywheel, gearbox and differential; all were found to be in excellent condition and only required a change of oil. The brake shoes had been relined all round during the ITT's ownership, so the only jobs left to do underneath were to replace the trackrod ends and draglink to correct the rather vague steering, and to have a new silencer and tailpipe made up.

These items fitted, the chassis, which was in A1 condition was given several coats of Granville hammered paint and this concluded the mechanical work. Next the interior was stripped out and repainted, all the original leather cushions and squabs were treated to a good dose of Connollys hide food and all internal transfers were applied as when new. This just left the outside of the vehicle to be restored. All exterior panels were stripped off to reveal a framework as good as new. Even the paintwork on the metal section framework was unbroken. After complete repanelling the platform was repaired where necessary and missing roof intake ventilators were replaced. This just left the offside front mudguard to be replaced, and a firm in Stoke-on-Trent agreed to manufacture the original Dunlop rubber mudguards, which were fitted to the rear of the vehicle. These fitted, she was ready at last for repainting, this being undertaken by two skilled coachpainters. She was primed, undercoated, glossed, then all transfers and signwriting were applied before varnishing. After the fitting of all chromework she looked very well indeed and attended the 1995 Irish Transport Trust Rally, after 5 years of restoration work. D93 continues to perform faultlessly, which is quite a credit to a Utility chassied Bus. Hopefully one day she will return to London, preferably around the same time as the Cobham Open Day. Figure 6 shows D93 brand new outside Harkness Coachworks, and figure 7 shows her as restored in April 1995. □

Editor's note: With work having now commenced on the Trust's own utility, Guy Arab G351, wouldn't it be something to re-unite the pair, perhaps as part of our Millenium celebrations. Many thanks to William for his feature and the wonderful photographs provided.

VEHICLE NEWS – FEBRUARY

Peter Plummer

- T504 The vehicle with its rebuilt engine left the workshop area in early December and road tests revealed an improvement to performance although not as much as expected. Andy Baxter and Simon Kaye have made numerous adjustments to the fuel pump timing and currently fitted are RT injectors yielding the best performance yet. The correct injectors are being checked once again. A new exhaust system has been fabricated and fitted by Andy, Simon and their team.
- P3 The corrosion around the tool locker has been cut away, and new steel work fitted together with timber locker floor. The rotten timber work around the front blind box has been replaced by Dave Bray and myself and a new blind box floor has been made and fitted by Paul Morris and Richard Hussey. This allowed the fibreglass front end to be repaired and refitted by Andy Baxter, Paul, Dave and myself. Repanelling to the front offside of the coach has now commenced and a replacement bootlid and ram, sourced by Mike Nash and Paul has been fitted. Cleaning and preparation work has been performed by Ken Wade, Brian Hine, Alan Davidson and Raja Kalsy.
- RT2775 Paint stripping of the complete exterior has continued under the direction of Brian Dabbs assisted by Alan Davidson and Raja Kalsy.
- 702B Alan Bond has had a braking system component remanufactured and this was fitted by himself and Andy Baxter so that the vehicle could be tested within the grounds during late February.
- ST922 The mechanical check has been completed. Whilst in the workshop, bodywork wear and tear was assessed and the platform was found to be in need of attention.
- G351 This vehicle has now entered the workshop area and John Black has removed the radiator assembly in preparation for a full mechanical overhaul.
- RL92 The Reliance Sweeper, which has remained dormant and covered over for nearly 20 years was exhumed in February from

what was formerly referred to as the 'dead row' and was repaired by Andy Baxter and tested at some speed in the yard. It will now be displayed adjacent to the foyer which in turn has provided more space on the east side of the building.

KPB881P The Bristol LH on loan to the Trust by Mike Nash for driver training has received attention by Andy Baxter and Simon Kaye to its steering, brakes, gearchange and propshaft whilst Dave Kriesler has been checking the electrical system. The bus was road tested by Simon and Mike at the end of February and performed well. A small amount of tidying is required before it can be MOT'd.

MEMBERS' VEHICLES AT THE MUSEUM

- RP90 Andy Baxter, Paul Morris and Mike Nash, who are renting the paint bay to restore this coach, have worked many weekday evenings straightening and repairing the pillar and framework to both sides of the vehicle and panel replacement is almost completed. Its condition in comparison to P3 shows minimal corrosion, the work found necessary only to rectify the countless knocks and bangs obtained during service life which had previously been poorly tackled. All mechanical work has been completed and most missing parts sourced so attentions will now be turned to preparation for repainting into its original livery.
- RT3491 Bill Cottrell and his team have fitted an ex-military 11.3 litre engine after suitable modification. Work on the lower deck floor which was completely removed to replace corroded covering panels has largely been rebuilt by Tony Lewis with assistance from 'Ginger' John Messer, John Rawlins and Bill with welding assistance from Ian Barrett.
- CDX516 John Bedford's former Ipswich Regent III has had its engine removed in preparation for some minor oil leaks to be rectified, the engine mountings replaced and the engine bay tidied up.

SO YOU STILL WANT TO BE A BUS DRIVER?

Malcolm Lewis

I largely have the Trust to blame and perhaps a grandfather who was a bus driver for abandoning a career as a Chemistry Laboratory Technician to become a bus driver myself. This was just over four years ago now.

I took a training course with Big Wheels in Reading at considerable expense during October 1991. They had a rather dilapidated AEC Reliance with a Plaxton Paramount body of late Seventies vintage. (Incidentally, I saw it in Reading just this week). It drove quite well, the sensitive brakes requiring delicate foot application were soon mastered, but I seemed to be forever correcting the steering and have since been told that Reliances were like that – apparently, if there wasn't this slackness it would have been intolerably heavy. The gear lever required careful movement, there being some wear in the linkage, so reverse was all too easy to select as I discovered in Farnham High Street. My intended faultless first gear start nearly turned into disaster but fortunately the car behind had not moved into the 'keep clear' box behind!

My first test and I was all prepared after fifteen minutes drive to the Test Centre. The test was abandoned when the Reliance failed to start. The battery was flat. For my next test I was horrified to see the familiar Reliance substituted by a Strachan military bus bodied vehicle of full length. I was told it was a Reliance. The controls were similar but it looked much longer. I had just 15 minutes to settle down. Incidentally, this bus had been borrowed from Chiltern Queens in Woodcote. Needless to say I failed the test. Surprisingly, the examiner told me I had not reversed back enough! However, he did also say 'You should be able to drive anything', a most valid point which I now always keep in mind.

For the third attempt the Reliance was back, apparently with a new engine as well. All I remember is the examiner saying 'I suppose I'd better pass you'. Armed with PCV (Passenger Carrying Vehicle)

endorsed on my license (PSV badges are no longer issued) I went to London & Country Addlestone, or WY in London Transport days and was taken on for their LT contract routes 116 and 117, Bedford and Staines respectively to Brentford. I have a book showing an ST on the 116 so it has historic connections. I was given further driver training in their Reliance with Plaxton Supreme body. It looked rather attractive when eventually painted in their colours. The handbrake had been modified to an air system with a lever valve from a National (I think) mounted on a pedestal (made out of a section of National exhaust!) to the left slightly behind the drivers seat. I was reassured to see a box on the dash which lit up to say 'REV' when in reverse. Same steering and gear lever traits though.

The week before Christmas 1991 (of course, the busiest time of the year in Hounslow High Street) I was finally allowed to drive on the route, at first with a driver directing me then solo on Christmas eve of all days! Weaving through the traffic and parked cars, standing loads and running 20 minutes late came very quickly to me.

We had rather dilapidated full length Nationals of P to S registered vintage. They had the short, more angular pod and single doors. They were inherited from Tellings Golden Miller when TGM were no longer able to operate the route from the old Staines Garage due to lack of money. I understand that Tellings had indirectly bought these buses from scrap yards. However, also on the route was the National Greenway prototype JCK 852W (which continues to operate from Addlestone to this day) and this was based on a shorter 10.3 metre National. Apparently, this was originally intended to be delivered to a Yorkshire company, hence it is very high geared. Even 2nd gear starts could throw passengers to the floor!

Eventually, the Nationals were replaced with full length Greenways. At first we were concerned by their extra length – nearly a foot was added to each end. Still, somehow or other (luck I think) I managed not to hit anything at first. But after one month I had my first minor accident where I hit a car with the tail swing as I turned left out of the bus terminus at Brentford. The turn was made really tight

by parked cars and one had parked right on the left corner. Unfortunately for me, Brentford police station was nearby and a WPC was just walking to it at the time. The car was owned by her PC colleague! I narrowly avoided prosecution but had I have been I would have argued that the car was parked within 10 metres of the junction.

About eight months later the boss presented me with a 'Notice of Intended Prosecution' from the police. Unfortunately, the time, place and vehicle made it obvious it was me and I had apparently crossed the stop line at traffic lights on the A30 at Hatton Cross with '1.3 seconds of red light at 34mph'. They calculated from my speed that I would have been 66 feet from the line when the lights changed to red. I made further calculations ; a 38 foot Greenway would take 0.3 seconds to cross the line so allowing for 1 second of amber at 34mph I would have been at most 110 feet from the line. The minimum stopping distance at 40mph (my probable speed of approach on the 50mph dual-carriageway) is 120 feet. No wonder I decided to carry on at the time. To stop on the line would have meant an emergency stop! All I could do was to plead guilty and state mitigating circumstances.

Still, for a professional driver the three points and £60 fine plus £20 costs were probably quite lenient and perhaps the judge sympathised with my reasoning.

A few months after this I was unlucky enough to run into the back of a van. I was approaching traffic lights that changed to green. The car and van waiting at them for some reason did not go so I had to smartly brake, trying not to skid by using the cadence technique. The back of the van loomed closer as my speed fell almost to zero but the protruding overriders on it denied me the last two inches I needed to avoid collision. Bang! Only very light damage occurred to the van and bus but I still felt crushed.

So you still want to be a bus driver?!

□

CHRISTMAS LIGHTS TOUR 1996

John Hinson

We were blessed with no less than twenty vehicles (an all time record) on the tour this year, which were:

STL441; RF4,26,28,280,319,453,530,672
RT1790,2043,2293,3028,3143,3496
RM16, 308; XE1; Wigan Corporation 140
Ford Van UX9253

Also seen in our travels, although not participating in our tour, were preserved DMS132, RM548, and two unidentified RTs.

Despite the high number of vehicles, I was impressed that most vehicles were ready to depart punctually, and drivers seemed to have less difficulty keeping to route (with, perhaps, the exception of RF319 which we passed going the other direction no less than three times!) Special congratulations to Mike (RT3028) for being sighted, still on route, at Parliament Square.

A hitch occurred in Piccadilly when the police closed the road off for a security alert causing the rear end of our convoy to be diverted up roads never reached by buses before! But everybody affected coped well.

We raised no less than £382.23 (which includes two cheques subsequently forwarded for vehicles that missed out on the collection)

The event is becoming truly inter-society, and we specially thank the owners of all the non RT and RF vehicles for joining us. I found it very pleasant to have Sebastian with his 1930 Ford AA van pursuing me closely, "buses only" sections and all. I noticed that neither the van nor the STL had any difficulty holding their own in 1990s London Traffic, despite the lack of direction indicators.

Well done, everybody. See you again in 1997.



No sign of Rain, Dear: Gill Hinson sported the most curious personal headphones when at the wheel of RF453 on the Christmas Lights Tour, whilst partner in crime John looks on, deliriously happy at the success of his latest event (Photos: Peter Larkham)



Tree-mendous Headache: RM688 recently suffered this mis-sap whilst on route 36. Apparently, the passengers had to *leaf* by the emergency exit and the *Special Branch* were called to *log* the incident. The conductor was said to have been *barking mad* and a passer-by was completely *stumped* as to how it had happened.
(Photo: Sebastian Marshall)

SHORT TURNS

Compiled by Mike Nash

Green Belt at Brooklands...

Good news for the Trust is that Surrey County Council has successfully defended its policy to keep Brooklands designated Green Belt land, following a four year legal battle against a housing developer. This should ensure that we can enjoy at least a few more Open Days on the world famous site and that traffic problems in the area hopefully won't increase too much.

Model Matters...

It's been a long time coming but at long last EFE are to release a 1:76 scale diecast model of the RF. This will ultimately be available in many variations but early pictures depict central area RF296, complete with doors. All well and fine you may think, until that is, one remembers that RF296, which was one of the the first red RFs, was also one of those converted in March 1956 to Green-Line specification. Only then did it receive doors, they were never carried when it was red. So much for EFE's research! Still, all credit to EFE for filling a notable gap. It's bound to sell like hot cakes and I look forward to future releases in liveries such as Tillingbourne, Blue Saloon and who knows, even 6th Bramshill Hawley Scout Group. Anyone remember a certain blue and yellow RF?

It's Good to Talk...

Peter Bowen of Macclesfield, Cheshire is very keen to hear from other Cobham members in the North West with a view to meeting up and/or identifying London buses in preservation in the area. Give him a ring on 01625 987.

Turning on the Stile...

Peter Simmonds who owns RM642 and DMS132 is desperate to track down an AFC Turnstile Ticket Machine for the latter. It need not be in working order, just tidy in appearance to show visitors how an early DMS

interior looked. Also required is an offside rear reversing light. If you can help, Peter would love to hear from you so please phone 0181 715 8695.

Help the Trust by helping a Member...

Keen new member Paul Brophy has generously offered to donate £100 to the Trust if he can track down Time Schedule Cards and Duty Schedules for Route 1 (one) from NX/TL Garages pre-1978. If you can help, please ring him on 0181 6446 (day) or 0171 2291 (evenings/weekends).

First One Back...

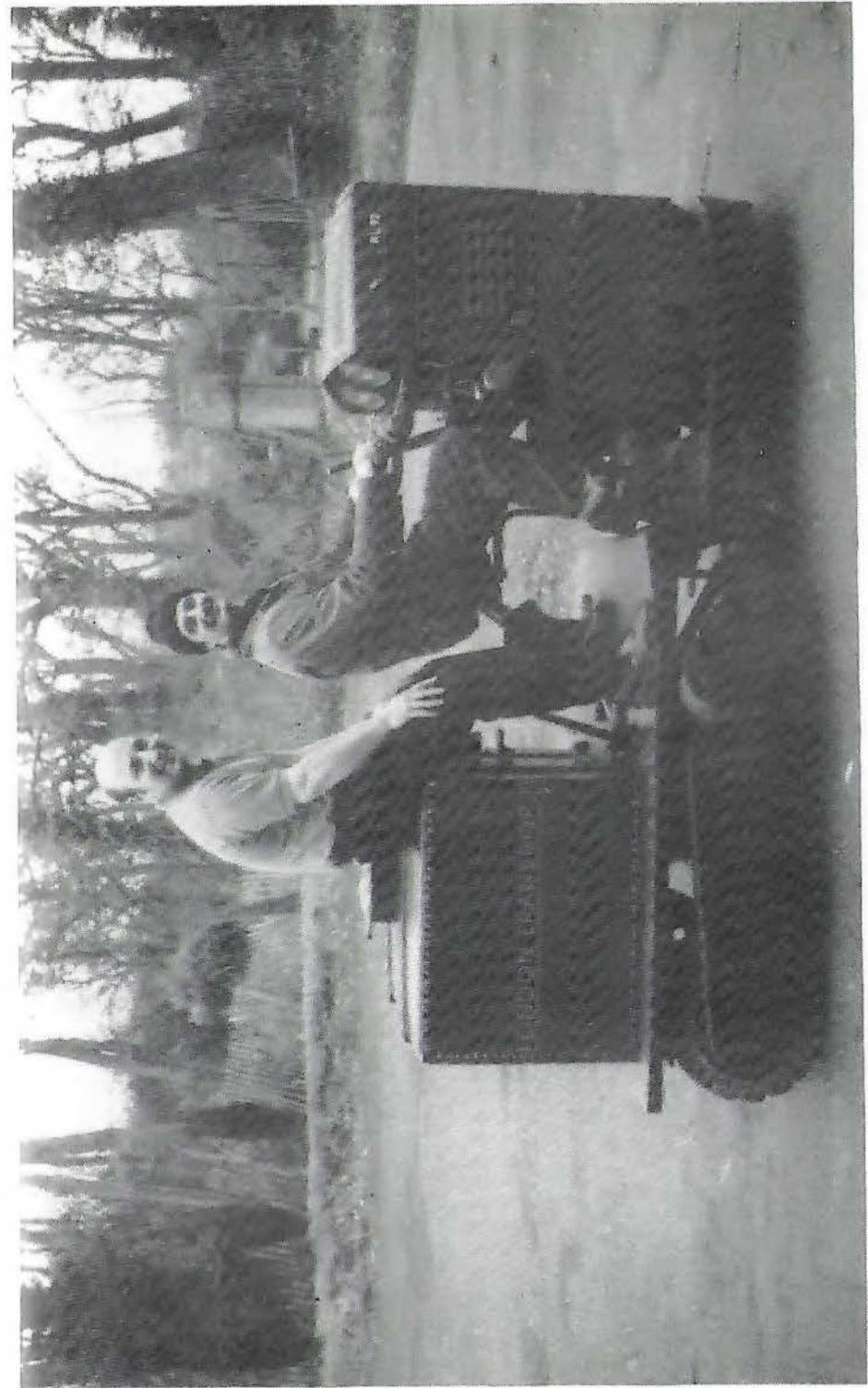
As part of the London Transport Museums programme of special events in February, it celebrated the history of the double-decker in London by putting RMI through a Class 6 MOT and placing it back in revenue earning service for two days on route 2 between Golders Green and Crystal Palace, complete with appropriately costumed crew to reflect the fact that RMI, which was first unveiled in October 1954, first service on this route way back in 1956.

Old Numbers for New...

Member Jim Howard is restoring RB51, a Duple bodied ex-Green Line Reliance which had been separated from its original registration number. After some months of unsuccessfully attempting to have XPK 51T re-united with his coach he finally wrote to the Vehicle Registration Office at Chelmsford who were really helpful. A letter was submitted to their case study department and three weeks later RB51 had its old number back. Jim recommends that members in a similar situation write to Chelmsford VRO, Case Study Department, 2nd Floor, Parkway House, 49 Baddow Road, Chelmsford CM2 0XJ.

National Nationals...

Recently formed is the Leyland National Group, which has been set up by the West Kent Rail Group. Early reports suggest that they are gaining members fast, and they have already purchased their first vehicle, a former Maidstone and District example. More than 20 LeyNats have now entered



Making a clean sweep: After many years of inactivity, RL92, the Trust's mechanical sweeper, has received the attentions of Andy Baxter who is pictured at the wheel (or handlebars) circling the yard at break neck speed with Simon Kaye riding shotgun. (Photo: Mike Nash)



Putting the Boot In: Peter Plummer and his small team which include Dave Bray, continue to rejuvenate P3 and are pictured here after fitting a replacement bootlid and ram assembly. (Photo: Mike Nash)

preservation and others are known to be earmarked for the future. You can contact the Leyland National Group at Deverill Court, Avenue Road, London SE20 7SA.

Film Failure...

The appeal for members to make available to Rod Lucas their old footage of Cobham events must have fallen on deaf ears, for not one member contacted Rod. Therefore, this project has been put on ice until those who are already doing far too much for the Trust can find the time to sift through their own material. Thanks.

Redhill Road Rangers...

Many members will remember that the Trust joined forces during 1995/6 with the very talented residents of Redhill Road to prevent the re-opening of the road from the A3 end, a move which would have had disastrous consequences on the museum and indeed to safety and environmental factors in the area. As a result, the Temporary Closure Notice was extended for 18 months after which the situation would once again be under review. That time is now almost upon us and the Redhill Road Rangers will soon be counting on your support once again to ensure that our road isn't reduced to a one way racetrack. This time the aim is to have the road closed once and for all, but it won't be an easy fight. If you care about the future of Cobham Bus Museum please be prepared to do your bit when the time comes.



LETTERS TO THE EDITOR

From Dawn Stagg

Roger has passed on to me your “pre-Christmas” letter, with the comment “are you going to reply?” My immediate reaction was “you must be joking” (or something like that) we have so much “bus” correspondence arriving at home, I felt one more bus freak churning out reams of letters and articles would only add to the paper mountain in our study, increase the shortage and therefore the costs at the paper mills and being in the printing trade! However, having recovered from Christmas, holidays and flooded home I have decided to try to give a condensed version of the wife’s point of view, well at least this wife. I haven’t quite got to the divorce notice – yet.

Being married to a bus enthusiast is not easy, especially when the interest only surfaced seriously in more recent years. I am told it was always his ambition to own a RT (why didn’t I know BEFORE we were married) perhaps if I had been pre-warned, when this large red double decker suddenly appeared on our drive, with proud new owner happily polishing this new acquisition – I would have known my problems were about to begin.

I had always thought a bus was a means of transport from A to B. How wrong can one be – RTs, RFs, RTLs, GSs, STLs even RMs – it’s all gobbledegook to the uninitiated. It really is frowned upon not to recognise each and everyone immediately and then we must remember numbers as well as letters and colours. Should we commit the sin of getting letters and numbers muddled – oh dear!

I do appreciate the vintage vehicle aspect and one cannot but admire the enthusiasm and energy devoted to this interest but does it need to be so demanding and time consuming Is it not supposed to be a hobby? If only us ladies had such attention lavished upon us. I think I’d quite enjoy enhancing a few of my body parts, even though I’m not in the vintage class!

How many times have I heard “back in 10 minutes – just going to the bus”. Two hours later...? and how about our Summer weekends – do they all have to be spent in a cold bus garage adjusting some very important part, getting ready for, or attending the latest “we can’t miss this one, you’ll really enjoy it” rally! Oh for lazy barbecues in the garden, a trip to the coast, the theatre, a long walk or any NORMAL pursuit which doesn’t involve a BUS.

They do say if you can’t beat them, (ignore them?) or join them. Well I’ve tried both, ignoring didn’t seem to work as the bus is always strong competition so I tried joining them! To this end I’ve scrubbed and cleaned paint work and upholstery, polished the chrome, cleaned windows at least six million times, helped replace the outside bodywork, changed and re-upholstered seats, painted red, painted silver, painted brown, painted black and even painted the engine compartment, oh yes and incidentally, helped change the engine!! I’ve decorated it for weddings and birthdays, I’ve sat on my own during a 6 hour return trip from Bath and freezing cold on the December Christmas lights trip to London but somehow my enthusiasm. still doesn’t seem to be as all consuming and intense.

And so the saga continues, I do have to confess to a certain amount of masochistic pleasure plus the satisfaction of seeing the improvements in RT2043 since the day I first saw her. I also have to admit we’ve had a, lot of fun with her and she’s given lots of pleasure to people of all ages. This, with the sympathy and “you must be mad” comments from family and friends seems to help me remain sane and perhaps indicates a slight warming towards this large red vehicle.

Who knows, perhaps in twelve months time, I will write again and confess I’m hooked. Somehow I think I’d rather have a MG Sports to polish on a Sunday morning.

Teston Road, Offham, Maidstone, Kent ME19 5NE

Editor’s comment: Many thanks for writing, Dawn. No doubt most of our respective partners will relate to your comments. Perhaps you could enlighten them as to how they too can “muck in”. By the way,

Roger assures me that the reason the RT gets so much attention is because he considers you to already be in concours condition. Oh, and has he mentioned that he's been looking at another bus?!

From Mike Lloyd

How very nice to find myself welcomed to Cobham in such glowing terms in the latest Magazine! I'm not sure that I exactly champion the National, although it was a better bus than many people thought (and still think) as I shall attempt to show in some articles over the next few months. I do however defend the right of any bus to be preserved, and I look forward to my retirement project, restoring a Dennis Dart – one day!

Just to introduce myself briefly to those members who don't know me, I worked at Hemel Hempstead Garage for a long time, starting as a General Hand and becoming a Bus Mechanic, then I was promoted to Garage Foreman at St Albans, a job which also involved my taking over as Garage Engineering Superintendent at Hatfield when the Incumbent was away for any reason. It was at SA that I met P3 and became very impressed by its splendid performance, a fine machine indeed, and I look forward to renewing acquaintance with it soon. It's a pity I live over 200 miles from Cobham as it would be nice to be able to have some practical input to the Museum and its many projects.

On this subject, I am very pleased indeed to see from the Magazine how much everybody's input is appreciated at Cobham. For many years I was involved with a transport museum project here in the north west, a project that, with all due respect, had more potential than Cobham but which is at present painfully dying. This death is the result of a number of factors but primarily the inability of the ruling junta to appreciate any effort made by anyone, to accept anyone's ideas other than their own, to communicate with the membership and to foster the principle of everyone working together towards a common goal, even though this may involve effort being expended in different directions at once. Cobham seems not to have fallen into this trap and it deserves to succeed for this reason alone. It is so easy to

alienate one's supporters and once they find other interests, they won't come back.

Greetings to fellow new member Paul Hodgson who owns another of my old friends. RMC 1500 spent a period at HH and in fact I drove it away on its last Sunday there. It had a very odd defect in that third gear would not engage until the bus was nicely warmed up. This made it an absolute swine to handle on busy roads, as it would accelerate nicely in second, refuse third, then struggle terribly trying to build up speed in top. Quite what caused this we never found out, but no doubt it has long ago been put right. I shall long remember the very slow climb it made away from Hemel on its last journey with me, when I did not dare to try to change up and acquired a tail of frustrated Sunday drivers - it was a cold day, too, and third was very reluctant to engage. Great fun, In retrospect!

My main bus interest, incidentally, is not in London Transport/ London Country at all, but the Hemel Hempstead area independents, Ronsway, Rover, B & B, Boxmoor and District and especially Bream Coach Service, the love of my life. I am always pleased to hear from anyone who shares this interest or who has any photos or other material to dispose of. If anyone knows the whereabouts of a Bream vehicle, however rough, please let me know.

That's about all for now.

Queen Street, Highfield, Wigan, Lancs WN5 9HY

From R G Wingrove

I must admit I'm not a Cobham regular, having my own vehicles to restore located in Manchester does tend to take up every weekend. But I was wondering if you could put an appeal in the magazine for me.

I'm looking for photos of one of my coaches JNK681C. It's a Harrington Legionnaire bodied Ford Thames 36 which was new to SP Coaches of Sutton. Before this it had been the Harrington Legionnaire demonstrator, and as such appeared at the 1964 Commercial motor show. Its owner then became Cavalier Coaches SP stood for Short and Pagan the surnames of the two partners who owned the firm. (The

present day Cavalier Coaches belongs to Andy Pagan, son of Bill Pagan, of SP Coaches)

In 1967 Blue Saloon owned the vehicle. I have been told that while with this firm, JNK was known as 'The Lady'. There is a picture of it in Buses Annual (1980) showing the rear of the coach whilst negotiating floods. In 1970 it joined Motts of Aylesbury. By 1975 it was with Michael's of Carshalton who "modernised" the interior. This meant scrapping the original dash and constructing something not far short of an aircraft dash. It was so big it restricted the drivers hand on the steering wheel. Everything else was covered with black vinyl. Motts bought the vehicle back in 1980 to prevent it becoming a stock car transporter and they ran it until 1983. It was saved in 1995 The appeal though is for pictures of its early life. I have shots of it from 1970 onwards (although more of this period would be welcome) but as for its early life I have nothing. Are there any members who have any pictures whilst it was with SP Coaches, Cavalier Coaches or Blue Saloon? Whilst with its original owner, it undertook contract work for Travellers International.

This was not the only Ford/Legionnaire in the area as Golden Miller also had a batch of three (DPN 131-3C)

The coach is currently having a full restoration ready for the Harrington Centenary Rally, which will be at Amberley Chalk Pits Museum on June 22nd this year, and it would be excellent if I could show it in all of its guises at this event. If any member can help I will of course pay all costs etc.

London Road Strood Rochester Kent ME2 3EX

From Michael H.C. Baker

I was delighted to see the Thornton Heath roundel is safe at Cobham. I've taken many pictures of Thornton Heath Garage over the years - I used to live in the next road - but as far as I can tell I never got one of the roundel.

Keep up the good work.

Northmoor Way, Wareham, Dorset BH20 4EG

From Brian Wright

Many thanks for your letter and extra information. It all adds to my history notes.

The Cobham Magazine was very interesting indeed as is your tale of the early LSs in Ireland. With the short RF returning home, an MBS returned and now plans for LS5, it can't be bad. The latter two are not my idea of great buses but as part of the history they need to be saved and in my case get documented.

At the present time, most of my spare time is taken up on writing a history on LT buses, trolleybuses and service vehicles. Progress is a little slow due to continued computer problems. My history notes are in various forms and in loads of different files. Slowly this is being sorted into a full history via the computer. Gaps still appear in the history and I am desperate for PSV Circle News Sheets for 1952. I've been trying to track them down for years so if anyone reading this is willing to sell, loan or just copy a set I would be most grateful to hear from them (phone number below). I can't complete the history without them.

I'm always happy to compile history notes on specific vehicles. It gives me a break when doing other more mundane work. For example, I've just been working on a DMS chassis/body number list before I do a disposal list now that DMSs are starting to go into preservation.

I spent all my working life on the buses. LTE at Norbiton both conducting and driving RT/RFs on routes 14, 65, 85, 131, 201, 213 and 216, then moving to Heathrow on airside and hotel transfer work using various coaches. Then I had a holiday in Australia of almost four years driving for a small firm St. Ives Bus Service based just outside Sydney, driving omo Reo (nc), Bedford VAM, Leopard and Reliance. It was nothing like UK bus work. 200+ kids on 54 seats in the normal 37ft vehicle - add 200 lunch boxes (a bit larger than LT conductors boxes) and you have a fully loaded vehicle! Each route had a set vehicle due to the heavy loadings but should a smaller Bedford or short AEC (ex Canberra) deputise you were still expected to carry the

load. In a very hilly area there were many steep 200ft drops with no fences or barriers. 94 kids and 8 teachers was nice on a private hire up a mountain. The 3-speed Leopard was used for these which meant you spent hour upon hour in crawler gear (2 mph). No power steering either – stand up to turn corners, it was so stiff, and full crash boxes as well. Yes, bus work down under was different then, but like most places they've gone modern with Mercedes, Scania, Volvo and the like these days.

On my return to the UK I worked private school contracts in Kingston with a hired Bedford VAM and moved to Harlow in the Seventies with LCBS at HA (Green-Line) 702, 712, 724 and ending on the 711 with RP, SNC, RB, TD and LRC types.

I have been involved with RF672 (Paul Morris) in the early days and Vic Chivers with his vehicles, RF43, RT3143 and more recently RF41. I hope to get more involved with the scene in the again in the future.

I had never thought of joining Cobham as a member before but am delighted to join now. I'm also a member of the RT/RF Register and will always be pleased to help members with compiling history notes of preserved vehicles.

Rivermill, Harlow, Essex CM20 1PA 01279 572

The Birthplace of British Motorsport and Aviation



DIARY DATES

1997 looks like being the best season ever for top quality events. BUSES and CLASSIC BUS magazines are always your best source for listings but the following are those to which Cobham vehicles and members are most likely to attend in numbers. Ring the museum at weekends to reserve seats on trips departing from the museum in Trust vehicles.

- SUNDAY 6 APRIL COBHAM BUS MUSEUM - SILVER JUBILEE OPEN DAY. Expected to be the biggest yet so keep your fingers crossed for good weather. The theme this year in the museum yard is to be East Grinstead allocated vehicles.
- SUNDAY 20 APRIL BLUEBELL RAILWAY VINTAGE BUS DAY. Based at East Grinstead with vintage bus services linking Kingscote Station and also Reigate, Oxted, Lingfield, Forest Row and Crawley. Several Trust vehicles will be attending including T504 and this will be something of a celebratory day out following our Open Day. Event Guide and Timetable £2 plus s.a.e. to Bluebell Railway, Hampton Way, East Grinstead, W. Sussex.
- W/E 26-27 APRIL MUSEUM CLEAR-UP DAYS. All hands on deck please.
- SATURDAY 10 MAY LEYTON GARAGE OPEN DAY. Jointly organised by the London Transport Museum and Stagecoach East London to celebrate the 50th anniversary of the post war RT entering service. Several Trust vehicles are attending including STL441, and TD95 and RTs will be in service.
- SUNDAY 18 MAY ROUTEMASTER GATHERING AT PORTSMOUTH. Organised by the RMOOA, this is a must for Routemaster fans with numerous examples converging at the City of Portsmouth Preserved Transport Depot and several other attractions. Phone 01784 349 for more details.

- SUNDAY 25 MAY ALDERSHOT AND DISTRICT RUNNING DAY. Based at Aldershot this year and always a friendly, well organised event. Several members will be running their vehicles on the free services.
- MONDAY 26 MAY (Bank Holiday) QUAIN TON ROAD BUS RALLY. John Clarke invites fellow Cobham members to attend this popular event on the preserved railway line near Aylesbury. Give him a ring on 01296 69 to book in your vehicle.
- SUNDAY 8 JUNE SOUTHSEA SPECTACULAR. Always a cracking event. The featured class this year will be Bristol RE's and RP90 will be attending from Cobham in the hope of catching the judges eyes! OR ST. ALBANS BUS GARAGE OPEN DAY AND RALLY. Well attended by Cobham members last season, this is the fourth St. Albans event and there is always plenty going on. What a shame it clashes with Southsea. Phone Dave Johnson on 01525 578 for an entry form.
- SUNDAY 15 JUNE BRITISH BUS PRESERVATION GROUP (BBPG) 6th BRITISH BUS RALLY. Combining with the Luton Transport Festival at Stockwood Park, just south of Luton, there is always huge array of interesting vehicles and other attractions to make this an event well worth attending. More details on 01582 200.
- SUNDAY 22 JUNE CLASSIC AUTO-MOTION. Without doubt one of the best events of 1996, expect there to be a huge Cobham presence again with plenty of on-track action and our members battling to retain those 'Preserved Bus Driver of the Year' awards which we swept last year! A day not to be missed and a fine warm up for the South Coast Run. Full details from Bill Ackroyd, Hawthorne Road, Sendmarsh, Ripley, Surrey GU23 6LH.
- SUNDAY 29 JUNE NORTH WEALD BUS RALLY. Always one of the biggest static rallies of the year.

- SUNDAY 6 JULY. THE LONDON TRANSPORT SOUTH COAST RUN. See rear cover for full details, but suffice to say this is the event everyone is waiting for. As guests of the RMOOA and in celebration of 25 years of Cobham Bus Museum, please make every effort to participate with your vehicle. You should find an entry form with this issue.
- SATURDAY 12 JULY THE SUMMER CHRISTMAS LIGHTS TOUR. Full details elsewhere this issue. This should be great fun and you won't need those saloon heaters on!
- SUNDAY 13 JULY PG60 AT CHERTSEY. After the biennial Staines events of 1991/3/5, the RT/RF Register turns attention to Chertsey, just 10 minutes up the road from our museum, and welcomes RT/RF families, associates and predecessors to the event which will follow in the same pattern: free vintage bus routes, static display and stalls. Entry forms and enquiries: John Gray, Chesterfield Road, Cambridge CB4 1LN (01223 487). Naturally, there will be plenty of Cobham's fleet in attendance.
- SUNDAY 20 JULY MID-HANTS WATERCRESS LINE RUNNING DAY AND BUS RALLY. Once again based at Anstey Park, Alton, following last years very enjoyable day. More details next issue.
- W/E 26/27 JULY MUSEUM CLEAR-UP DAYS. The second of three such weekends this season.



SATURDAY 12th JULY – A CHRISTMAS LIGHTS TOUR IN THE SUMMER?

John Hinson

It may be physically impossible to tour the Christmas Lights on a glorious summer's afternoon, but I am regularly badgered by shivering participants as to whether it would be possible to do something similar in warmer weather. I have finally given in and agreed to do so as a celebration of a special birthday. Peter Gomm, the secretary/president/editor/general dogsbody of the RT/RF Register reaches the big Six-Oh in July (cries of 'he can't be!') so I have chosen the date above for the tour.

We will start from the usual place, Midland Road at St. Pancras (facing north) at 1330. Obviously there won't actually be any Christmas Lights to see, so we will probably not bother with the final part of the route through the congestion in Oxford Street and Regent Street, but the greater part of the route will be as we do at Christmas.

Some may spot that this is the day before Chertsey Running Day (PG60) – if anybody further afield wants to attend both events, it will be possible to arrange vehicle accommodation at either Cobham or High Wycombe.

The route itinerary will be available soon – send an sae to me at 'The Shambles', Graham Road, Wealdstone, Middx HA3 5RE.

BUSES

CLASSIC BUS

DISPLAY DAY NEWS

Roger Stagg has confirmed that our August Bank Holiday Monday Display Day will be held in conjunction with an RT Running Day. Full details have yet to be finalised but it is thought that RT family vehicles will be running on circular tours encompassing Weybridge and Walton-on-Thames, and connecting with the museum. This is bound to bring a welcome boost to the day in much the same way as has been the case with the October events where RFs have proved so popular. If you wish to volunteer your vehicle for the free service or assist in any other capacity Roger will be delighted to hear from you, so please give him a call on 01322 273 (day) or 01732 627 (evenings/weekends). Full details will be confirmed next issue.

Meanwhile, details have already been finalised for the RF Action Day, to coincide with the Display Day on October 26th. The participating vehicles and bus gathering will be based at Stoke D'abernon Station, and the free service will serve the museum in one direction and Leatherhead in the other, via Leatherhead Garage, where we hope to arrange special access to visitors.



CLEAR-UP WEEKENDS

These proved so successful last season that three more have been arranged this year. Basically, it's a case of as many members turning up a possible to continue with the vital work of tidying and painting the museum interior. The plan is to complete the west side of the interior and outside store so that attentions can then be turned to the east side, parts of which havn't been touched in many years. At the same time, the row of 'project' vehicles on that side can be re-arranged to gain easier access and for better presentation. The weekends chosen are as follows...

26/27 April, 26/27 July and 4/5 October.

Please be sure to note these dates in your diary and make every effort to lend a hand. We had as many as 50 members on some of the days last year which made for some really good socializing.

NEW SMOKING POLICY IN MUSEUM

In the interests of safety and hygiene at the museum, smoking within the museum building is now restricted to the balcony area only. There is to be no smoking in either the canteen or on the 'shop floor'. This is for a trial period initially. It maybe that in due course, in order to secure a lower insurance premium, we will have to follow the path of similar bodies and adopt a general no smoking policy on the site.

The whole subject of tidiness was reviewed at the March committee meeting due to the increasing problem of members not clearing up after themselves, both in the workshop, wash and canteen areas, which leaves the regulars with even more work to do.

With our museum's increasingly high public profile it is vital that members do their bit to keep Cobham looking organised and professional.

PLEASE, ALWAYS TIDY UP WHEN YOU LEAVE AND
PUT EQUIPMENT BACK WHERE IT SHOULD GO

LONDON BUS PRESERVATION TRUST

COBHAM BUS MUSEUM · REDHILL ROAD · COBHAM KT11 1EF · 01932 868665

MAGAZINE EDITOR – MIKE NASH

Chairman Peter Plummer Northdown Road, Longfield, Kent DA3 7QN.
Treasurer Bill Cottrell Shaftesbury Avenue, Middlesex HA2 0AW. 0181 864 8240.
Secretary John Bedford Albany Court, 38 Alexandra Grove, London N12 8NN
Committee Ian Barrett, Cox Lane, West Ewell, Epsom, Surrey KT19 9NA.
Dr Graham Ruddock Gordondale Road, Wimbledon Park, London SW19 8EN
Richard Hussey, Hillcross Avenue, Morden, Surrey SM4 4EX
Rev Simon Douglas-Lane, Church Street, Hampton, TW12 2EG.
Paul Morris, Groveside Close, Carshalton, Surrey SM5 2EQ. 0181 8394
Dave Jones, Epping Close, Romford, Essex RM7 8BH.
Mike Nash Stroudwater Park, Weybridge, Surrey KT13 0DT.

TELEPHONE CALLS To avoid causing excessive disruption at home, especially during the late evening, telephone messages for committee members should be channelled through Bill Cottrell or Paul Morris (see above), who will pass them to the appropriate person. Your co-operation will be appreciated.

REGISTERED AS A CHARITY NO 293319

DEADLINE FOR CONTRIBUTIONS TO NEXT MAGAZINE 15 JUNE

Issue 17 will be approximately two weeks late
due to printer's holiday.

THE LONDON TRANSPORT SOUTH COAST RUN

An event not to be missed . . .

Having made so much progress in recent years it is fitting that in this, Cobham Bus Museum's Silver Jubilee year, we are anticipating our busiest and most successful ever season. But we wanted the anniversary to be marked by a very special event.

Enter our friends at the Routemaster Operators & Owners Association (RMOOA) who were already in the process of organising their second London to South Coast run, the first of which was held in 1995 and saw an unprecedented number of Routemasters gathering at Brighton Marina.

But this year's event is to be even more ambitious thanks to the generous invitation from the RMOOA for all associated with Cobham Bus Museum to attend, which is sure to make it one of the most memorable events of the season.

The date is Sunday 6th July and the road run, which is expected to comprise up to 100 buses, will start from Millbank (south side) opposite the Tate Gallery with vehicle departure times from 07.30 hrs. The route crosses Vauxhall Bridge, following Battersea Park Road into Wandsworth, joining the A3, then across to Dorking following the A24 to Worthing where the A27 is picked up to Shoreham.

Upon arriving at Shoreham we will join up with another popular event, the 1997 Southdowns Bus Rally at Adur Recreation Ground thus combining to create a huge gathering of vehicles.

All London Transport-associated vehicles are invited to participate in the road run, regardless of age. No fewer than 15 of Cobham's resident vehicles will be attending plus numerous Trust members' vehicles so there should be a few surprises! We hope to see you all on the day at what should be a most memorable event.

To book your vehicle for the road run, or for all other enquires please write to :-
RMOOA, 31 Pooley Avenue, Egham, Surrey TW20 8AB.

SUNDAY 6TH JULY — DON'T MISS IT!